



# North Western and Yorkshire Branch Bulletin

Issue No 2025/1

January 2025

## **A PROSPEROUS NEW YEAR TO ALL OUR READERS**

Andy Burnham Mayor of GM says: *Despite all of the challenges - legal and meteorological - we did it! After 40 years of damaging deregulation, Greater Manchester has this morning successfully retaken control of the whole of its bus network*



Metrolink Manchester E200MMC DE497 YX74 OJW leaving Altrincham Interchange on Sunday 5<sup>th</sup> Jan in early morning snow. This bus is based at the former Arriva Wythenshawe depot and is believed to be the slightly late running first bus of the new era from Altrincham: 06:40 263 Altrincham Interchange to Manchester Piccadilly. <https://x.com/AndyBurnhamGM/status/1875823028246081764/photo/1>

### **Branch committee:**

**Chairman:** Donald Akrigg, 6 Springfield Drive, Hightown, Liversedge, WF15 8JB  
**Vice Chairman:** Geoff Cook, 32 Kirkbie Green, Kendal, LA9 7AJ  
**Secretary:** Paul Wilkinson, 48 Romana Square, Altrincham, WA14 5QB  
**Treasurer:** Paul Wigan, 16 Seventh Avenue, Blackpool, FY4 2ED  
**Distribution Officer:** Martin Yates, 39 Brownhill Road, Blackburn, BB1 9QX  
**Bulletin Collator:** (interim: Paul Wilkinson, 48 Romana Square, Altrincham, WA14 5QB)  
**Winter Meetings:** Geoff Cook, 32 Kirkbie Green, Kendal, LA9 7AJ  
**Membership Sec:** John Harrison, 24 Penrhyn Avenue, Middleton, Manchester, M24 1EQ  
**Committee Member:** Kelvyn Waites, 4 Pennine Way, Scissett, Huddersfield, HD8 9JB  
**Committee Member:** Graham Crawshaw, 19 Bellman Walk, Ripon HG4 2TY

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**The Branch is seeking volunteers to assist in various ways.** *Without volunteers, the work of the Branch cannot continue in all its current functions. Most of these only require a couple of hours a month. Full support offered.*

#### **Area correspondents for the Branch Bulletin**

- on a regular basis, (monthly / quarterly to suit) prepare report of service changes for an area from researched information from on-line and other sources
- to submit these as finished text files to the Bulletin Collator
- vacancies exist to cover: Merseyside, North Yorkshire, West Yorkshire,

#### **Summer visits co-ordinator** - in co-operation with the Branch committee

- To establish a diary of monthly events to cover the summer period
- to liaise with operators / venues re access / events
- to collate details of those intending to attend

Interested?? Please contact the Branch Secretary Paul Wilkinson, [osnwyorks@gmail.com](mailto:osnwyorks@gmail.com) or Branch Chairman Don Akrigg, [don.akrigg@gmail.com](mailto:don.akrigg@gmail.com) to discuss further.

**Thanks for recent contributions and photos for the bulletin.** Photos not used in the bulletin published on the OS branch webpages on the screen show – *unless you say different!* the screen show refreshed every couple of months with older photos removed and recent ones added at the end of the slide show

**Thanks to all those members who have renewed their OS membership.** Anyone whose membership ran out at the end of December is invited to renew their Branch membership promptly as the January bulletin and access to the OS web site will be removed if not renewed by 31st January.

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### **DIARY - Meetings and Visits**

#### **Who should I contact?**

To book a place at a **Winter meeting**, contact Geoff Cook [cookgd54@gmail.com](mailto:cookgd54@gmail.com) (mobile 07875 662124). Geoff may be contacted by email, text or by letter to his home address. Changes to address or other contact details to Membership Secretary: John Harrison [7440wj@gmail.com](mailto:7440wj@gmail.com)

Missing bulletins / printing problems: Distribution officer: Martin Yates

[mjyatesuk2000@yahoo.co.uk](mailto:mjyatesuk2000@yahoo.co.uk) 01254 249734

General correspondence to Branch Secretary, Paul Wilkinson [osnwyorks@gmail.com](mailto:osnwyorks@gmail.com)

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#### **Winter Meetings 2024/25**

##### **Saturday 8 February 2025 (1.00pm)**

**“Buses on Postcards” An illustrated presentation by Bill Barlow.** At Sefton Park Community Association, 3 Croxteth Drive, Sefton Park, Liverpool L17 3AG. The venue is in the southern suburbs of the city. Frequent buses 60, 75 & 80/A stop on Ullet Road nearby (75, 80/A serve city centre; 80/A serve Liverpool South Parkway Station). Some nearby car parking. *Please advise Geoff Cook of attendance by the previous Wednesday so that sufficient afternoon refreshments can be arranged.*

##### **Saturday 8 March 2025 (1.00pm)**

#### **Branch Annual General Meeting – followed by a presentation:**

“From FLFs to Franchising - 45 Years in the Bus Industry” By Bob Rackley - for 25 years he was Commercial Manager at leading independent, East Yorkshire Motor Services, and had a variety of roles in six companies prior to that. He is now a semi-retired transport consultant and he will outline the many changes he has been involved in. In the Marriott Room at the Central Library, Library Square, Museum Street, York YO1 7DS. Local city plus Park & Ride bus stops nearby on Museum Street & theatre Royal. Railway Station is ½ mile walk. *Please advise Geoff Cook of*

attendance by the previous Wednesday so that sufficient afternoon refreshments can be arranged.



The North Western and Yorkshire Branch holds most Branch meetings in public buildings which have disabled access and accessible toilets. Whilst some events use disabled friendly modern buses, we do sometimes use heritage buses which do not offer disabled access. Any concerns, please contact the event organiser when booking.

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**Keep up-to-date with free weekly electronic digest of topical information** circulated usually every Friday morning. For sample copy, send your email address to [osnwynews@gmail.com](mailto:osnwynews@gmail.com)

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## **Cheshire and High Peak of Derbyshire**

Interim Correspondent: Paul Wilkinson 48 Romana Square Altrincham WA14 5QB.

### **ARRIVA NORTH WEST**

#### **X30 WARRINGTON – RUNCORN – FRODSHAM – CHESTER.**

From 2nd Dec, due to long term roadworks along the A56 Chester Road seriously affecting timekeeping, the section of route from Daresbury Technology Park to Runcorn Premier Inn, including going through Preston Brook Village, is no longer served, the buses using mainly the Busway instead. Preston Brook is still served from the Runcorn end by service 200, passengers can use that and change at Murdishaw on to the X30 or other services.

#### **X4 WINDMILL HILL -MURDISHAW – RUNCORN SHOPPING CENTRE – RUNCORN HIGH STREET – WIDNES GREEN OAKS – SPEKE – AIGBURTH – LIVERPOOL ONE.**

New service, from 16th Dec, at the behest of the Liverpool City Region Mayor, Steve Rotherham, It runs hourly M–S, all stops from Windmill Hill to Runcorn High St, then Limited Stop onwards to Liverpool One. The last journey out of Liverpool leaves at 00.15.

### **Christmas and New Year services:**

#### **Arriva bus service levels in the Liverpool City Region, Lancashire, Warrington & Wigan**

**Christmas Eve** Normal service until approximately 1830 when buses began to run in.

**Christmas Day** No service.

**Boxing Day** Special services operated in Merseyside, no service elsewhere.

**Fri 27 & 30 Dec:** S services in all areas except for services in Wirral, Speke services 3/3A, 166, 188 and 204, Kirkby services 897, 898 and 899 and Runcorn services 20, 20a and 200 which all operated to normal weekday times.

**Sat 28 and Sun 29 Dec** Normal service.

**New Year's Eve** as Fri 27 / Mon 30 but services began to run in from approximately 1830.

**New Year's Day** Special services operated in Merseyside, no service elsewhere.

**Normal service resume from Thursday 2nd January 2025**

#### **From Sunday 5th January 2025 alterations to some Warrington's Own Buses services resulting from the Bee Network Tranche three services.**

**CAT 5 Warrington – Lymm – Partington – Sale – Altrincham** renumbered 5 and with a reduction in the evening to within GM as TfGM withdrew the supported jnys. Service continues to operate the same route, giving access to the Bee Network for onward travel to Mcr Airport.

**X5 Warrington – Lymm – Bollington – Altrincham – Airport** Service replaced in part by a new **5A service from Warrington to Lymm Cross**, running ev30mins and providing access into the Bee Network at Lymm Cross. the remaining part of the X5 route from Lymm to Manchester Airport replaced by a new **Bee Network 279 service from Altrincham to Lymm Cross via Higher Lane and Broomedge** running ev2hrs M-S daytime. Bee Network 287 Altrincham local service replace the X5 round Bowdon Vale & 288 to the Airport each hrly

**14 Warrington - Hood Manor - Penketh/Gt Sankey (Circ)** Service extended down Liverpool Road to the Trigger Pond. No change to service 15 route

**STAGECOACH MERSEYSIDE & SOUTH LANCS (RIBBLE MOTOR SERVICES LTD)**

**1 X1 Liverpool – Birkenhead – Bromborough – Ellesmere Port – Cheshire Oaks – Chester Zoo – Chester.** From 19 Jan 2025, Stagecoach is pleased to announce that we making significant improvements to these services in partnership with Cheshire West & Chester Council. M-S daytime frequency increased from one X1 and two 1 hourly, combined ev20mins, to each operating ev30mins, combined ev15mins. Su remain unchanged, combined ev20 mins and E unchanged. In general, buses alternate between 1 and X1. There are no changes to the route taken.

**6 Ellesmere Port – Great Sutton – Little Sutton Circ**

**E7 Ellesmere Port – Overpool – Rivacre.**

Also from 19 Jan 2025, these two Ellesmere Port Locals are withdrawn in their current form and replaced by **new 6 and 6A Ledsham Garden Village – Little Sutton (6A) - Great Sutton – Ellesmere Port – Overpool – Rivacre.** Partially with the aid of House Developer Funding, these each operate hrly, combined ev30mins M-S until mid Evening, requiring three vehicles, one extrathan on the previous 6 and E7.

*Stagecoach is pleased to announce major improvements to service 6 in Ellesmere Port, in partnership with Cheshire West & Chester Council and Redrow Homes. We are also investing in 3 brand new buses for the routes!*

*Buses now operate ev30mins, M-S (approx 7am to 7pm) between Ledsham Garden Village, then either Wetherby Way / Gleneagles Road (6) or Glenwood Rd / Parklands (6A), Great Sutton, A41, Kendal Dr, Summertrees Rd, Hope Farm Rd, Overpool Rd and into Ellesmere Port via Whitby Cottage Hospital and Morrisons to the bus hub. Buses then continue across Ellesmere Port to Rivacre via the current service E7 route, which replaced by this new service 6/6A.*

*As well as providing the first bus service into the expanding Ledsham Garden Village development, this change reintroduces bus services to parts of the A41 and the Kendal Dr area for the first time in many years. This also provides convenient through-links via Ellesmere Port town centre to the rail station and employment areas around Merseyton Rd without having to change bus. For details of the new route map and tt, please see this [link here](#).*

**E7 Ellesmere Port - Rivacre**

Service E7 replaced by a new and extended service 6 as above, Some tt improvements.

**53 Chester - Kingsway**

There some very minor changes to the tt to improve punctuality of buses.

**84 Chester - Nantwich - Crewe**

Some times changed to improve the punctuality of this very long route. Some times may be earlier at your stop than present.

**Lancashire area**

**111 Preston - Leyland – Wigan** some very minor tt changes to improve punctuality of buses.

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**North Wales area**

Compiled by Paul Palfreyman

A quiet start to registered changes gives us time to catch up on how services were affected by Storm Darragh as well as the service levels over the festive period. The details have been taken from bus company / Traveline Cymru websites and social media. The few service changes that took place are also reported at the end.

## Storm Darragh

Due to a red weather warning for wind, all tendered and TrawsCymru bus services in Anglesey and Gwynedd were suspended from midnight on 7th December until at least 11am. Lloyds advised that the remaining jnys on svc T2 on the evening of 6th December would not serve Rhoslan, Criccieth and Pentrefelin, due to deteriorating conditions. Arriva also advised on the 7th that their Denbighshire services would be suspended until at least 6am, Anglesey and Bangor routes would be suspended until at least 9am and svcs 2 / 2A from Wrexham would be suspended due to bridge closures on the A483 although other routes would attempt to operate subject to conditions.

Assessments were made through the morning of the 7th and only the following services were advised as operating:

- Arriva : Svcs in Wrexham operated except for 2/2A/2C, 3, 4A/4C and 5 but later on in the day, svcs 2C, 3, 4A/4C and 5 resumed operation (subject to delays). On the Chester – Mold corridor the 4/4S were not serving New Brighton due to flooding (remained on Mold Road / Chester Road) and the X4 was diverting through Saltney (vice A55).
- Llew Jones : svc 19 operated with delays due to a fallen tree on the B5106 between Llanrwst and Trefriw. Buses were diverted via the A470 instead.

On the 8th, services appeared to return to normal except for:

- Gwynfor svc S2 : running but with a diversion due to Nant-y-Garth being closed.
- Gwynfor svc S3 : Caernarfon – Beddgelert section was terminating at Waunfawr.
- Gwynfor svc S4 : Remained suspended.
- Llew Jones T22: Remained suspended due to blocked roads.
- Lloyds svc G21 : Prior to 2pm, this svc ran between Machynlleth and Fairbourne due to flooding between Arthog and Dolgellau.
- Lloyds svcs G23 / T2 : Prior to 2pm, these svcs were unable to serve Minffordd, operating via the Porthmadog bypass instead (in both directions in the case of svc G23).
- Lloyds svc T2 : Was unable to serve the A487 through Corris due to a landslide, instead operating via the A489 / A470 between Machynlleth and Cross Foxes. Again, the section of route through Rhoslan, Criccieth and Pentrefelin was also omitted, instead running via the A487.
- Lloyds svc T3 : the route was assessed during the morning due to flooding in the Llangollen and Acrefair areas and by 2pm the service had resumed.

On the 9th, Gwynfor S3 and S4 initially were unable to run to Beddgelert (terminated at Rhyd Ddu and Llanfro then respectively). From 2pm services resumed to Beddgelert. Llew Jones T22 was unable to follow the normal route through Llan Ffestiniog due to the B4391 (Allt Goch) remaining closed (buses presumably diverted via the A496 directly to Blaenau Ffestiniog, but this was unspecified). A limited service was provided to Llan Ffestiniog (only Highgate and Moranedd bus stops) on jnys ex Blaenau at 06:15, 14:15 and 21:15 / ex Porthmadog at 07:10, 11:10 and 17:10 (passengers from Llan Ffestiniog heading south could catch buses returning to Blaenau and remain onboard the bus until it resumed the subsequent southbound journey).

On the evening of the 9th, a road traffic accident closed the A487 between Pant Glas and Bryncir for the remainder of the day, causing major disruption to Lloyds T2 and the last Llew Jones T22 from Caernarfon that evening. The 16:30 T2 ex Bangor was stuck at the scene of the accident (a northbound bus was however turned at Porthmadog to resume the journey south



from Porthmadog at 18:05 and subsequent departures operated in this way). Service T2 was unable to run between Porthmadog and Penygroes (jnys ex Porthmadog to Bangor at 18:00, 20:05 and 21:55 and the 20:30 ex Bangor to Porthmadog were all cancelled). North of the accident, svc T2 ran ex Bangor at 18:30 and 21:35 ran as far as Penygroes, returning to Bangor at 20:38 and 22:28. The T22 ex Caernarfon at 18:15 was unable to run as the bus forming this departure was turned by police south of the accident.

Between the 9th and 11th, Lloyds svc T2 remained suspended on the section of route via Criccieth.

On the evening of the 11th, the section of route via the A487 through Corris was closed again due to the landslide becoming unstable. The T2 once again diverted via the A489 / A470 between Machynlleth and Cross Foxes. The Fflecsi FF2 was changed to an emergency fixed route timetable at the same time (9 jnys e/w).

From the 12th, Lloyds svc G24 was revised due to the landslide: sch jnys only ran between Aberllefenni and Tywyn, jnys serving Dolgellau College ran as normal, 10:00 ex Tywyn was curtailed to run between Corris and Machynlleth only and all other jnys between 10:00 and 14:45 curtailed to run between Tywyn and Corris only. The Fflecsi FF2 continued to run to the fixed timetable. The T2 remained diverted away from Corris as described above.

On the 13th, the above applied except the Fflecsi FF2 was tweaked following feedback (most early am/ late evening jnys were made M-F only).

On the 14th, the above applied except the Fflecsi FF2 changed back to a demand responsive svc but with two fixed jnys e/w (one M-F only). Late evening jnys were withdrawn due to low usage. Svc G24 did not operate.

From the 16th, the above applied except the G24 only operated sch jnys.

The above remained until the 18th when an additional return M-S early evening bus was reintroduced on svc T2 (18:20 ex Machynlleth and 18:38 ex Corris) following discussions with TfW. Further discussions saw 6 return Su jnys reintroduced on svc T2 between Machynlleth and Corris to operate on the 22nd and 29th .

From the 23rd, the above still applied except G24 off peak and Sat jnys were reintroduced to a special timetable.

From the 30th, the A487 through Corris was reopened and all svcs returned to their normal operation.

### **Christmas and New Year service alterations**

Operators posting that they are running normally during the period except for offering no service on 25th, 26th Dec and 1st Jan comprise : Caelloi, Dilwyn's, Eifion's, Goodsir, Gwynfor, Lewis-y-Llan, M&H, O.R. Jones, Pat's, Tanat Valley, Valentine Travel and Wrexham Prestige Taxis.

**Tuesday 24th December:** Normal Tuesday services, except for :

- Arriva : last jnys by 20:15
- Berwyn / Clynnog & Trefor : All jnys ceased by 18:00
- Llew Jones : Jnys on T22 after 19:15 ceased with some cut short of the usual destination
- Lloyds : last jnys by approx 19:00 with some cut short of the usual destination
- Nefyn : All jnys ceased by 18:30
- P&O Lloyd : Normal svc except Deeside Shuttle F1 operating Su ttable until 18:00

**Wednesday 25th and Thursday 26th December: No services**

**Friday 27th December:** Normal Friday services, except for :

- P&O Lloyd : Normal svc except Deeside Shuttle F1 operating Su ttable
- Townlynx : Reduced svcs on routes 6 / 6A (4 jnys e/w) and 28 (6 jnys e/2)

**Saturday 28th December:** Normal Saturday services, except for :

- Townlynx : Reduced svcs on routes 6 / 6A (4 jnys e/w) and 28 (6 jnys e/2)

**Sunday 29th December:** Normal Sunday services

**Monday 30th December:** Normal Monday services, except for :

- P&O Lloyd : Normal svc except Deeside Shuttle F1 operating Sat ttable
- Townlynx : Reduced svcs on routes 6 / 6A (4 jnys e/w) and 28 (6 jnys e/2)

**Tuesday 31st December:** Normal Tuesday services, except for :

- Arriva : last jnys by 20:15
- Berwyn / Clynog & Trefor : All jnys ceased by 18:00
- Llew Jones : Jnys on T22 after 19:15 ceased with some cut short of the usual destination
- Lloyds : last jnys by approx 19:00 with some cut short of the usual destination
- Nefyn : All jnys ceased by 18:30
- P&O Lloyd : Normal svc except Deeside Shuttle F1 operating Su ttable until 18:00
- Townlynx : Reduced svcs on routes 6 / 6A (4 jnys e/w) and 28 (6 jnys e/2)

**Wednesday 1st January: No services**

**Thursday 2nd January:** Normal Thursday services

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**Lloyds Coaches**

**2nd December 2024**

**T3/T3C 'TrawsCymru' Barmouth – Dolgellau – Wrexham:** Jnys rerouted in Wrexham, operating via Croesnewydd Road and Ruthin Road between Maelor Hospital and Ruabon Railway Station (vice Berse Road and Rhyd Broughton Lane). Additional T3 short-working ex Dolgellau at 07:03 to Corwen (connecting with svcs T8 / T10) and short workings at 07:15 (T3) ex Corwen to Llangollen / 07:40 ex (T3C) Llangollen to Corwen were withdrawn due to low usage. Finally, 16:33M-F ex Barmouth renumbered from T3 to T3C, providing a direct link from Dolgellau College to Llanderfel, Llandrillo and Cynwyd.

**6th January 2025**

**T2 'TrawsCymru' Bangor – Dolgellau – Aberystwyth:** Due to inconsiderate parking in Smithfield Street, Dolgellau, southbound jnys from Eldon Square were diverted to exit the town by heading back to Bala Road and using the A494 to reach the normal route on the A470. Arran Road remained served by northbound jnys only. No change to the timetable.

**O Ddrws i Ddrws**

**1st December 2024**

**'Fflecsi Llyn':** this summer only demand responsive svc, based in Pwllheli and covering much of the rural Llyn Peninsula, ended its 2024 season.

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## Transport for Greater Manchester area

Correspondent: Paul Wilkinson 48 Romana Square Altrincham WA14 5QB.

[osnwyorks@gmail.com](mailto:osnwyorks@gmail.com)

TfGM Bus timetable pdfs are only available by searching for the route number at <https://tfgm.com/travel-updates/live-departures> then click on "view timetable"

### Christmas and New Year services

#### Arriva bus service levels in the Manchester and Wythenshawe area

**Christmas Eve and NYE** Normal service until approx 6pm when buses begin to run in.

**Christmas Day and NYD** No service.

**Boxing Day** No Services except for special times on services 245 and 247 to Trafford Centre.

**27 - 30 Dec** Normal Service.

Normal service resume from Th 2Jan 2025: Services transfer to Bee Network from Su 5 Jan.

### Transdev X43 Witchway

From Burnley depot: 0844 0914 0944 then at 14 44 until 1614 1644 1714 1744

From Manchester Shudehill 1030 then ev30mins until 1900

### Christmas and New Year services across GM

**Mon 23 Dec** - Buses generally ran as normal except some routes ran modified weekday or S tt.

**Christmas Eve** - Generally a weekday service except some routes ran a modified weekday or S tt. Some buses stopped running from 6pm onwards. Some Bee Network routes continued running **until around 9pm**.

**Christmas Day** - Stagecoach ran special daytime buses on service 43. *No other buses ran.*

**Boxing Day** - Special buses ran on these services:

Arriva: 245, 247 and 320

Bee Network: 8, 10, 17, 18, 20, 22, 33, 36, 37, 52, 59, 67, 83, 84, 93, 97, 100, 118, 126, 132, 135, 156, 163, 182, 409, 471, 472, 474, 501, 507, 511, 516, 524, 534, 575, 582, 601, 603, 605, 607, 608, 609, 610, 632, 635, V1, V2 and X22 (enhanced routes from 2023)

Stagecoach: 23, 42, 43, 50, 76, 85, 86, 101, 125, 192, 201, 203, 216, 219, 250, 256 and 330

The Burnley Bus Company: X43

*No other buses ran.*

**Fri 27 Dec** - Modified weekday service on Stagecoach routes or Saturday service on most other routes including X22, with some earlier morning jnys. Weekday service on some routes.

Stagecoach services commence from 4am onward and late night X43 jnys did not run.

**Sat 28 Dec** - Normal or modified Saturday service.

**Sun 29 Dec** - Normal or modified Sunday service.

**Mon 30 Dec** - Modified weekday service on Stagecoach routes or S service on most other routes including X22, with some earlier morning jnys. Weekday service on some routes.

**New Year's Eve** - Modified weekday service on Stagecoach routes or S service on most other routes, with some earlier morning jnys. Weekday service on some routes.

Some buses stopped running from 6pm onwards. **Bee Network routes continued running until normal S finishing times.** Night buses 36 and V1 ran. Special late night jnys ran until approximately 4am on these Stagecoach services: 42, 43, 86, 192 and 201.

**New Year's Day** - Special buses ran on these services:

Arriva: 320.

Bee Network: 8, 10, 17, 18, 20, 22, 33, 36, 37, 52, 59, 67, 83, 84, 93, 97, 100, 118, 126, 132, 135, 156, 163, 182, 409, 471, 472, 474, 501, 507, 511, 516, 524, 534, 575, 582, 601, 603, 605, 607, 608, 609, 610, 632, 635, V1, V2 and X22. (enhanced routes from 2023)

Stagecoach: 42, 43, 86, 101, 192, 201, 203, 219 and 250.

*No other buses ran.*



**Thurs 2 Jan** - Normal service resumes except some Stagecoach routes ran to a modified tt until 4 January 2025.

Confused? In an unusual move, TfGM published an excel spreadsheet of bus times on Bee Network routes (only) for the Christmas and New Year period!

[https://assets.ctfassets.net/nv7y93idf4jq/4Kv4BrpUej8NQ6lclY8FM7/c009ffa0bdac810bb527d57f2f84b144/Bee\\_Network\\_Christmas\\_service\\_details\\_2024.xlsx](https://assets.ctfassets.net/nv7y93idf4jq/4Kv4BrpUej8NQ6lclY8FM7/c009ffa0bdac810bb527d57f2f84b144/Bee_Network_Christmas_service_details_2024.xlsx)

Of note: some Bee Network buses ran later than previous with enhanced services

- to 9pm on Christmas Eve
- to midnight on Boxing Day
- to normal Saturday finishing on NYE
- to midnight on NYD

### **Stagecoach Manchester**

Sunday 15 Dec: Reduced service on Univ services 142 and 143. Daily ev30mins to 4 Jan

Sunday 22 Dec: Su holiday service                      Monday 23 Dec: M-F holiday service.

Tuesday 24 Dec: M-F holiday service with all services finishing between 19:00 and 20:00.

**Christmas Day** special hrly service on service 43 only. No other services ran.

**Boxing Day:** special services: 23 42 43 50 76 85 86 101 192 201 203 216 219 250 256 330.

Fri 27 Dec: No services ran before 04:00 then M-F holiday service.

Sat 28 – Mon 30: S / Su / M-F holiday service

**New Year's Eve:** M-F holiday service with services finishing between 19:00 and 20:00. From 20:00, special services ran on 42, 43, 86, 192 and 201 until around 04:00 on New Year's Day.

**New Year's Day** special daytime services ran on 42 43 86 101 192 201 203 219 and 250.

**Thurs 2 Jan 2025:** No services ran before 04:00 then M-F holiday service.

**Fri 3 Jan:**        M-F holiday service.

**Sat 4 Jan:**        Saturday holiday service with last Stagecoach jnys around midnight.

**What is a holiday service?** During the early morning and afternoon some jnys speeded up to reflect traffic conditions. The following services were revised throughout the daytimes:

50 51: Jnys on service 51 withdrawn

85 86 111 330 : M-S daytime service ran ev15mins

142 143 : Daily daytime service ran ev30mins

192: M-S daytime service ev10mins between Hazel Grove and Mcr, and ev10mins between Stepping Hill Hospital and Mcr

197: M-F daytime service ran ev30mins

201 203 219: M-S daytime service ran ev12mins

**Christmas day** 43: Piccadilly to Airport: hrly 0805 - 1905 Returns: 0905 hrly until 2005

### **Boxing Day:**

23: Stockport - The Trafford Centre: hrly: from Stockport 06:38 -I 18:38: 0736 – 2036 return

42: Stockport – Piccadilly from Stockport: ev30mins 0747 - 2017 rtn: 0845 - 21:00. EDidsbury to Piccadilly: 0730 ev15mins until 2030; from Picc to ED: 0845 ev15mins 2100

43: Airport – Piccadilly: 0607 0707 0737 0807 0827 0847 0907 0927 0947 then ev15mins until 1747 ev20mins 2047: from Picc: 0510 0610 ev30mins 0910 0930 0950 1010 1030 1050 then ev15mins until 1850 then ev20mins 2130

50: East Didsbury – MediaCityUK from East Didsbury 0740 0840 ev30mins 1940 2040, from MediaCityUK: 0740 0840 ev30mins 1940 2040

76: Failsworth – Manchester hrly from Failsworth Day Drive 0818 – 2018. Rtn: 0750- 1950

85: Chorlton-Picc from Chorlton: 0745 ev30' 1915 2015. Rtn: 0815 0915 ev30mins 1945 2045  
 86: Chorlton – Manchester ev30mins from Chorlton BStn: 0730 – 2030; Rtn: 0800-2100  
 101: Wythenshawe- Picc: from Wyth: 0735 08:35 ev30' 2005; Rtn: 0835 0935 ev30' 2035  
 192: Hazel Grove – Piccadilly; from HG: 0728 ev20mins 0948 ev10mins 1928 ev20' 2048  
 from Picc: 0745 0815 0845 then ev10' until 2045 (Picc to Stockport only: 2105, 2125)  
*Buses ran ev5mins from Stockport to Piccadilly between 1008 - 18:01 Rtn: 0950 -1815*  
 201: Hattersley – Piccadilly: from Hatt: 0727 0827 ev20mins 1727 1757 1857 1957. From  
 Picc: 0831 0901 0931 ev20mins 1831 1901 2001 2101  
 203: Stockport – Manchester: from Stockport 0731 ev20mins 1831 1901 1931 2001. Rtn:  
 0841 ev20mins 1741 1811 1841 1911 1941 2011 2041 2111  
 216: Ashton - Piccadilly : from Ashton 0840 ev20mins until 1820 ev30mins 2020: Rtn :  
 from Picc: 0840 ev20mins 1900 ev30mins 2100  
 219: Ashton – Piccadilly: ev20mins: from Ashton: 0725 – 2025; Rtn: 0810 - 2110  
 250: The Trafford Centre – Piccadilly: ev20mins from Picc: 0619 – 2024: rtn 0809 - 2049  
 256: Flixton – Piccadilly : hrly from Flixton: 0820- 1820; rtn 0820 - 1920  
 330: Ashton – Stockport hrly form both ends: 0910 - 1710

**New Year's Eve:** Special evening services between 1900 and 0400 (on New Year's Day) on services 42, 43, 86, 192 and 201.

42: East Didsbury – Piccadilly ev10mins from ED 1933-2303; from Picc 1910 - 2300  
 43: Airport – Piccadilly ev20mins from Airport 1930 – 2310; from Picc 1930 - 2230  
 86: Chorlton – Piccadilly: hrly : from Chorlton BStn: 1940 – 2240 from 2010 – 2310  
 192: Stockport – Piccadilly; ev15mins from Stockport 1930 – 2300 from Picc: 1915- 2215 then  
 2235 2250 2305  
 201: Hyde – Piccadilly from Hyde : 1916 hrly 2216 (No jnys from Piccadilly to Hyde)

**New Years Day** -early morning

42: East Didsbury – Piccadilly ev10mins from ED: 0023-0313 from Picc 0020 - 0400  
 43: Airport – Piccadilly ev20mins from Airport: 0050-0330; from Picc 0030-0330 and 0410  
 86: Chorlton – Piccadilly ev30mins from Chorlton BStn: 0110 – 0310; from Picc: 0040-0340  
 92: Stockport – Piccadilly ev15mins: from Stockport 0100 – 0400; from Picc: 0015 -0345  
 201: Piccadilly – Hyde: Picc to Hyde: 1:30 and 2:45 only. (No jnys from Hyde to Piccadilly)

**New Year's Day – shopping daytime**

42: East Didsbury – Piccadilly: ev30mins from ED 1040-1810 ; Picc 1125-1855  
 43: Airport – Piccadilly: from Airport: 0510 0610 0710 ev30mins 1740 1840: from Picc: 0510  
 0610 ev30mins 1840  
 86: Chorlton – Piccadilly: ev30mins Chorlton BStn: 1025-1825; from Picc: 1055-1855  
 101: Wythenshawe – Piccadilly: hrly from Wyth: 1053-1653 from Picc: 1047-17:47  
 192: Hazel Grove-Piccadilly: ev30' from HG: 0945-1745 then to Stockport only 1815 1845 1915  
 from Piccadilly: 0955 -1825 plus Stockport to HG: 1025 ev30' 1855; Stockport to Picc ev15mins  
 0950-1820 1850 1930. Piccadilly to Stockport 0940 -1825 1850  
 201: Hattersley – Piccadilly Hrly from Hatt : 0951-1751; from Picc 1050-1750  
 203: Stockport – Piccadilly: hrly from Stockport 1048-1748; from Picc 1005 -1805  
 219: Ashton – Piccadilly ev30mins: from Ashton 1020-1750: from Picc 1040 - 1740  
 250: The Trafford Centre – Piccadilly: ev30mins from T/C: 1025-1855; from Picc: 0940-1810

**Metrolink trams:** Generally, a 15min service every day between Boxing Day and NYD (rather than ev12mins M-S)

**Christmas Eve** - from 0600 but end earlier, with last trams arriving at outer terminal by 2100

**Christmas Day** - No tram service.

**Thurs 26 to Weds1 Jan** - Trams operated on the following services:

- Altrincham – Etihad Campus
- Bury – Piccadilly
- East Didsbury – Rochdale Town Centre (via Exchange Square)
- Ashton-under-Lyne – Eccles (via MediaCityUK)
- Manchester Airport – Victoria
- The Trafford Centre – Deansgate-Castlefield

The “peak” Altrincham – Bury, East Didsbury – Shaw and Crompton, or MediaCityUK – Etihad Campus services did not operate. But some double trams ran on the 15 min services

**Boxing Day** - from 0700- 2400 ev7½ mins to Etihad Campus stop with trams operating

between Altrincham - Etihad Campus and Ashton - Eccles. All other lines operate ev15mins.

Manchester Piccadilly rail station closed on this day. Use Fairfield St entrance to access trams.

Fri 27 and S 28 Dec - from 0600 ev15mins until 2400 then at least ev30mins until around 0100.

Su 29 Dec - from 0700 ev15mins until midnight.

Mon 30 Dec- from 0600 ev15mins until midnight. Additional trams between Altrincham – Crumpsall for the Manchester United football match.

**New Year's Eve** - To allow for the City Council's fireworks display at St Peter's Square, amended service pattern from 0600 ev12mins until around 0100. Trams operated :

- Bury - Ashton-under-Lyne (all day)
- Altrincham - Etihad Campus (until 8pm)/Deansgate-Castlefield (after 8pm)
- Eccles - Piccadilly (until 8pm)/ Deansgate-Castlefield (after 8pm)
- Rochdale - East Didsbury (until 8pm)
- Rochdale - Victoria and East Didsbury - Cornbrook (after 8pm)
- Manchester Airport - Victoria (until 8pm)/Cornbrook (after 8pm)
- The Trafford Centre - Deansgate-Castlefield (until 8pm, no service after 8pm)

**New Year's Day** - Services from 0700 ev15mins until midnight.

Thurs 2 Jan - Normal service resumes.

*Initially - in information booklets and on posters at stops, the Eccles line on NYE was shown as running to Cornbrook only until 8pm - not Piccadilly as shown now online*

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**Meanwhile on Bee Network Tranche Three**, buses continued to transfer depots through November and December, in the run up to Su 5 Jan 2025. It was reported in December that Sharston and Hyde Rd were short of drivers - with loans from Preston and Merseyside depots.

**Belle Vue Coaches** suffered a reduction in staff leading to Diamond Bus and Go North West picking up various school routes in November. Diamond also gained four Scania deckers from Belle Vue to run these routes. Further reductions in driver numbers saw the tendered **280**

**Altrincham – Dunham – Partington** route missing jnys – in December becoming only operating between school times. At very short notice, Diamond bus NW took over the route as from 4pm Friday 6<sup>th</sup> Dec – with the Solo YJ16DXK joining Diamond as well to enable passage under the Dunham canal bridge. The 280 passed to Diamond from 5 Jan – on a curtailed route and halved frequency but with two new Fiat Ducato Mellor buses 21241/2 SH74 UAO/P (Merc Mellors are said to be too tall for the Canal Bridge)

**Service 335** since Weds 18 Dec ran ev2hrs due to staff shortages at **Stotts**.

*Due to staff shortages, some jnys on the 335 bus route did not operate until Fri 20 Dec. The following services did not operate:- 7.06am, 9.19am, 11.19am, 2.19pm & 4.21pm [From Ashton-under-Lyne towards Dane Bank].- 8.04am, 10.14am, 12.14pm, 3.14pm & 5.21pm [From Dane Bank towards Ashton-under-Lyne]*

The 335 bus route was suspended from Sat 21 Dec until Sat 4 Jan. Go North West are taking on this route from 5 Jan - but are unable to run it before then.

**First Manchester (Rochdale)** ran the commercial Stagecoach Night Buses on the night of Sat 4th Jan into Su 5th Jan: services 43, 86, 103, 142, 192, 201, 203, 216 & 219 utilising 21 drivers from the school fleet. This enabled Stagecoach's commercial operations have a clean end at 12mn, and the Bee Network Tranche 3 have a clean start at 4am

Bustimes has Bee Network routes

- [Bee Network - Diamond Bus North West](#)
- [Bee Network - First Manchester](#)
- [Bee Network - Go North West](#)
- [Bee Network - Metroline](#)
- [Bee Network - Stagecoach Manchester](#)
- [Bee Network - Vision Bus](#)

Also listed are the non-Bee Network operations:

- [Arriva Merseyside](#)
- [Arriva North West](#)
- [Diamond Bus North West](#)
- [Arriva North West](#)
- [Diamond Bus North West](#)
- [First Greater Manchester](#)
- [Go North West](#)
- [Stagecoach Manchester](#)

**Metroline Manchester** Registered office address has appeared as the legal address on recent arriving buses as ComfortDelGro House, 329 Edgware Road, Cricklewood, London, NW2 6JP. But this was changed to Hyde Road, Ardwick, Manchester M12 6JS from Jan 5<sup>th</sup> with legals on the buses were changed on the Saturday night ready for service Sunday. Likewise, Stagecoach's legals changed from Hyde Rd to Queens Rd from the same date. The original plan was to use Oldham as there's a separate office block - used as First's head office, however it wasn't part of the TFGM contract.

**Metroline line up:** at Jet Parks staging park near Manchester Airport

*We have a large number of buses ready in Manchester ready for mobilisation, with more arriving every day. We'll see you on board January 5th!*



**Metroline  
Manchester**

For recruitment enquiries,  
contact us at:  
[joinmanchester@metroline.co.uk](mailto:joinmanchester@metroline.co.uk)



<https://x.com/CLondoner92/status/1870774585207177427/photo/1>

## BEE NETWORK

From 5th January, the final batch of some 250 routes (50%) joined the Bee Network, meaning the end of the likes of Stotts, Oldham; Nexus Move and Arriva buses on local services within the



Greater Manchester area, although Arriva continue on Cross Border Services into Wigan and Leigh from St Helens and Southport Depots. (250 includes the school bus routes).

The Bee Network now has 577 routes and some 1,600 buses. Stagecoach are one of the big winners in the Bee Network, operating 4 large depots (Oldham, Middleton, Queens Rd, and Stockport), and 1 schools contract based out of Little Hulton. Overall, there are 16 operational depots across the Bee Network,

Sat 4<sup>th</sup> was the last day of bus deregulation in Greater Manchester and with it brought from Devon: E400 19001 (MX06 LUO), new in 2006, into service on the 143. Euro 3 engined 19001 latterly moved to Exeter where it was painted into 'Stripes' heritage livery. 19001 returned to Manchester, having last worked in service in Devon on 21 December, for onward preservation with the Manchester Museum of Transport. 19001 has gained Manchester within the corporate stripes logo however still has an advert promoting Exeter College to the nearside!.



Seen here at the West Didsbury terminus inbound on Magic Bus route 143. The Stagecoach branding used to be placed above the driver's window (Phil Howard)

Bee Network buses on Sunday 5th Jan started after 0400. Times for the first T3 buses, per area:

04:35 Manchester Airport to Manchester Piccadilly (43 Metroliner, Sharston Depot).this was the first journey to operate in Tranche 3.

04:50 Piccadilly Gardens, Stand N – Airport. (103 Metroliner, Sharston Depot.

05:31 Stalybridge (Bus Station) to Manchester Piccadilly (219 Metroliner, Ashton Depot).

05:31 Stockport (Mersey Square) to Manchester Piccadilly (192 Stagecoach, Stockport Depot).

06:05 (Stockport Interchange, Stand L – Ashton Interchange. (330 Stagecoach, Stockport Depot.)

06:07 East Didsbury – Salford Quays (Lowry) (50, Metroliner, Sharston Depot). But there are earlier buses already operating in Salford as part of Tranche 2 - only services 38 and 50/51 in Tranche 3 operate in the Salford area.

06:40 Altrincham Interchange to Manchester Piccadilly (263 Metroliner, Wythenshawe Depot).

(photo on front page: slightly delayed departure due to interviewing Cllr Tom Ross video at <https://x.com/BeeNetwork/status/1875931512622784788> )

The following are the general services concerned, along with the previous operator. The list is arranged by new Operating Company and Depot. Where service changes are being made, they are listed under the service details. Due to the large number of School services listed, these are not published here, but there is an extra supplement of all Bee Network Tranche three changes on the Branch pages of the OS website. Printed copies available on request from Paul Wilkinson (details above)

### **Diamond Bus NW from Eccles depot**

- 87 DIA Chorlton Green – Chorlton – Withington – Piccadilly Times changed and most jnys now serve full route. Extra early morning jnys from Manchester.
- 254 DIA Stretford – Davyhulme Minor timetable changes to all jnys.
- 279 **NEW** Altrincham – Lymm New service to replace bus X5 between Lymm and Altrincham. Reduced to ev2hrs daytime.
- 280 BV Altrincham – Dunham Massey - Dunham Woodhouses Minor timetable changes to all jnys. Route changed direct via Ashley Rd and Langham Rd and curtailed at Dunham Woodhouses. New 287 runs along The Downs, Delamere Rd, Cavendish Rd & The Firs.
- 288 **NEW** replaces X5 Altrincham – Manchester Airport Route reintroduced, replacing the X5 between Airport and Altrincham.
- 309 NEX Stockport – Edgeley – Cheadle – Adswood circular Times of M-F 0539 from Edgeley to Stockport changed.
- 310 NEX Stockport – Edgeley – Cheadle – Adswood circular No change to route or times
- 364 STO Stockport-Woodbank Park circ Minor tt changes to all jnys which now run full rte
- 375 SM **Service withdrawn** and replaced by bus 385 as part of the Bee Network.
- 385 D&G Mellor – Stockport tt changes to all jnys with addtl ESuPH jnys to replace 375.

### **Go North West from Denton depot:** Ceramic Tile Distribution Ltd, Parkway, Denton, M34 3SG

- 335 STO SM Ashton – Denton – Dane Bank Minor timetable changes to all jnys.
- 339 STO SM Ashton – Waterloo circular Minor timetable changes to some SuPH jnys.
- 341 GNW STO SM Glossop – Hattersley – Hyde Minor timetable changes to all jnys.
- 342 GNW STO SM Hyde – Gee Cross Circulars Minor timetable changes to all jnys.
- 343 NEX STO Oldham – Lees – Stalybridge – Hyde Service join the Bee Network. Minor changes to the times of some M-S daytime jnys
- 344 STO SM GNW Hyde – Gee Cross Circulars Minor timetable changes to all jnys.
- 345 STO Ashton – Denton Circular Minor timetable changes to all jnys.
- 356 NEX Oldham – Denshaw – Uppermill – Ashton Minor timetable changes to all jnys and some M-S early morning and afternoon jnys.
- 387 STO Hyde – Stalybridge – Ashton No changes to route or times.
- 396 STO SM Middleton – Chadderton – Ashton Minor timetable changes to late M-F afternoon and evening jnys from Middleton. S 0818 from Copster Park to Ashton starts from Chadderton. M-F 1745 from Ashton extended to Chadderton. SuPH 2234 from Ashton extended to Middleton. extra 2334 from Ashton to Limehurst Farm on SuPH

### **Metroline Manchester from (Stagecoach) Ashton depot**

- 7 SM Ashton – Droylsden – Reddish – Stockport Service joins the Bee Network and there are timetable changes to all jnys.
- 216 SM Ashton – Droylsden – Piccadilly Timetable changes to all jnys.
- 219 SM Stalybridge – Ashton – Openshaw- Piccadilly Minor timetable changes to all jnys.
- 220 SM Stalybridge – Dukinfield – Piccadilly Minor timetable changes.
- 221 SM Stalybridge – Dukinfield – Piccadilly Minor timetable changes to all jnys.
- 230 SM Ashton – Littlemoss – Piccadilly Timetable changes to all jnys.
- 231 SM Ashton – Hartshead – Clayton – Piccadilly Timetable changes to all jnys.
- 237 SM Glossop-Stalybridge-Ashton Minor timetable changes all jnys. ESuPH run via Back Moor
- 336 SM Ashton – Hazelhurst Circulars Minor timetable changes to all jnys.
- 337 SM Ashton – Hazelhurst Circulars Minor timetable changes to all jnys.



- 346 SM Hyde – Ashton Minor timetable changes to all jnys.
- 347 SM Ashton-u-Lyne - Denton - Haughton Grn circ Minor timetable changes to all jnys  
Extra early SSu am jnys and M-S 0030 SuPH 2400 from Ashton for tram connections at Ashton Interchange.
- 382 SM Woodley – Romiley – Bredbury – Stockport Timetable changes to all jnys.
- 389 DIA Ashton – Stalybridge – Dukinfield – Yew Tree Timetable changes to all jnys.

#### **Metroline Manchester from (Stagecoach) Hyde Rd depot**

- 15 SM Flixton – Urmston – Piccadilly Timetable changes to all jnys.
- 38 SM Logistics North – Walkden – Piccadilly Timetable changes to all jnys, with  
M-S daytime increased from ev15' to ev12'. Addtl late E jnys to keep ev30' freq to last bus.
- 42 SM Stockport – East Didsbury – Piccadilly Minor timetable changes to all jnys.
- 42A SM Reddish – East Didsbury – Piccadilly Minor timetable changes to all jnys.
- 42B SM Woodford – East Didsbury – Piccadilly Minor timetable changes to all jnys.
- 42C SM Handforth – Cheadle – East Didsbury – Mcr Minor timetable changes to all jnys.
- 74 SM Hollinwood – Newton Heath – Picc **renumbered to 76B**. Timetable changes.
- 76 SM Oldham – Failsworth – Piccadilly ESuPH jnys btwn Failsworth and  
Manchester extended to/from Oldham. giving bus ev30mins. Timetable changes to other jnys.
- 76A SM Oldham – Failsworth – Piccadilly ESuPH jnys that only run between  
Failsworth and Piccadilly extended to/from Oldham. Timetable changes to other jnys.
- 76B **NEW** Hollinwood-Newton Heath-Mcr 74 renumbered 76B. Timetable changes to all jnys
- 142 SM East Didsbury – University – Piccadilly Minor timetable changes to all jnys.
- 147 SM West Didsbury – Piccadilly Minor timetable changes to all jnys.
- 201 SM Hattersley - Hyde - Denton - Mcr SuPH daytime freq increased from ev30mins to  
ev20 mins Minor changes to the times of all other jnys.
- 202 SM Gee Cross – Hyde – Piccadilly Minor timetable changes to all jnys.
- 203 SM Stockport – Reddish – Piccadilly Minor timetable changes to all jnys.
- 205 SM Dane Bank – Piccadilly Minor timetable changes to all jnys.
- 250 SM Piccadilly - Trafford Centre Addtl daily late E jny to keep 30min freq to last bus.
- 253 SM Partington – Flixton – Urmston – Piccadilly Minor timetable changes to all jnys.
- 255 SM Partington – Flixton – Urmston – Piccadilly Minor timetable changes to all jnys.
- 256 SM Flixton – Stretford – Hulme – Piccadilly two addtl late M-S E jnys to keep a  
30min freq to last bus. First S jny from Flixton retimed to give better connection at ~~Eccles~~ with  
early trams towards Mcr. Last S E jny now 2350 from Mcr to give a better connection at ~~Eccles~~  
with late trams from Mcr for onward jnys towards Flixton. Changes to the times of most jnys.  
(this was later corrected to **Stretford not Eccles!!**)

#### **Metroline Manchester from (Stagecoach) Sharston depot**

- 43 SM Manchester Airport – Withington – Piccadilly Minor timetable changes to all jnys.
- 50 SM East Didsbury – Manchester – Salford Quays Minor timetable changes to all jnys.
- 51 SM East Didsbury – Manchester – Salford Quays Minor timetable changes to all jnys.
- 85 SM Chorlton – Alexandra Park – Piccadilly Minor timetable changes to all jnys.
- 85 SM 85A Chorlton – Alexandra Park – Mcr Minor timetable changes to all jnys.
- 86 SM Chorlton – Brook's Bar – Piccadilly Morning jnys from Chorlton Green and extra  
jnys to/from Southern Cemetery introduced. Minor changes to the times of all jnys.
- 101 SM Wythenshawe – Northenden – Piccadilly Minor timetable changes to all jnys.
- 102 SM Airport – Wythenshawe – Piccadilly Timetable changes to all jnys.
- 103 SM Airport – Wythenshawe – Piccadilly Timetable changes to all jnys.
- 111 SM Chorlton - Withington - Picc Two extra SuPH late E jnys. tt changes most jnys.

143 SM West Didsbury – University – Piccadilly Timetable changes to all jnys.  
 368 SM Wythenshawe Hosp – Cheadle Hulme – Stockport Minor timetable changes with M-S E now ev30mins with 0015 from Stockport (quoted as running from Wythenshawe but uses deckers – which Wythenshawe don't have: route actually running from Sharston)

#### **Metroline Manchester from (Arriva) Wythenshawe depot**

150 DIA SM Gorton – Chorlton – Trafford Centre Timetable changes to all jnys.  
 245 ANW Trafford Centre – Stretford – Altrincham Minor timetable changes to all jnys.  
 247 ANW Trafford Centre – Flixton – Altrincham Minor timetable changes to all jnys.  
 248 ANW Airport – Sale – Trafford Park – Eccles **Service 18 renumbered to 248.**  
 249 ANW Wythenshawe – Sale – Altrincham **Service 19 renumbered to 249.** tt changes.  
 263 SM Altrincham – Sale – Piccadilly Minor timetable changes to all jnys.  
 281 ANW Altrincham - Broadheath - Timperley - Sale - Sale West Minor timetable changes.  
 282 ANW Altrincham — Oldfield Brow circular Minor timetable changes. Divert direct along Oldfield Rd instead of Walton Rd in Oldfield Brow, to allow larger buses to operate on the route.  
 283 ANW Altrincham — Hale — Hale Barns — Well Green circ Minor timetable changes  
 284 ANW Altrincham — Well Green — Hale Barns — Hale circ Minor timetable changes. Divert along Manor Rd and Moss La instead of Stamford Park Rd in ~~Oldfield Brow~~, to allow larger buses to operate on the route. (Better described as **Hale Moss**)  
 285 ANW Altrincham — Timperley circular Minor changes to the times of all jnys.  
 286 ANW Altrincham — Timperley circular Minor changes to the times of all jnys.  
 287 **NEW** Altrincham – Bowdon Vale circ. Route reintroduced, replacing X5 btwn Bowdon Vale and Altrincham and 280 along the Downs, Delamere Rd, Cavendish Rd and The Firs.  
 313 SM Airport – Cheadle Hulme – Stockport. Timetable changes. Jnys currently terminating at Gilbert extended to Airport. (depot changed)  
 370 DIA Altrincham – Cheadle – Stockport Minor timetable changes to all jnys.  
 371 DIA SM Altrincham – Cheadle – Stockport Minor timetable changes to all jnys.  
 X50 DIA Trafford Centre – Piccadilly Timetable changes to all jnys.

#### **Stagecoach Manchester from (Stagecoach) Stockport depot**

11 SM Altrincham – Wythenshawe – Stockport Timetable changes to some M-F early morning and peak jnys from Stockport and S 1825 from Stockport.  
 23 SM Trafford Centre – Didsbury – Stockport Minor timetable changes to some M-F peak jnys.  
 25 SM Trafford Centre – Chorlton – Stockport Minor timetable changes to some M-S pm and early E jnys.  
 191 SM Hazel Grove - Stockport - Univ - Mcr 0907 Stockport to Mcr now 1min earlier.  
 192 SM Hazel Grove – Stockport – Mcr Some changes to late E/night jnys from Mcr and minor timetable changes at other times.  
 197 SM Stockport – Green End – Longsight – Mcr Minor timetable changes to most jnys.  
 312 SM Stockport – Bridge Hall – Cheadle No change to route or times  
 314 SM Stockport – Woodbank Estate – Offerton Extra M-S 2045, 2145, 2245 and 0015 from Stockport for train connection at Stockport.  
 322 SM Stockport – Brinnington – Haughton Grn Some minor M-S daytime tt changes.  
 325 SM Stockport – Brinnington Circular M-S midnight from Stockport ran 5 mins earlier and extra M-S 0025 from Stockport for train connection at Stockport.  
 327 SM Stockport – Brinnington – Denton Some minor tt changes to M-S daytime jnys.

330	SM	Ashton-under-Lyne - Dukinfield - Hyde - Woodley – Stockport	M-S earlier jny added for tram connections at Ashton Interchange. M-S later jny added for tram connections at Ashton Interchange. 0015 from Stockport also run on S
358	SM	Hayfield – Strines – Marple – Stockport	Minor timetable changes to all jnys.
360	SM	Hayfield – Strines – Marple – Stockport	Minor timetable changes to all jnys.
374	SM	Hazel Grove – Davenport – Stockport	Minor timetable changes to all jnys.
378	SM	Cheadle Hulme – Bramhall – Stockport	M-F 1555 from Stockport times changed.
378A	SM	Cheadle Hulme – Bramhall – Stockport	No changes to route or times.
379	SM	CheadleHulme – Bramhall – Stockport	M-F0700 S0726 from S'pt times changed
383	SM	Stockport – Marple Circular	M-F 1825 from Stockport ran 5 minutes later.
384	SM	Stockport – Marple Circular	No changes to route or times.
X92	SM	Hazel Grove –Stockport – Mcr	No changes to the route or times.

Some school bus routes are run from the large franchise depots in Bee Network yellow whilst some are run as school bus franchises in company liveries from other depots.

## **CROSS BORDER SERVICES INTO GREATER MANCHESTER. Tranche Three**

### **HIGH PEAK**

#### **199 Buxton - Dove Holes – Whaley Bridge – Stockport – Airport.**

From 5 Jan, because TfGM are not continuing to subsidise them, M-S E short round trips between the Airport and Stockport are withdrawn. The buses instead return direct to Buxton some 25 mins earlier than previously, with no Stockport round trip to complete. The two early Su morning round trips from the Airport to Hazel Grove at 0445 and 0545, off the 0330 ex Buxton, continue.

#### **394 Glossop – Charlesworth – Marple – Hazel Grove – Stepping Hill Hospital.**

This is not joining the Bee Network from 5<sup>th</sup> January, and continues as a cross-border service, every two hours M-F

### **Belle Vue**

**391 392 Macclesfield – Stockport** this is not joining the Bee Network, and continues operated by Belle Vue on a Cheshire East tendered as a cross-border service

## **WARRINGTON TRANSPORT**

### **CAT5 Warrington – Lymm – Partington – Sale - Altrincham**

#### **X5 Warrington – Lymm – Little Bollington - Altrincham – Airport.**

CAT5 Service renumbered 5. M-S E jnys curtailed to run between Lymm and Warrington only and no longer run via Cobbs Estate. S morning, SuPH times changed. Jnys running as bus X5 between Lymm and Airport withdrawn.

X5 Service renumbered to 5A and be changed to run between Lymm and Warrington only.

No longer in GM. Replaced by Bee network **279 Lymm – Altrincham, 287 Altrincham –**

**Bowdon Vale** and **288 Altrincham – Airport** – all previous routes by now defunct Little Gem.

**CAT5**, via Partington and Sale to Altrincham, is **renumbered 5**, but continues unchanged, other than a reduction in the E service within GM having withdrawn the supported E contract, so that there are no late evening jnys. The last jny running the full route from Warrington to Altrincham now leaves at 17:50! It previously ran much later to the disappointment of some users. It runs between Warrington and Lymm until late evening - it is only the section of the route between Lymm and Sale/Altrincham that has lost its TfGM supported evening services.

The following Bee Network routes run out of GM: and are registered with Traffic Commissioner **METROLINE MANCHESTER LIMITED**

PC2073428/1 **42C Piccadilly To: Handforth Dean** Via: East Didsbury, Cheadle, Heald Green

PC2073428/3 **219 Night Piccadilly To: Glossop** Via: Ashton u Lyne, Stalybridge: FS night

PC2073428/4 **237 Interchange, Ashton u Lyne To: Glossop** Via: Ashton u Lyne, Stalybridge:

**DIAMOND BUS (NORTH WEST) LIMITED,**

PC0004417/400 **279 Altrincham Interchange circ** Via: Bowdon, Little Bollington, Lymm

**GREATER MANCHESTER BUSES SOUTH LTD,**

PC0003681/1001 **358/360 Stockport Interchange To: Hayfield Bus Station**

It is also reported that from 5 Jan services 575 Wigan – Bolton and 582 Bolton – Leigh are transferred from Bolton to Wigan depot to allow for more electric buses at Bolton.

**The Mayne business of the Go Goodwin group has been sold to Orion Travel Coaches Limited of Manchester.** Most of the Mayne fleet are reported being sold and all operations by Go Goodwin now run from their new depot at Bagillt, North Wales.

**Mayne Travel is transitioning out of the Goodwins Group and is now under the ownership and management** of Manchester-based Orion Travel. Moving forward, the focus of Go Goodwin's work will be on 'providing high-quality competitive transport services across North Wales. A Facebook post from Go-Goodwins said: *"We would like to extend our best wishes to Orion Travel as the new owner and managers of Mayne Travel. We wish them every success as they embark on this new venture and take the company forward. We are confident that they will continue to provide excellent service and make the most of the opportunities ahead. Best of luck to the Orion Travel team in this exciting new chapter."*

Mayne Travel has an operator licence for 12 vehicles, while Orion Travel has one for 28 PCVs. Mayne has its roots following WWI, with founder Arthur Mayne moving into coach trips in addition to his furniture delivery service. It concentrated on passenger transport in the 1930s. It refused takeover bids from Manchester Corporation Transport in the 1960s and increased services in the 1980s, purchasing Barry Cooper Coaches of Warrington in 1982. In 2008, its bus division was sold to Stagecoach Manchester. After the death of Stephen Mayne in 2012, the operator came under the ownership of Go-Goodwins Group.





Here is Travel Assist of Darwen Iveco CU65FCX on their new service M10 Bus Station to Warrenside Close. Four round trips M-F daytime operate on behalf of Blackburn with Darwen Borough Council under their £5.5 million Bus Service Improvement Plan the 'M' services started 16 December, three routes the M10, serving Warrenside Close, Openshaw and the Troy Street area, the M9 for the Griffin estate and the M11, going to Albion Mill and Brackendale, and onto Tockholes and Belmont, taking in new developments on Bog Height Road. (Martin Yates)

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## North Yorkshire

Correspondent: Graham Crawshaw, 19 Bellman Walk, Ripon HG4 2TY

### Ripon Bus Station

From 6 January 2025 roadworks re-commenced on Queen Street (east side of the Market Square) and down Duck Hill. The 36 Ripon – Harrogate – Leeds diverted as in November 2024 as are the local routes and the Ripon – Boroughbridge – York routes.

From 19 January 2025: Transdev Yorkshire Coastliner took on the operation of the following services of Reliance, Sutton in the Forest

30, 30SE, 30X, 30XS	York -Thirsk
31X	York - Kirkbymoorside
40	York - Easingwold
74	York - Grassington

From 17 March 2025, seasonal operation of Whitby Tour Services by Coastal & Country of Whitby      Grey & Yellow Line      Whitby – Pannett Park

On 20 December 2024 due to a major RTA between the A61 / A59 junction and Killinghall all 36 buses from Harrogate to Ripon that morning were diverted so as to run from Harrogate Bus Station to Starbeck then Bond End, Knaresborough then along the B6165 to Ripley, an additional 3.5 miles. The B6165 has not seen any double deck service buses for as long as I can remember.

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### The end of an era – Reliance Motor Services

Reliance Motor Services commenced in 1930 when Edward Sherriff, came to York from Hull and started with three buses on a service from York to Helmsley. Ninety-four years later the current owners of Reliance Motor services have sold the business to Transdev. Transdev commence operations of the services and some school contracts from Sunday 19th January. The premises at Sutton-on- the-Forest are not included in the sale, but eleven of the Reliance fleet pass to Transdev, who operate the services from their York & Country depot.



Seen in the winter sunshine on Thursday 9th January is Reliance No.31 T10 MCL (YJ08 CEF) a Volvo B7RLE with Wright bodywork. One of three purchased from First West Yorkshire in Leeds, these were the last vehicles to be purchased by Reliance.



Pictured at the depot on Thursday 9th Jan receiving attention in the workshops is No.15 PJ02 RDX a Volvo B7TL with Plaxton President bodywork that was new to London Central July 2002.  
(both photos by Don Akrigg)

## West Yorkshire

Correspondent Don Akrigg 6, Springfield Drive Hightown Liversedge WF15 8JB

### A646 Halifax - Hebden Bridge – Todmorden - Burnley

From 13th December until Monday 27th January 2025 (this is the latest date published on Metro's web site) the A646 along the Calder valley was closed at Charlestown, this resulted in First West Yorkshire having to divert services 591/592 between Halifax and Burnley. The services turned just beyond Hebden Bridge at Mytholm turning circle and retraced the route back to Mytholmroyd. The bus turned right in Mytholmroyd and followed the B6138 through Cragg Vale to the junction with the A58, where the route turned right to Littleborough, at Littleborough a right turn was made along the A6033 to Todmorden where buses rejoined the A646 towards Burnley. The services from Burnley to Halifax operated the reverse of this route. This arrangement has now changed with buses to and from Burnley following the lengthy detour, but they now terminate at Mytholm, where passengers change to service 593 for Halifax. Tetley's of Leeds are operating a shuttle service from Todmorden to Charlestown along the A646, this service operates Monday to Saturday from 09:00 until 17:00 every 30 minutes

### Christmas & New Year Services in West Yorkshire

#### Monday 23 December

A normal weekday timetable operated on most services apart from TransDev (The Harrogate Bus Company, The Keighley Bus Company, Coastliner, Team Pennine, and Flyer) operated a Saturday service. Park & Ride services operated a normal weekday service.



**Christmas Eve, Tuesday 24 December**

A weekday or a Saturday timetable operated on most services. Services were gradually reduced from 1800 with no services after 2000. Stourton Park & Ride, PR3 operated a Saturday service, last bus from Lower Briggate 1914. PR1 & PR2 did not operate.

**Christmas Day, Wednesday 25 December**

No bus services operated. Except Black Prince service X51 (Morley - Leeds - St James's University Hospital), which operated three return journeys.

**Boxing Day, Thursday 26 December**

Special services were operated by First West Yorkshire from depots at Huddersfield, Bramley & Hunslet Park. PR1, PR2 & PR3 did not operate.

**Friday 27 & Saturday 28 December**

A Saturday service operated on most services. Stourton Park & Ride, PR3 operated a Saturday service. PR1 & PR2 did not operate.

**Sunday 29 December**

A Sunday service operated.

**Monday 30 December**

A Saturday service operated on most services. Stourton Park & Ride, PR3 operated a Saturday service. PR1 & PR2 did not operate

**New Years Eve, Tuesday 31 December**

A Saturday timetable operated on most services. Services gradually reduced from 1800 with no services after 2000. Stourton Park & Ride, PR3 operated a Saturday service, last bus from Lower Briggate at 1914. PR1 & PR2 did not operate.

**New Years Day, Wednesday 1 January 2025**

Special services operated by First West Yorkshire from Bramley depot

**Thursday 2 January 2025**

Buses resume a normal service.

**Bradford Interchange**

The concourse at Bradford interchange has re-opened, the interchange opened on the 5th January 2025 - 12 months after the closure. Four departure bays remain closed. WYCA have announced that the interchange will be replaced in five years by a new interchange. Bradford Interchange reopening from Sunday 5 January 2025

The following bus services revert to Bradford Interchange from Sunday 5 January 2025:

67 72 256 263 268 283 283A 425 606 608 612 613 & 614 towards Shipley; 617 618 620 621 622 626 630 633 634 635 636 637 640 641 654 644 645 653 656 660 662 671 675 676 677 680 686 687 688 864 A2 A3 X6 X11

The following services remain on street, departing from Hall Ings & Nelson Street: 363 576 607 613 & 614 towards Buttershaw, 615 616 619, 681 682 X63

**Arriva**

Arriva changed most of their services from Sunday 5 January 2025 – details below.

**Dewsbury Bus Station**

Dewsbury Bus Station stand changes from Sunday 5 January 2025. Some services are using different stands

## **Yorkshire Buses**

**From Monday 13th January 2025**

**1 Wakefield - Pinderfields Hospital - Outwood - Leeds - Leeds University - Headingley - Lawnswood School - Holt Park**

This new Monday to Friday service operates 3 or 4 journeys in each direction.

**From Monday 6th January 2025**

**61 61A 61E St James's Hospital - East End Park - Hunslet Shopping Centre - John Charles Centre**

Three additional evening journeys operated in each direction between St James's Hospital, East End Park and Hunslet Shopping Centre, numbered 61E.

**From Saturday 11th January 2025**

**116 Ossett - Gawthorpe - Shaw Cross - White Rose Centre - Leeds**

This new Saturday service operated between Ossett and Leeds via Gawthorpe, partially replacing Arriva 122, and offering new direct journeys between Ossett, White Rose Centre and Leeds on Saturdays. Station Coaches 116 continue to operate unchanged on weekdays.

**From Sunday 5th January 2025**

**212 Dewsbury - Dewsbury Hospital - Batley - Kirkhamgate - Wakefield**

This former Arriva service is taken over by Yorkshire Buses. A significantly revised timetable is introduced, providing better coordination with service 213 (Station Coaches) between Dewsbury, Dewsbury and District Hospital and Batley.

One journey in each direction operates via Woodkirk Academy at school times, and late afternoon journeys additionally serve Kirkhamgate. An evening service is also introduced, with four additional journeys in each direction, and the Sunday service frequency is increased from two-hourly to hourly

**Reliance / York & Country (Transdev)**

**From Sunday 19th January 2025**

**74 York - Harrogate - Otley - Ilkley - Bolton Abbey – Grassington**

This service is taken over by York & Country.

## **Station Coaches**

**From Monday 6th January 2025**

**112 112A Ossett - Gawthorpe - Shaw Cross - Batley**

Alternate journeys renumbered to 112A via Church Street instead of via Kingsway, partially replacing the withdrawn section of Arriva 122. Timetable unchanged.

## **Arriva Yorkshire**

**All changes from Sunday 5th January 2025**

**106 Wakefield - Kettlethorpe - Crigglesstone - Hall Green**

Some early morning journeys from Wakefield withdrawn. The evening frequency reduced from half-hourly to hourly.

**110 Wakefield - Outwood – Leeds**

Some journeys retimed by around 5 minutes.

**118 Wakefield - East Ardsley - White Rose Centre**

Some early morning, late afternoon and early evening journeys withdrawn or curtailed. Some journeys retimed.

**122 Wakefield - Lupset - Ossett - Gawthorpe**

On Monday to Saturday daytimes, service operates between Wakefield and Ossett only, no longer continuing to Gawthorpe. Evening and Sunday journeys continue to operate to Gawthorpe. Some journeys slightly retimed. Gawthorpe continues to be served by Station Coaches 112/112A and 116 on weekdays, and by new Yorkshire Buses service 116 on Saturdays. Station Coaches 112A provides a service along Church Street on Monday to Friday daytimes.

**126 Wakefield - Lupset - Horbury - Ossett - Chickenley - Dewsbury**

The evening frequency reduced from half-hourly to hourly with the last journeys running earlier. On Saturdays, the first morning journey to Wakefield withdrawn

**135 136 Pontefract - Chequerfield**

Service 136 (clockwise route) withdrawn, with all journeys operating as 135 (anticlockwise route). Some early morning journeys withdrawn. The combined frequency is reduced from every 15 minutes to half-hourly on Monday to Saturday daytime, and from half-hourly to hourly on early mornings, evenings and Sundays.

**140 141 Pontefract - Castleford - Oulton – Leeds**

Some early morning journeys withdrawn or retimed. The combined evening frequency reduced from half-hourly to hourly with the last journeys running earlier.

**147 Wakefield - Pinderfields Hospital - Normanton - Featherstone - Pontefract**

On Saturdays, first morning journey to Pontefract withdrawn. Some journeys slightly retimed.

**148 149 Wakefield - Featherstone - Pontefract - Ferrybridge - Knottingley**

Some early morning journeys withdrawn or curtailed. The combined evening frequency is reduced from half-hourly to hourly with the last journeys running earlier.

**156 Castleford - Airedale - Ferry Fryston**

Some early morning journeys curtailed or retimed. The evening frequency is reduced from half-hourly to hourly with the last journeys running earlier.

**163 Leeds - Garforth - Kippax - Castleford**

On weekdays, one morning journey towards Leeds withdrawn. Some other early morning and evening journeys retimed. The evening frequency is reduced from half-hourly to hourly with the last journeys running earlier.

**164 165 Leeds - Thorpe Park - Garforth - Micklefield - Sherburn Industrial Estate - South Milford - Selby / Kippax**

These services are significantly revised. On weekdays and Saturdays, the Leeds to Selby frequency is increased from two-hourly to hourly, including earlier and later journeys, but the Leeds to Sherburn Industrial Estate frequency is reduced to hourly. On Sundays, a new two-hourly Leeds to Selby service introduced, but the Leeds to Sherburn Industrial Estate frequency is reduced from hourly to two-hourly. The combined evening frequency is reduced from half-hourly to hourly, and late evening journeys from Leeds to Micklefield and Sherburn Industrial Estate are withdrawn. Many other journeys retimed.

**168 Leeds - Woodlesford - Swillington - Allerton Bywater - Castleford**

On weekdays and Saturdays, one early evening journey from Leeds to Castleford withdrawn.

**186 Wakefield - Normanton - Altofts - Castleford - Junction 32 - Airedale - Pontefract**

Some early morning, late afternoon and early evening journeys withdrawn or curtailed. Peak journeys no longer operates via Express Way and Tuscany Way. Some journeys retimed.

**189 Wakefield - Normanton - Castleford**

Some early morning journeys are withdrawn. The evening frequency is reduced from half-hourly to hourly with the last journeys running earlier.

**195 195A 196 Wakefield - New Crofton - Havercroft Green – Hemsworth /Newstead**

The evening frequency is reduced from half-hourly to hourly, with all evening journeys operating as 195A (Wakefield-Newstead-Hemsworth) and the last journeys running earlier.

**200 201 Leeds - White Rose - Morley - Cleckheaton / Batley - Heckmondwike**

On Sundays, some early morning journeys are curtailed.

**212 Dewsbury - Dewsbury Hospital - Batley - Kirkhamgate - Wakefield**

This service is taken over by Yorkshire Buses.

**229 Huddersfield - Heckmondwike - Birstall Retail Park - Leeds**

Some early morning and early evening journeys withdrawn or curtailed. Some journeys retimed.

**230 230A Dewsbury - Grange Moor**

Some early morning and late afternoon journeys withdrawn.

**250 Dewsbury - Dewsbury Moor - Heckmondwike**

On weekdays and Saturdays, the last journey from Dewsbury to Heckmondwike withdrawn.

Sunday journeys retained and retimed to run 40 minutes earlier.



Arriva Yorkshire decorated 1951 (YX17 NFR) an ADL E40D with festive decorations for the Christmas period, the bus was based at Castleford depot and is pictured on Tuesday 17th December in Wakefield on service 189 to Castleford. *Don Akrigg*

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## **SOUTH YORKSHIRE**

**Sub-Editor: Phil Drake, 18 St Albans Drive, Sheffield S10 4DL**

[phildrake@yahoo.co.uk](mailto:phildrake@yahoo.co.uk)

### **BOXING DAY AND NEW YEAR'S DAY SERVICES**

A similar pattern to previous years operated, though with some changes - not all of which were occasioned by the major September network revamp.

**On Boxing Day** the following ran, 'funded jointly by the operators, Sheffield City Council and SYMCA' - services marked\* were varied or shortened from normal routes. Most were hourly from approximately 0630/0700 to 1800.

**First:**

20a (Hemsworth-Sheffield-Ecclesfield), 24/25 (Woodhouse-Bradway, hourly on each),  
 46 (Sheffield-Heeley Green-Herdings - special route operating only on this day & 1 Jan\*)  
 47 (Arundel Gate-Shiregreen\*), 51 (Lodge Moor-Charnock),  
 52a (Loxley- Woodhouse, ev30 mins - but with the curious extension of two jnys via  
 Swallownest to Dinnington, departing Dinnington at 0958 and 1058, arriving back at 1824 and  
 1909\*), 56 (Interchange-Wybourn\*), 76 (Low Edges-Meadowhall),  
 76a (Arundel Gate-Sandstone Road-Meadowhall\*), 81 (Stannington-Dore),  
 95 (Flat Street-Meadowhall\*), 95a (Flat Street- Meadowhall\*), 97 (Arundel Gate-Totley\*).

**Stagecoach:** 1 (Jordanthorpe-High Green),

2a (Sheffield, Moorfoot-Grimethorpe, 6 shift time journeys for GXO Logistics, the first leaving  
 Sheffield at 0447!), 7 (Sheffield-Ecclesfield\*), 50 (Sheffield-Halfway\*),  
 57 (Hillsborough-Stocksbridge, Unsliven Bridge, every 90 mins\*),  
 86 (Grenoside-Beauchief, Hutcliffe Wood Road\*), 88 (Arundel Gate-Bents Green\*),  
 120 (Halfway-Fulwood, every 30 mins).

**TM Travel;** 30 (Crystal Peaks-Arundel Gate (hourly)-Royal Hallamshire Hospital (4 jnys).

**Supertram;** Blue (Meadowhall-Halfway, double running to Cathedral\*), Yellow (Meadowhall-  
 Middlewood), each every 20 mins 0730/0800 to around 1830 then 30 mins until mid-  
 evening- the last tram into the Depot was due at 2200.

**On New Year's Day** Sheffield City Council subsidised First to run the following, each hourly  
 from approx. 0800 to 1700.

1 (High Green-Jordanthorpe),	20a (Arundel Gate-Ecclesfield*),
24 (Woodhouse-Bradway),	46 (Arundel Gate-Heeley-Herdings*),
47 (Arundel Gate-Shiregreen*),	52a (Woodhouse- Hillsborough*),
56 (Interchange-Wybourn*),	57 (Hillsborough-Stocksbridge*, 90 mins),
75 (Arundel Gate-Shiregreen*),	76 (Arundel Gate-Meadowhall*).
81 (Stannington-Dore),	86 (Sheffield-Grenoside*),
97 (Arundel Gate-Totley*),	120 (Crystal Peaks-Fulwood).

**Supertram:** Blue (Halfway-Cathedral with a depot journey to/from Cricket Inn Road\*),  
 Yellow (Middlewood-Meadowhall), Tram-Train (Cathedral-Parkgate).  
 Each ev30 mins 0830- 1900.

**ARRIVA YORKSHIRE**

**496 (Doncaster-Hemsworth-Wakefield).** The E service, which only runs Wakefield-  
 Wrangbrook, entirely in West Yorkshire, is halved to 60 mins.

**HORNSBY TRAVEL SERVICES, Scunthorpe**

**2 January 2025**

**399(Doncaster-Westwoodside, M-F).** Diverted via Yorkshire Wildlife Park.

**HULLEYS OF BASLOW**

**12 January 2025**

**257c (Sheffield-Derwent-Castleton-Glossop, Su).** Withdrawn under a short notice  
 deregistration. Will be resumed from 30 March 2025 but only running Sheffield-Derwent-  
 Bamford, and only while BST is in force.

It appears that the recent merger of Hulleys with Go-Coach of Swanley on Kent is  
 unravelling. A letter issued to Go-Coach staff in December states that "Austin (Blackburn) has  
 now taken back control of Go Coach to re-establish its secure financial footing" Meanwhile,  
 Hulleys face a Traffic Commissioner's Public Inquiry on 21 January.

## **SUPERTRAM**

A broken rail fault on West Street, attributed to the freezing weather, caused the suspension of services between Cathedral and Malin Bridge/Middlewood from 1900 on 10 January (Friday). Tickets were accepted on parallel First and Stagecoach bus services, and First introduced replacement service YE1, Hillsborough-Middlewood, every 15 mins. This was expected to be required until Monday 13th but services were in fact restored on 12 January.

But before this break had been repaired, another broken rail was found on Park Grange Road during Saturday 11th. This resulted in Purple (Cathedral-Herdings Park) trams being suspended while the Blue route ran in two detached sections - Sheffield Station-Malin Bridge and Gleadless Town End-Halfway. A replacement bus, BL1, ran Fitzaln Square-Gleadless Town End every 20 mins. The Yellow Route (Meadowhall-Middlewood) ran normally. The closure was still in place as these notes were being typed on 14 January.

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## **HULL, EAST YORKSHIRE AND SCARBOROUGH REPORT**

**Correspondent Nigel Mc Bride**

### **East Yorkshire Motor Services Ltd, Hull**

Details of services over the festive season are shown below. These represent a reduction compared with previous years, with reduced frequencies on Hull urban area routes and Saturday timetables applying on M-F between 23 December and 3 January, rather than being limited to the period between 27 and 31 December. On the positive side, Friday evening services on 25 Beverley-Hornsea and X47 Hull-York also ran on 23 and 30 December and 2 January.

### **23-24/27/30-31 December 2024 and 2-3 January 2025**

Saturday timetables operated with the following exceptions:

Hull area services 51,56,57 and 58 ran at a reduced frequency of every 30' (normally 20' on 51,56,57 and 15' on 58)

Normal M-F times applied to M-F only 131 Bridlington - Carnaby Ind Est and 504 Bridlington - Bempton and selected-day shopping services

1 Holme-on-Spalding Moor - Selby, 143 Ferriby - Beverley, 144 South Cave - Beverley, 150 Ferriby - Hessle, 183 Hessle Town Service, 195 Allerthorpe - Pocklington, 196 Allerthorpe - York, 197 Pocklington Town Service, 199 Pocklington - Huggate and 544 Pocklington - Driffeld. All of these services are tendered.

Late Friday/Saturday evening journeys on 18 Holme-on-Spalding-Moor - York, 55 Hull – Elloughton and Newport - Goole, 79 Hedon, 142 Beverley - Cherry Burton, 180 Skidby - Beverley, 277 Hedon via Sproatley, 513 Bridlington Town Service, 525 Beverley Town Service, 747 York - Stamford Bridge - Pocklington and G1 Goole Town Service only ran on Fridays 29 December and 3 January.

On 41 Hull-Bridlington, the 1950 Bridlington-Hull and 2135 Hull-Nafferton (normally FS) also ran on 23 and 30 December and 2 January but the 2252 Nafferton-Beverley and 2330 Beverley-Driffeld did not.

Saturday night/Sunday morning journeys on 57 Longhill, 58 Hessle and 104 Cottingham did not run.

### **24 and 31 December 2024**

In addition to the above, last buses generally ran between 6pm and 7pm on both Christmas Eve and New Year's Eve.



**25 December 2024 and 1 January 2025**

As has been the case for many years, no services ran on either Christmas Day or New Year's Day

**26 December 2024**

As in 2023, there were also no services on Boxing Day.

**28 December 2024 and 4 January 2025**

Normal Saturday service apart from Hull area services 51,56,57 and 58 which ran at the reduced frequency of every 30'.

**29 December 2024**

Normal Sunday service

**5 January 2025**

Normal services resumed.

**Stagecoach in Hull****23-24/27/30-31 December 2024 and 2-3 January 2025**

Saturday timetables operated with the following exceptions: Additional early morning and am peak journeys ran on services 1,2,3,5,7,8,10,11,12,13,14 and 20.

255 North Bransholme - Wren Kitchens ran only three journeys at 0700 ex North Bransholme and 1710 and 1750 ex Wren Kitchens.

**24 and 31 December 2024**

In addition to the above, last buses generally ran between 7pm and 8pm on both Christmas Eve and New Year's Eve.

**25-26 December 2024 and 1 January 2025**

No services.

**28 December 2024**

Normal Saturday service.

**29 December 2024**

Normal Sunday service.

**4 January 2025**

Normal services resumed.

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**Branch Meeting in Starbeck on Saturday 14th December 2024**

report by Anthony Dee

Twenty members and guests gathered at Starbeck Methodist Church to see and hear member Graham Crawshaw conclude his history of Huddersfield Corporation Buses with Part 3 covering 1956 to 1974.

At the outset of this final chapter in 1956 Huddersfield Corporation operated 100 trolleybuses and the Joint Omnibus Committee fleet consisted of 37 single deckers and 61 double deckers. Although at the formation of the Joint Omnibus Committee (JOC) the Huddersfield Council believed that the motorbus operation would make a loss, in reality this was not the case. The trolleybus routes were primarily tram replacement routes which also served locations outside the Corporation boundary such as West Vale (near Halifax) and Marsden (some 7 miles from Huddersfield town centre). All the other out of town services were operated by the JOC although there were 8 routes that operated entirely within the Huddersfield Borough boundary. From its inception in 1930 all the odd numbered vehicles had legal lettering showing they were owned by

the LMS railway (later British Railways) and the even numbered vehicles were owned by the Corporation.

There was no central bus station with town centre departure points spread between Upperhead Row Bus Station serving bus routes to the Colne Valley and Halifax, Manchester Street Bus Station serving routes to the Holme Valley and Meltham with Lord Street and Byram Street serving routes to the north and east of the town. None of the JOC routes were cross town routes and the only time JOC vehicles were seen in the actual centre of Huddersfield were when they were travelling from their Leeds Road Depot to the bus stations on Upper Head Row or Manchester Street.

In 1958 Edgar Dyson was appointed as the new General Manager and in 1961 the Council took the decision to start a trolleybus to motorbus conversion programme and by 1968 all the trolleybuses had gone. The replacement buses for the trolleybuses were wholly owned by the Corporation and were painted in a different livery in order to distinguish them from the JOC buses as the fares on the JOC routes that followed the same main roads out of the town centre were higher than those on the trolleybus replacement routes.



Graham took us through the period year by year with an analysis of new buses delivered each year with accompanying photos as well as significant route changes including the trolleybus to motorbus conversions. In 1962 two buses were transferred from the JOC fleet to the Corporation fleet to cover shortages and were repainted into the Corporation livery. As the trolleybus network was replaced by Corporation buses duplication of buses on the same roads out of the town centre between an agreement was made between the JOC and the Corporation to combine certain north / south routes in order to avoid duplication. Where routes had formed part of the Corporation the lower Corporation fares were charged but as soon as the route left the old Corporation (for example along the from the town centre to the Holme Valley Corporation fares were charged as far as the old Lockwood trolleybus terminus but thereafter the old JOC fares were charged.

In the same year the Government White Paper on the creation of the Passenger Transport Authorities was published and eventually in 1969 under a new General Manager, John Rostron, the Corporation acquired all the shares of the JOC and the two fleets merged giving a total fleet of 184. As part of this change involvement in some longer distance routes were given up (for example to Dewsbury). In the same year Hansons bus services were purchased.

In addition a revised livery was designed which could be applied by spray painting (previously all vehicles had been hand painted) and eventually all the double deckers were repainted into this simplified livery.

As the move to One Man Operation gained pace new suitable buses continued to be purchased and eventually all these were based at the Leeds Road depot whilst crew operation remained at the Longroyd Bridge depot. In 1972 the last single decks joined the fleet, with the last double decks were bought in 1973.



In 1974 the story came to an end when the undertaking was absorbed into the West Yorkshire Passenger Transport Authority.

We were grateful to Don Akrigg who proposed the vote of thanks to Graham for a very detailed, well researched and enjoyable presentation.

Anthony Dee

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## **My life 'On the Sheffield Trams' Chapter Two**

**By Gordon England**

**We continue the story: Chapter One Part One was in the August Branch Bulletin and Part Two in the September Bulletin; Part Three in November 2024**

In Chapter One I described my move back to Sheffield from my adopted home, Scarborough, to find work – rather than be unemployed and a burden on the British tax payer. It described my first day working unsupervised, by modern standards it may have been referred to as traumatic but us Sheffield-ers born in the 1930s are made of sterner stuff.

Sunday was my day off and, not letting Saturday's experience deter from making a success of my new found career, I was up bright and early on Monday for shift 33. This shift started at 4.45am at Tinsley depot, which was at Weedon Street. One positive I was pleased to see that despite my dismal performance on the Saturday I was still teamed up with Fred. We found our tram, set the blinds to show Handsworth and waited for our time to depart. Being on tracks it is important that the trams go out in the correct sequence.

Fred used this waiting time to reinforce what he had told me on my first day, I needed to be quicker ringing the bell after the last passenger had boarded if our partnership was to continue and be a success. He put forward a compelling argument: he was required to keep the tram to as near to the published time because when we got in the city centre, there were a lot of trams using a limited amount of track, and if the tram at the front was slow, and by that he meant me, all the others would be late. Fred had worked since his demob ten years earlier, whereas I as a newcomer was still of the opinion that public transport ran for the benefit of the public, but I was determined to show I could add to this partnership.

Passengers who must have been aware of our destination began to board the tram before we left the depot and when we turned left into Staniforth Road there looked to be far more passengers than we were allowed to carry. I had better quote the law covering how many standing passengers are allowed; it is one-third of the downstairs seating capacity, or eight, whichever is the least, and not wishing to annoy Fred, I counted them on until the tram was full, and informed the rest I was full. Fred opened the door to his compartment and said "get them all on son" because they were miners working at the colliery near the Handsworth terminus. We had them sitting three in a seat, upstairs, on the stairs, and Fred even allowed some in his driving compartment. After this we completed our four jnys without further incidents and then had our scheduled break.

For the second part of our shift, we returned to do four trips, again from Exchange Street to Sheffield Lane Top via Attercliffe, the scene of my Saturday's baptism of fire. But now I was in control enough to shout, "hold tight" before ringing the bell, and politely asking people "any more fares" and also 'pass down the car' - all familiar phrases that anyone travelling a few years back will recognise.

Mine and Fred's new found agreement was quickly put to the test on this morning's journey. A few passengers wanted to be off at the stop at the junction of Staniforth Road, where a big store called Banners was always an attraction. As we approached the stop, I noticed three girls running along the pavement, so I decided to wait for them, risking the wrath of Fred. I smiled as they approached but soon stopped smiling when they ran straight past; I quickly rang the bell and disappeared upstairs to collect fares. I have often wondered whether I would have waited had they been young men. I don't want to give the impression that Fred and I were at constant loggerheads despite the fact our opinions of why public transport had been provided varied on occasion.

I had worked from the age of 14 in steel works, and had completed my apprenticeship as a draughtsman as well as my two years National Service. To my surprise I began to enjoy conducting. Though the tramways employed Inspectors, I found if you did the job correctly, you could get through each day with very little supervision, but, and there is always a but, the wages did not match what I had earned as a draughtsman. However, staff shortages mean that overtime was available and, along with Saturday and Sunday, overtime was paid at enhanced rate, and sometimes it is nice to find a job you enjoy, even if the pay is lower.

Working in a job that involves contact with the general public lends itself to experiencing lots of different incidents. I could list so many of them but it would fill pages too numerous. One particular incident, however, is worth a mention. A new canteen had been provided at the junction of Exchange Street and Castlegate and for some reason that I never did find out, bus crews and tram crews did not mix so there was a demarcation line and it was never crossed.



At certain times of the day, it was difficult to find a table. One day I had queued with Fred and he found a seat, then I spotted a table for eight with only four people sat at it, two motormen and two clippies so I sat down at the table. Being brought up to be polite, I said hello to the other occupants, but no one answered. I looked across at Fred's table and all the occupants were scowling, I wondered what I had done wrong this time.

My persistence in trying to make polite conversation finally got a response from one of the clippies; she whispered to me that I was not supposed to be talking to them, as they had been "sent to Coventry". This was a phrase I was not familiar with at the time and to try and lighten the mood, I commented that I hadn't realised Sheffield tramways ran as far as Coventry. Finally, this got a response from one of the motormen. He said that he had not fought five years in a war to get rid of one dictator, only to have another jumped up dictator tell him when he could or could not work. He then went back to eating, obviously a man of few words. I must confess these were not the exact words used but I have translated them so that they would be accepted in polite company.

I continued my conversation with the clippie who told me that one popular newspaper had invited them along with others that had been sent to Coventry, to a weekend stay in a five-star hotel in, I will give you one guess, yes Coventry. She also said that the amount of monetary contributions all four of them had received from well-wishers means that she could retire. I sneaked a look at Fred's table and they were still scowling, I wasn't making many friends. I finished my food and wished them good luck, and went to cash what money I had taken for the first part of my shift. I had a sneaking admiration for all four and if I met a visitor from another planet and was asked to describe a man from Yorkshire, that Motorman would be the one I would base my description on. I knew that Fred would mention the incident while we walked to take over our next tram, and sure enough he told me I was wrong to talk to scabs and blacklegs. I told him I thought blacklegs was the name of a red Indian tribe, and left it at that.

One of the things they don't teach you when training to be a conductor, is dealing with passengers who don't want to pay their fares. There was always potential for this on late turn in a big city like Sheffield, when the pubs closed at 10.30pm. I only experienced this problem on one occasion, so I was either lucky, or being five foot nine inches tall, and weighing in at just over ten stone I must have appeared an intimidating sight to any trouble causers.

This particular night the tram was full and I had no trouble collecting all the fares, with the exception of two gentlemen, I figured I could let them ride for nothing but then I decided that it be unfair on all the honest, fare-paying passengers, so I went back and stood on the platform, but did not ring the bell, after a couple of minutes one of the passengers asked if there was any chance of getting home that night, I informed him and anyone else anxious to get home that as soon as these two passengers decided to pay I would ring the bell. It did not take long for my new found friends to persuade the reluctant passengers to pay up. Credit where it's due when they got off, they both said sorry. It was my first attempt at delegation and served me well as I moved up through the management ranks.

I realise I am talking to a diminishing number of people who actually travelled on the old trams. If the last tram ran in 1960, people who have a memory of a tram journey nearing 70 years of age, but some may recall on the old one and two hundred series how dim the lighting was, especially on the upper deck. People were still allowed to smoke but had to sit upstairs. This dim lighting - plus the smoke - may have contributed to my next incident. By now I had developed my own way of collecting fares and keep an eye on the platform to make sure it was clear before ringing the bell. I was still insisting that the trams were run for the benefit of the public and not the staff and Fred was still in the opposing camp. We had our differences, but I like to think I was winning him over.

It was a Saturday, and it must have been after 7.00pm, because passengers were boarding carrying “ the Green un” a paper that had all the football results. We had picked up quite a crowd going to ‘Crookes’, I rang the bell and ran upstairs (those were the days). At the top of the stairs the designers had cleverly put a pole firmly secured at the roof and the floor, as usual I grabbed for this pole to swing round and collect the fares from the six-seat at the dished end. I don’t know who was more surprised, the gentleman who two seconds earlier had been sat on the first seat holding a snooker cue in a black metal case in his right hand, or me now laid on my back gazing at the tram ceiling clutching a snooker cue in a black metal case in my left hand.

Worse still, most of the money I had collected was now rolling under seats. I had plenty of volunteers picking the money up, I returned the case to its rightful owner with as much dignity I could muster, as I was on my hands and knees searching for the money a passenger glanced up from reading his paper and asked if I had lost something. But for the fact that I had always been told to be polite, I was sorely tempted to say that this was the position I adopted when collecting fares on the top deck of trams. the same reasons apply as to why I did not suggest where the snooker player could put his cue, but then he would have to be a contortionist.

If you work alternate weeks of early and late turns, the lates, with starts varying between 2.30 and 3.30pm with the occasional night duties included, should not be a problem. Though with early turns starting between 4.30 to 5.30am, there is a possibility that you could be late for work. the one occasion this happened to me I had heard the alarm, got dressed and had breakfast and walked to the stop to catch a tram that would drop me at the bottom of Staniforth Road. there was a light covering of snow, so I waited in a shop doorway, I opened my eyes in time to see the tram passing the stop.

By the time I arrived at Tinsley Depot it was past our departure time and I heard the man handing out the ticket boxes say “you can go home be on time tomorrow”. Now for some reason, unlike other companies I have worked for, Sheffield Corporation Trams carried no spare staff to cater for lates and failures, so the details of the missed duty had been phoned to the town centre for them to arrange cover. This, what I will call the command centre, is based at Fitzalan Square; it really couldn’t get more central than that.

I went to the tram stop to catch a lift home, and there was Fred also waiting. I apologize that my being late had caused him to miss a day’s work but he seemed unconcerned and said if I wanted to work, follow him; well, he was the expert so I did. We went to Fitzalan Square and down some steps of what initially looked like gents’ toilets but was in fact the area where the rotas/schedules from all the tram depots were kept. I am not sure what they called the men working behind the counter but they were responsible for covering drivers and conductors that had been late or failed for duty at all the depots, plus any shifts not covered because of staff shortages.

I was signed on, given an unscheduled duties form, a box containing a ticket machine, told to sit with Fred and wait to be given work, and it was still not 6.00am. We had no sooner sat down, when we were called to the desk and given a part-shift to complete. I just followed Fred. We had to go to Tinsley depot, and complete this part-shift, and then report back if we wanted more work. It was only when we had boarded a tram that would take us to Tinsley did Fred tell me we would be completing the shift we should have been doing, had I not been late. One bonus, because we were working from Fitzalan square we qualified for a voucher, value half a crown, towards our mid-morning canteen meal.

*To be continued ....*