

Pennine Motor Services



1925 - 2014

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Cover Illustration: 5895YG was a 1962 Leyland L2 with Duple dual-purpose 41-seat bodywork. (David Everett courtesy John Kaye).

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Owned and operated by brothers Arthur and Victor Simpson and brother-in-law Jim Windle, Pennine Motor Services first commenced running in 1925 between Skipton and Settle with five trips daily and four on Sundays, the vehicles initially being garaged at the Albion Yard in Skipton. In 1928 a garage in Gargrave was purchased close to the Grouse Hotel and re-named Grouse Garage, which became the company's headquarters for the next 75 years until their move to Broughton Road, Skipton in 2003.

Pennine's first bus was a 14-seat Willys-Overland and this was used to inaugurate the service to Settle, followed shortly afterwards by two more similar vehicles. In 1926 the Company purchased their first Leyland bus, a 20-seat all-Leyland LA1 'Leveret' and this was the start of a long association with Leyland. The initial service was extended in the same year to Ingleton by the purchase of the business of Richard and John Lamb of Settle, who operated from Settle to Ingleton and from Settle to Horton-in-Ribblesdale, although no vehicles were involved. In 1927 the business of Arthur Hull, who had commenced running between Gargrave and Skipton in 1921, was acquired, making Pennine the sole operator on the Gargrave-Skipton route.

The first vehicles wore an overall blue livery with a maroon livery being adopted later. The first vehicle to wear the orange and black livery was probably WX2979, a 1930 all-Leyland LT1 'Lion' and this became the standard livery, although there were a few slight variations over the

years. The initial ticketing system was Bell Punch, succeeded by the Willebrew system, later Setright machines were employed and finally Almex.

It wasn't long before Pennine faced further competition, this time from Ribble Motor Services who had recently purchased Castle Motors of Skipton and subsequently County Motors of Lancaster and commenced running between these points. Eventually the two companies came to a mutual agreement over joint running on the service and Pennine buses could then be seen operating as far as Lancaster and Morecambe. In 1933 Pennine commenced a service to Malham and in 1935 purchased the business of Parker Brothers of Airton, who were trading as Malhamdale Motors, jointly with Ribble Motor Services. Two of Parker's vehicles were acquired. The association between Ribble and Pennine continued and by 1936 they were operating the following joint services:

Skipton - Gargrave - Hellifield - Settle - Ingleton.

Skipton - Ingleton - Bentham - Wennington - Lancaster and Morecambe.

Skipton - Gargrave - Airton - Malham.

With the onset of World War II in 1939 many members of staff were called up, reducing the workforce from 34 to just 16 by the end of the year. Women conductresses were employed to help keep services running and by the end of 1941 ten were on the payroll. The vehicles fared no better,

with a shortage of skilled labour many were simply patched up to keep them running and maintenance was at a minimum. By the end of the War the fleet was in poor condition. No new vehicles were available so Pennine undertook to have several vehicles re-bodied. The first post-war new vehicles did not arrive until 1947 when two Leyland PS1 'Tigers' (GWT317-318) joined the fleet. In 1951 four ex-Lancashire United Leyland TS7 'Tigers' were also acquired, two entered service whilst the other two were cannibalised for spares.

Pennine's services after the war were:

Settle Market - Tosside via Rathmell and Wigglesworth (Tuesdays only).
Skipton - Lancaster via Gargrave, Coniston Cold, Hellifield, Long Preston, Settle, Giggleswick, Austwick, Clapham, Ingleton, Burton-in-Lonsdale, High Bentham, Low Bentham, Millhouses, Wray, Hornby, Brookhouse and Caton.
Skipton - Malham via Gargrave, Eshton, Newfield and Airton.

The last two services were operated jointly with Ribble Motor Services. Pennine also operated tours and excursions from Skipton, Hellifield, Long Preston and Settle, as well as a share of the Yorkshire Pool express service between Leeds and Morecambe, although they rarely participated, their share of the mileage being operated on the stage carriage services

between Skipton and Morecambe with the co-operation of Ribble Motor Services.

Pennine took delivery of its first underfloor engined bus in 1951, when MTC757 was delivered. This was an ex-Leyland demonstrator that had been exhibited at the 1950 Commercial Motor Show and carried a Brush 44-seat body and marked the end of Pennine's traditional half-cab design.

In 1963 land for an outstation was acquired in Settle and a stone garage built to accomodate two vehicles which were previously stationed there in the open.

By the late sixties the partnership had grown to include six families as the original partners' sons came onto the business. Jim and Alan Windle sold out to the partnership in 1967 and Arthur Simpson drew up a new agreement with the remaining partners.

In August 1972 the long-established business of Ezra Laycock was acquired, including thirteen vehicles, not all of which were operated. This brought with it two additional routes; Skipton to Carleton and Skipton to Barnoldswick. These were combined into one route by Pennine, altering the Skipton-Barnoldswick service to divert via Carleton en-route and then continuing back onto the original route.

In 1976 Pennine purchased the former Ribble depot on Broughton Road, Skipton, which was initially rented out. It was later used as Pennine's garage and became the company's head office and main depot, replacing their Gargrave premises, in 2003.

Heading into the 1980's Pennine was faced, as were most operators, with declining traffic and escalating costs. This led to the curtailing of some services, staff redundancies and a move to one-man operation. From 1984 Pennine's income was insufficient to justify the purchase of new vehicles and so subsequently all purchases (apart from two) were second-hand, especially with the uncertainty caused by the 1985 Transport Act.

In October 1986 companies were required to register their routes as commercial services. Prior to this Pennine's principal routes were:

Skipton - Settle
Skipton - Malham
Skipton - Barnoldswick
Skipton - Lancaster and Morecambe

The latter route involved close working with Ribble Motor Services and a discussion was held over its future. Joint workings were no longer allowed

under the 1985 Transport Act so it was decided to split the route. Pennine would work from Skipton to Ingleton whilst Ribble would work the remainder of the route from Ingleton to Lancaster and there would be no through running. In addition Ribble agreed to terminate its X43 Manchester - Skipton service at Nelson to allow Pennine to operate between Nelson and Skipton. These changes were mutually agreed and both operators put forward their proposals for registration.

Things did not go smoothly, however, as North Yorkshire County Council put the Settle - Lancaster route out to tender, which was awarded to Ribble Motor Services, so despite the agreement Ribble had to duplicate the Ingleton - Settle section of the route, which Pennine had registered. Further problems arose on the service to Nelson from Skipton. Pennine had initially registered the Skipton - Nelson service as an extension of the Barnoldswick service but via Earby to avoid operating two separate routes. Lancashire County Council, however, had other ideas and decided that there should be two routes Skipton - Barnoldswick and Skipton - Nelson via Earby, to which Pennine agreed rather reluctantly, but then Lancashire County Council requested that the Earby service should run on to Burnley, Pennine had to refuse because of the mutual agreement with Ribble Motor Services to join up with the X43 at Nelson. The result was that Lancashire County Council put the whole route out to tender as far as Burnley and it was awarded to Burnley & Pendle. Pennine were forced to extend their registered service to Burnley along the same route to

avoid losing revenue.

In 1991 Pennine purchased their only new buses since de-regulation when a pair of Leyland Swifts joined the fleet. These proved to be totally unsatisfactory and were disposed of after just 9 months. Future purchases continued to be second-hand with Leyland Nationals and later, Dennis Darts, being the preferred choice.

By 1999 Pennine was operating the following routes:

- 210 Skipton - Malham via Gargrave
- 211 Skipton - Barnoldswick via Carleton
- 212 Skipton - Carleton
- 214 Skipton - Embsay
- 215 Skipton - Burnley via Colne and Nelson
- 216 Skipton - Horse Close (Circular)
- 218 Gargrave - Barnoldswick via Thornton-in-Craven and Earby
- 580 Skipton - Giggleswick via Gargrave and Settle

Fleet numbers had been introduced for the first time in the mid-1990's and at the end of 1999 the fleet consisted of 13 Leyland Nationals (Nos. LN1-12, LN14), with LN13 not being used. Ulster registration plates were applied which helped to disguise the age of the vehicles. During the early

2000's the Nationals began to be withdrawn and newer vehicles in the form of second-hand Dennis Darts were purchased, which became the mainstay of the fleet until the company's demise.

The company suffered from competition on its routes from a number of sources, most were only short-lived and although Transdev introduced buses onto Pennine's main route, the outlook appeared to be healthy. So it came as a surprise when it was announced that the company was to cease trading on 16 May 2014.

Company Secretary, Maurice Simpson stated *"The closure is a direct result of inadequate National Concessionary Travel Scheme (NCTS) reimbursement by North Yorkshire County Council (NYCC). It will bring to an end 89 years of operation, the blame lying firmly on NYCC cutting its NCTS reimbursement by a fifth, leaving the company with a £45,000 deficit. North Yorkshire reimburses NCTS at 28.4% whereas Lancashire County Council reimburses at 56%, leaving the company with £3,000 a week losses due to the under-reimbursement. Competition from Transdev on the Barnoldswick-Skipton route, Pennine's main commercial service, which sees up to five buses an hour, is another factor, but not the main reason for closure. The closure is solely due to the council's failure to properly reimburse us for revenue foregone under the NCTS. As a result we have been putting in £150,000 a year to support the company. If the reimbursement rate was correct, then we would still be in business and*

making a profit. In effect we have been subsidising the free travel scheme out of our family's pockets. We've tried our best to keep going but the situation has got worse over the past four years or so and we just couldn't carry on. It's a very sad day."

On the 16 May 2014 the final service bus (Dennis Dart D8) left Skipton Bus Station bound for Settle at 21.15 bringing to an end 89 years of Pennine Motor Services in North Yorkshire and Lancashire. A sad day indeed. The bus fleet was subsequently sold by auction as were the garages at Skipton, Settle and Barnoldswick (the former Laycock premises).

Bus Fleet List 1925 - 2014

This listing is in the format - Year into stock; Fleet No; Reg. No; Chassis; Chassis No; Body; Seating.

1925

-	WU3749	Willys-Overland	BMT1957	Warwick	B14F
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Withdrawn 1930 (WU3749).

1926

-	WU4197	Willys-Overland	BMT2200	Warwick	B14F
-	WU6162	Willys-Overland	BMT2682	Warwick	B14F
-	WU8434	Leyland LA1	40034	Leyland	B20F

Withdrawn 1930 (WU4197, WU6162), 1931 (WU8434).

1927

-	WW154	Leyland LC1	45424	Leyland	B26F
-	WW1174	Leyland LC1	45466	Leyland	B26F
-	WW3322	Star Flyer	(B775)	Waveney	B20F
-	WU4540	Ford T	1297118	??	B14F
-	WU9999	Dennis E	17119	Ramsden	B32F

WW3322 chassis number quoted is order number, chassis number not known.
WU4540, WU9999 ex-Arthur Hull, Gargrave (new 1926, 1927 respectively);
WU4540 probably not operated; WU9999 was out of service by 1930 but not
disposed of until 1940.

Withdrawn 1930 (WU4540, WU9999), 1931 (WW3322), 1933 (WW154, WW1174).

1928

-	WW5185-86	Leyland LSC3	46614-15	United	B32F
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WW5185-5186 were fitted with smoking compartments at the rear.

Withdrawn 1935 (WW5185), 1936 (WW5186).



WW1174 was a 1927 normal control Leyland LC1 'Leveret' with Leyland 26-seat bodywork. (LTHL collection).

1929

-	WW9531	Leyland TS2	60338	Leyland	B30F
-	WW9817-18	Leyland TS2	60339/37	Leyland	B30F

WW9817 re-bodied by Burlingham to C32F in 1938.

Withdrawn **1940** (WW9818), **1949** (WW9531), **1953** (WW9817).

1930

-	WX2979	Leyland LT1	50535	Leyland	B30F
-	WX3735-36	Leyland LT1	50536-37	Leyland	B30F

WX2979 re-bodied with utility B32F body by Burlingham in 1944.

Withdrawn **1951** (WX2979, WX3735, WX3736).

1931

- **WX7431** **AEC Regal** **662976** **Burlingham** **C30R**

WX7431 re-bodied by Burlingham to B34F in 1948; fitted with AEC 7.7 diesel unit in 1951.

Withdrawn **1957** (WX7431).

1936

- **AWX763-64** **Leyland TS7** **9800-01** **Leyland** **B32F**

AWX763-764 painted grey and used as 8-stretcher ambulances during the war; AWX764 fitted with Burlingham C32F body ex-WW9817 c.1953.

Withdrawn **1954** (AWX763), **1958** (AWX764).



WX7431 was a 1931 AEC Regal that originally had a 30-seat Burlingham coach body, but was re-bodied by Burlingham as a service bus some 17 years later in 1948 as seen here. (LTHL collection).

1937

-	AWT285	Dennis Ace	200401	??	B20F
-	WX3724	Thornycroft A6	18352	Ramsden	B25F
-	YG3405	Dennis Lancet	170307	Duple	C30R

AWT285, WX3724, YG3405 ex-Malhamdale Motors, Airton (new 1935, 1930, 1933 respectively); AWT285, WX3724 not operated by Pennine; YG3405 re-bodied with utility B32F body by Burlingham in 1945.

Withdrawn **1937** (AWT285, WX3724), **1953** (YG3405).

1938

-	CK4295-97	Leyland TS2	61089-91	Leyland	B30F
-	CK4309	Leyland TS2	61103	Leyland	B30F

CK4295-4297, CK4309 ex-Ribble Motor Services (Nos. 835-837, 849 respectively; all new 1930); CK4309 not operated, cannibalised for spares. Withdrawn **1946** (CK4296), **1949** (CK4295, CK4297).

1947

- **GWT317-18** Leyland PS1 **462770/71323** **Burlingham** **B35F**

Withdrawn **1959** (GWT318), **1960** (GWT317).

1949

- **JX3424** **AEC Regal** **06621776** **Roe** **B32R**
- **JX6560** **AEC Regal** **06622946** **Park Royal** **B32R**
- **HYG60** **Leyland PS1/1** **492039** **Wilks & Meade** **C33F**
- **HYG309** **Leyland PS2/3** **493362** **Burlingham** **C33F**

JX3424, JX6560 ex-Halifax Corporation (Nos. 29, 57; new 1935, 1938 respectively).

Withdrawn **1952** (JX6560), **1955** (JX3424), **1961** (HYG60), **1965** (HYG309).

1950

- **JWT724** **Leyland PS2/1** **496422** **Burlingham** **B35F**

Withdrawn **1963** (JWT724).



GWT318 was one of a pair of Leyland PS1 'Tigers' with Burlingham 35-seat bodywork purchased in 1947. (LTHL collection).



In 1949 Pennine purchased HYG309 a Burlingham 33-seat coach bodied Leyland PS2/3. (LTHL collection).

1951

-	ATE801-04	Leyland TS7	9328-31	MCCW	B32F
-	MTC757	Leyland PSU1/13	495666	Brush	B44F

ATE801-804 ex-Lancashire United Transport (Nos. 1-4; new 1936); ATE802-803 not operated, cannibalised for spares.

MTC757 ex-Leyland Motors demonstrator (new 1950); exhibited at the 1950 Commercial Motor Show.

Withdrawn **1956** (ATE801, ATE804), **1969** (MTC757).

1952

-	MTD235	Leyland PSU1/15	502300	Leyland	C41C
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MTD235 ex-Leyland Motors demonstrator (new 1950); exhibited at the 1950 Commercial Motor Show.

Withdrawn **1971** (MTD235).



ATE804 was one of two ex-Lancashire United MCCW-bodied Leyland TS7's put into service in 1951. Both dated from 1936, whilst two others purchased at the same time served as donor vehicles to keep them running, which they did for another 5 years. (LTHL collection).



MTC757 was an ex-Leyland PSU1/13 demonstrator built in 1950 and acquired in 1951. It had a Brush B44F body and underfloor engine and marked the end of the half-cab era. (LTHL collection).

1953

- LWY702 Leyland PSU1/17 530366 Leyland B44F

Withdrawn 1971 (LWY702).

1954

- NWT329 Leyland PSU1/14 540158 Roe B41F
- NWT807 Leyland PSU1/14 540388 Roe DP44F

Withdrawn 1974 (NWT329, NWT807).

1955

- VTD214 Leyland ECP02/1R 543095 Duple C36F

VTD214 ex-Leyland Motors demonstrator (new 1955); exhibited at 1954 Commercial Motor Show.

Withdrawn 1961 (VTD214).



LWY702 was a 1953 Leyland PSU1/17 with Leyland 44-seat bodywork that gave 18 years of service before being withdrawn in 1971. (LTHL collection).



An unusual purchase in 1955 was VTD214, a Leyland 'Comet' with Duple 36-seat coachwork, a former Leyland demonstrator that had been exhibited at the 1954 Commercial Motor Show. (John Kaye).

1958

- UWX277 Leyland PSUC1/2 577131 Duple DP41F

Withdrawn 1973 (UWX277).

1960

- 6108WU Leyland PSUC1/2 596827 Duple DP41F

Withdrawn 1973 (6108WU).

1961

- 9712WX Leyland PSUC1/2 607602 Duple DP41F

Withdrawn 1973 (9712WX).



En route to Lancaster is UWX277 a 1958 Leyland PSUC1/2 'Tiger Cub' with Duple Midland dual-purpose 41-seat bodywork. (LTHL collection).

1962

- **5895YG** **Leyland L2** **612555** **Duple** **DP41F**

Withdrawn **1974** (5895YG).

1963

- **240CWY** **Leyland L2** **629206** **Roe** **B49F**
- **ECK610** **Leyland PSU1/13** **520914** **Leyland** **B44F**

ECK610 ex-Ribble Motor Services (No. 347; new 1952); entered service January 1964.

Withdrawn **1971** (ECK610), **1975** (240CWY).

1965

- **FWX554C** **Leyland PSU3/3R** **L40609** **Plaxton** **C49F**

Withdrawn **1971** (FWX554C).



CMT474H was a 1970 Leyland PSU3A/4R 'Leopard' with 49-seat dual purpose bodywork by Willowbrook. (LTHL collection).

1970

- **CWU101H Leyland PSU3A/4R 903917 Willowbrook DP49F**

Withdrawn **1984** (CWU101H).

1971

- **HWU816-17J Leyland PSU3A/4R 7004591/7101138 Willowbrook DP49F**

Withdrawn **1984** (HWU816J), **1985** (HWU817J).



In 1971 Pennine acquired a pair of Leyland PSU3A/4R 'Leopards' with Willowbrook 49-seat dual purpose bodywork. This is HWU816J which was withdrawn in 1984. (LTHL collection).

1972

-	968CWL	AEC Regent V	LD3RA425	Weymann	H37/28RD
-	BCK437	Leyland PD1A	470113	Burlingham	L27/26RD
-	ECK927	Leyland PD2/12	521983	Leyland	L27/26RD
-	OWX144	Bristol LS5G	107.063	ECW	DP41F
-	RWW977	Bristol LS5G	117.036	ECW	B45F
-	RWW985	Bristol LS5G	117.053	ECW	B45F
-	XHW401	Bristol LS5G	117.105	ECW	B45F
-	XHW408-09	Bristol LS5G	117.128-29	ECW	B45F
-	MYG759-61K	Bedford YRQ	2T471610/811/718	Plaxton	C45F
-	OWY197K	Leyland PSU5B/4R	7200891	Plaxton	C53F
-	OWR265-66K	Leyland PSU3B/4R	7200755-56	Plaxton	C49F

968CWL, BCK437, ECK927, OWX144, RWW977, RWW985, XHW401, XHW408-409, MYG759-761K, OWY197K ex-Ezra Laycock, Barnoldswick (Nos. 83, 74, 80, 84, 94, 95, 89, 85-86, 90-92, 93 respectively; new 1958 [to City of Oxford MS; No. H968], 1947 [to Ribble MS; No. 2494], 1952 [to Ribble MS; No. 1357], 1955 [to West Yorkshire Road Car; No. EUG32], 1956 [to West Yorkshire Road Car; No. EUG52], 1956 [to West Yorkshire Road Car; No. EUG80], 1956 [to Bristol Tramways & Carriage Co; No. 2885], 1956 [to Bristol Tramways & Carriage Co; No. 2892], 1957 [to Bristol Tramways & Carriage Co; No. 2893], 1972, 1972, 1972, 1972 respectively).



Acquired with the business of Ezra Laycock was MYG761K, a 1972 Bedford YRQ with Plaxton 45-seat coachwork. (John Stringer).



1973 Leyland PSU3B/4R 'Leopard' UWX596L with Plaxton 53-seat coachwork, seen in Skipton Bus Station in April 1974. (John Kaye).

1974

- **RWY378-79M** Leyland PSU3B/4R 7401312/481 Plaxton C49F

RWY378M burnt out October 1980.
Withdrawn **1980** (RWY378M), **1993** (RWY379M).

1975

- **JWU797-99N** Leyland PSU3C/4R 7500937-38/1076 Plaxton C49F

Withdrawn **1994** (JWU797N, JWU799N), **1995** (JWU798N).

1977

- **UWR712R** Leyland PSU3E/4R 7601703 Plaxton C49F

UWR712R re-registered JIL7417 [date unknown but c.1995]; re-registered VUG71R 11/95 for disposal.
Withdrawn **1995** (UWR712R[VUG71R]).



JWU798N was one of three Leyland PSU3C/4R 'Leopards' with Plaxton 49-seat coachwork purchased in 1975. (LTHL collection).

1986

-	NPA220W	Leyland PSU3E/4R	8130257	Plaxton	C49F
-	RHE30-32M	Leyland PSU3B/4R	7305272/400018-19	Plaxton	C49F
-	YGE635S	Leyland PSU3E/4R	7701477	Plaxton	C53F

NPA220W ex-London Country Bus Services (No. PL20; new 1981); re-registered JIL2428 5/94; re-registered DWR619W 3/98 for disposal.

RHE30-32M ex-Yorkshire Traction Co (Nos. 30-32 respectively; new 1974); RHE30M probably not operated.

YGE635S ex-Cottrell, Mitcheldean (new 1978 to Garelochhead Coach Services).

Withdrawn **1989** (RHE30M, RHE32M), **1990** (RHE31M), **1994** (YGE635S), **1998** (NPA220W).

1987

-	SOA681S	Leyland PSU3E/4R	7703876	Plaxton	C49F
-	BKC288K	Leyland PDR1A/1R	7200259	Alexander	H43/32F

SOA681S ex-Midland Red (North) (No. 681; new 1978).

BKC288K ex-Merseyside PTE (No. 1288; new 1972); not operated by Pennine - the reason for its purchase is unclear.

Withdrawn **1987** (BKC288K), **1994** (SOA681S).



RHE31M was a second-hand purchase from Yorkshire Traction in 1986 and dated from 1974. It was a Leyland PSU3B/4R 'Leopard' with Plaxton 49-seat bodywork and gave another 4 years service before being withdrawn in 1990. (LTHL collection).

1988

- **UDW140S** **Leyland PSU3E/4R** **7705332** **Plaxton** **C53F**

UDW140S ex-Southend Transport (No. 354; new 1978 to Hills, Tredegar).
Withdrawn **1995** (UDW140S).

1989

- **OCK452T** **Leyland PSU3E/4R** **7802074** **Plaxton** **C53F**

OCK452T ex-Fishwick & Sons, Leyland (No. C1; new 1979); re-registered
JIL4653 during 1994; re-registered HWR449T on withdrawal and converted
into tow truck.
Withdrawn **1995** (OCK452T).

1990

- **OUF50W** **Leyland PSU3F/4R** **8031147** **Plaxton** **C48F**

OUF50W ex-Southdown Motor Services (No. 1347; new 1981 [registered
MAP347W]); re-registered JIL2427 5/94.
Withdrawn **2004** (OUF50W[JIL2427]).



One of the last Leyland/Plaxton's to be acquired was JIL2427 (originally MAP347W then OUF50W) and was a 1981 PSU3F/4R 'Leopard' with Plaxton 48-seat coachwork that came via Southdown Motor Services. (Stephen Day).

1991

- H313-14WUA Leyland ST2R44C97A4 00334-35 Reeve Burgess DP39F

Withdrawn 1992 (H313-314WUA).

1994

LN1	SPC282R	Leyland National	10351A/1R	04569	Leyland	B41F
LN2	RIB5081	Leyland National	10351A/1R	05661	Leyland	B41F
LN3	SPC276R	Leyland National	10351A/1R	04510	Leyland	B44F
LN4	OJD879R	Leyland National	10351A/2R	04388	Leyland	DP42F
LN5	XDL800L	Leyland National	1051/1R/0501	00479	Leyland	B44F
-	HHU636N	Leyland National	10351/1R	02192	Leyland	B44F

No. LN1 ex-Northumbria Motor Services (No. 745; new 1977 to London Country Bus Services, No. SNB282); re-registered JIL2794 during 1994.

No. LN2 ex-R&I Tours, Milton Keynes (No. 401; new 1978 to London Country Bus Services, No. SNB367 [registered YPF767T]).

No. LN3 ex-Northumbria Motor Services (No. 748; new 1977 to London Country Bus Services, No. SNB276); re-registered JIL7422 during 1995.

No. LN4 ex-London United Busways (No. LS79; new 1977 to London Transport, No. LS79); re-registered JIL2793 during 1995; re-seated to B44F 1997.

1994 (continued)

No. LN5 ex-Benson, Bromborough (new 1973 to Southern Vectis, No. 876); re-registered JIL2795 during 1994.

HHU636N ex-Yorkshire Terrier (No. 36; new 1975 to Bristol Omnibus Co, No. 1481); acquired for spares only, not operated by Pennine.

Withdrawn **2003** (LN1), **2004** (LN2, LN3, LN4), **2008** (LN5).



Following de-regulation in 1986 Pennine began to acquire second-hand Leyland National's to replace the ageing Leyland/Plaxtons. This is LN3 (JIL7422 originally SPC276R) dating from 1977 and acquired in 1994. (LTHL collection).

1995

LN6	PWY583W	Leyland National	NL106L1/1R	07238	Leyland	B44F
LN7	OLS807T	Leyland National	10351B/1R	05614	Leyland	B44F
LN8	OLS809T	Leyland National	10351B/1R	05622	Leyland	B44F
LN9	HPF311N	Leyland National	10351/1R/SC	02096	Leyland	B44F
LN10	JNA589N	Leyland National	10351/1R	02113	Leyland	B41F
-	XPD234N	Leyland National	10351/1R/SC	01424	Leyland	B39F

No. LN6 ex-Harrogate District Travel (No. 332; new 1980 to West Yorkshire Road Car Co, No. 1016); re-registered JIL8353 during 1995.

Nos. LN7, LN8 ex-Ribble Motor Services (Nos. 371, 358 respectively; new 1978 to W Alexander & Sons (Midland), Nos. MPN7, MPN9 respectively); re-registered JIL6502, JIL7417 respectively during 1995; LN7 re-registered HWR604T 10/99 for disposal; LN8 reverted to original registration 10/00 for disposal.

No. LN9 ex-Kingsman Services, Holbrook (No. 61; new 1975 to London Country Bus Services, No. SNC161); re-registered JIL4653 during 1995; reverted to original registration 2001 for disposal.

No. LN10 ex-Kingsman Services, Holbrook (No. 63; new 1975 to Greater Manchester PTE, No. 133); re-registered JIL7416 during 1996; re-seated to B44F during 1997; reverted to original registration 2001 for disposal.

XPD234N ex-East Yorkshire Motor Services (No. 152; new 1974 to London Country Bus Services, No. SNC134); acquired for spares only, not operated by Pennine.

Withdrawn **1999** (LN7), **2000** (LN8), **2001** (LN9, LN10), **2004** (LN6).

1997

LN11 JCK847W Leyland National NL106L11/1R 07499 Leyland B44F

No. LN11 ex-Ribble Motor Services (No. 847; new 1981); re-registered JIL4698 10/97.

Withdrawn **2004** (LN11).

1998

LN12 YPL423T Leyland National 10351B/1R 05721 Leyland B41F
LN14 JTU599T Leyland National 10351B/1R 06010 Leyland B44F

No. LN12 ex-Guildford & West Surrey Buses (No. SNB423; new 1978 to London Country Bus Services, No. SNB423); re-registered JIL2428 during 1998; reverted to original registration 2001 for disposal.

No. LN14 ex-Northern Bus, Anston (new 1979 to Crosville Motor Services, SNL599); re-registered JIL6502 11/99.

Withdrawn **2001** (LN12), **2004** (LN14).



JIL8353 (originally PWY583W) was a 1980 Leyland National (ex-West Yorkshire Road Car) purchased in 1995. (LTHL collection).

1999

LN15 BYW437V	Leyland National	10351A/2R	06572	Leyland	B44F
LN16 BYW367V	Leyland National	10351A/2R	06382	Leyland	B44F
LN17 BYW412V	Leyland National	10351A/2R	06506	Leyland	B44F

LN15 ex-North Western Road Car Co, Aintree (No. 210; new 1979 to London Transport, No. LS437); re-registered JIL7417 10/00.

LN16 ex-North Western Road Car Co, Aintree (No. 201; new 1979 to London Transport, No. LS367); re-registered JIL4653 during 2001.

LN17 ex-North Western Road Car Co, Aintree (No. 205; new 1980 to London Transport, No. LS412); re-registered JIL2428 during 2001.

Withdrawn **2005** (LN16), **2008** (LN15), **2009** (LN17).

2000

LN18 BYW413V	Leyland National	10351A/2R	06507	Leyland	B44F
- AXI7705	Leyland National	10351A/2R	06469	Leyland	B22DL

LN18 ex-North Western Road Car Co, Aintree (No. 206; new 1980 to London Transport, No. LS413); re-registered JIL7416 during 2001.

AXI7705 ex-Derby Integral Transport (new 1979 to London Transport, No. LS398); acquired for spares only, not operated by Pennine.

Withdrawn **2009** (LN18).

2001

LN19 BYW432V	Leyland National 10351A/2R	06561	Leyland	B44F
LN20 BYW430V	Leyland National 10351A/2R	06469	Leyland	B44F

No. LN19 ex-Arriva, Merseyside (No. 6209; new 1979 to London Transport, No. LS432).

No. LN20 ex-Arriva, Merseyside (No. 6208; new 1979 to London Transport. No. LS430).

Withdrawn **2008** (LN20), **2009** (LN19).



Already 20 years old when purchased in 2000 was LN18 (JIL7416, formerly BYW413V) a 1980 Leyland National that started life with London Transport. It still managed a further 9 years service with Pennine. (John Carter).

2003

D1	J615KCU	Dennis Dart	9.8SDL3017/688	Wright	B40F
D2	J613KCU	Dennis Dart	9.8SDL3017/690	Wright	B40F
D3	J954MFT	Dennis Dart	9.8SDL3017/911	Wright	B40F
D4	K986SCU	Dennis Dart	9.8SDL3017/1268	Wright	B40F
D5	K984SCU	Dennis Dart	9.8SDL3017/1257	Wright	B40F
D6	K989SCU	Dennis Dart	9.8SDL3017/1273	Wright	B40F

No. D1 ex-Avon Coaches, Prenton (new 1992 to Tynemouth & District Transport Co, No. 8015).

No. D2 ex-Avon Coaches, Prenton (new 1991 to Tynemouth Omnibus Co, No. 8013).

No. D3 ex-Guideissue, Biddulph (new 1992 to Northern General Transport, No. 8054).

Nos. D4-D6 ex-Go Coastline, Gateshead (Nos. 8066, 8084, 8089 respectively, new 1993 to Tynemouth & District Transport Co, Nos. 8066, 8084, 8089 respectively).

Withdrawn **2007** (D2), 2009 (D3), **2011** (D1, D5), **2012** (D4, D6).



In 2001 LN19 (BYW432V) was one of the final Leyland Nationals acquired. It was new in 1979 to London Transport and gave another 8 years service. (Trevor Harrison).

2004

D7	M828RCP	Dennis Dart	9.8SDL3034/2232	NCME	B39F
D8	N3BLU	Dennis Dart	9.8SDL3034/2735	Plaxton	B40F
D9	P696HND	Dennis Dart	9.8SDL3034/3055	Plaxton	B41F

No. D7 ex-Countryman Coaches, Ibstock (new 1995 to Speedlink Airport Services, Heathrow, No. 528).

No. D8 ex-Countryman Coaches, Ibstock (new 1995 to Yorkshire Blue Bus, No. 3).

No. D9 ex-Countryman Coaches, Ibstock (new 1996 to Meteor Parking, Heathrow).

Withdrawn **2012** (D8), **2013** (D7), **2014** (D9).

2006

D10	N260PJR	Dennis Dart	9.8SDL3034/2794	Plaxton	B40F
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No. D10 ex-Metrobus, Orpington (No. 760; new 1995 to Hylton Castle Motors, East Boldon).

Withdrawn **2012** (D10).



Climbing out of Giggleswick on its way to Skipton is D4 (K986SCU), a 1993 Wright B40F-bodied Dennis Dart. (Don McKeown).

2007

D11 N134XND	Dennis Dart	9.8SDL3034/2769	Plaxton	B27F
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No. D11 ex-MK Metro Milton Keynes (No. 424; new 1995 to Stuarts Bus & Coach, Dukinfield, No. 134).

Withdrawn **2012** (D11).

2008

D2 R706YWC	Dennis Dart	412BR5VGD13552	Plaxton	B43F
D12 N53KBW	Dennis Dart	9.8SDL3034/3089	Plaxton	B40F
D14 R703YWC	Dennis Dart	412BR5VGD13554	Plaxton	B43F
D15 R717YWC	Dennis Dart	412BR5VGD13564	Plaxton	B43F

Nos. D2, D14, D15 ex-Yorkshire Traction (Nos. 32356, 32353, 32367 respectively; new 1997 to East London Bus & Coach Co, Ilford, Nos. PD6, PD3, PD17 respectively).

No. D12 ex-Red & White Services, Cwmbran (No. 32053; new 1996 to Thames Transit, No. 32053).

Withdrawn **2014** (D2, D12, D14-D15).



The sole purchase in 2007 was D11 (N134XND), an ex-MK Metro Dennis Dart with Plaxton B27F bodywork dating from 1995. (David Burrell).

2009

D3 P101HNNH	Dennis Dart	412BR5TBD13340	Alexander	DP40F
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No. D3 ex-Midland Red (South), Rugby (No. 32001; new 1996).
Withdrawn **2014** (D3).

2010

D16 N54KBW	Dennis Dart	9.8SDL3054/3090	Plaxton	B40F
D17 W943ETW	Dennis Dart SLF	SFD322BR1YGW14945	Plaxton	B39F
D18 W948ETW	Dennis Dart SLF	SFD322BR1YGW14920	Plaxton	B39F
D19 W947ETW	Dennis Dart SLF	SFD322BR1YGW14943	Plaxton	B39F

No. D16 ex-Western Buses, Ayr (No. 32054; new 1996 to Thames Transit, Oxford, No. 32054).

Nos. D17-D19 ex-Bus Eireann, Dublin (Nos. DPC14, DPC12, DPC1 [registered 00-D-89235, 00-D-89232, 00-D-89187] respectively; new 2000).

Withdrawn **2014** (D16-D19).

2012

D1	PJ02RGZ	Dennis Dart SLF	SFD3C2CR31GW16182	Alexander	B37F
D4	KM51BFZ	Dennis Dart SLF	SFD3C2CR31GW16149	Alexander	B37F
D5	KX51UDE	Dennis Dart SLF	SFD322BR11GW15585	Plaxton	B37F
D6	KN52NFM	Dennis Dart SLF	SFD3C2CR32GW86890	Alexander	B37F
D8	KU52RYG	Dennis Dart SLF	SFD3CACR32GW16650	Plaxton	B37F

No. D1 ex-Home James Travel, Speke (No. 032; new 2002 to Pete's Travel, West Bromwich).

No. D4 ex-Stansted Transit, Stansted Airport (new 2002 to Simonds, Botesdale).

No. D5 ex-Wigan Buses (new 2001 to Central Parking, Heathrow).

No. D6 ex-Yellow Star Travel, Haverhill (new 2002 to Clynnog & Trevor Motor Co, Trefor).

No. D8 ex-Arriva Merseyside (No. 7904; new 2002 to Pete's Travel, West Bromwich).

Withdrawn **2014** (D1, D4-D6, D8).



D5 (KX51UDE) was new to Central Parking, Heathrow in 2001 and was acquired via Wigan Buses in 2012. It carried a Plaxton B37F body. (Jonathon Graham).

2013

D11	KG52VAA	Dennis Dart SLF	SFD3CACR32GW86909	Plaxton	B37F
-	KL52LZX	Dennis Dart SLF	SFD3CACR32GW86908	Plaxton	B37F

No. D11 ex-CEN Group, Birmingham (new 2003 to Sovereign Bus & Coach, Stevenage, No. 504).

KL52LZX ex-CEN Group, Birmingham (new 2003 to Sovereign Bus & Coach, Stevenage, No. 503); did not carry a fleet number and painted in revised livery.

Withdrawn **2014** (KL52LZX, D11).

2014

D3	KP51UFL	Dennis Dart SLF	SFD3C2CR31GW16151	Alexander	B36F
D7	KX51UDG	Dennis Dart SLF	SFD322BR1YGW15331	Plaxton	B37F

No. D3 ex-Burton's Coaches, Stansted Airport (No. 552; new 2002 to Thames Travel (Wallingford), No. 251).

No. D7 ex-Countryliner Coach Hire, Guildford (No. DP24; new 2001 to Central Parking, Heathrow).

Withdrawn **2014** (D3, D7).



KL52LZX never received a fleet number but did sport this variation of the Pennine livery. It was a 2003 low floor Dennis Dart with Plaxton B37F bodywork. (Mark Smith).

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