

The *Delaine*

Celebrating 120 years of service



Peter Moore

This book celebrates Delaine's 120 years of service especially showing changes and developments over the past 20 years from 1991 to 2010. It is dedicated to Malcolm Moore, the Author's uncle, who sparked his interest in buses and to Hugh Delaine-Smith MBE who achieved so much for The Delaine.

THE AUTHOR

The author taught in Secondary schools for 32 years before becoming a part-time driver for Delaine Buses and has been with the Company for 13 years.

ACKNOWLEDGEMENTS

The author wishes to acknowledge the technical assistance provided by Anthony and Kevin Delaine-Smith; design and layout advice from John Senior; and for the enduring patience from his wife Patsy.

ALSO ACKNOWLEDGEMENTS TO

Peterborough Evening Telegraph for the article on page 69
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Stamford Mercury Advertisement on pages 26 and 72

BIBLIOGRAPHY References and further reading

- 1 The Delaine 1890-1982 by AL Baker
- 2 The Delaine History Part 2 1983-1990
- 3 One Hundred Years of Service to the public 1890-1990 by Anthony Delaine-Smith

PHOTOGRAPHY

All photographs taken by Peter Moore except the following:

(Key: L-LOWER; UP-UPPER; M-MIDDLE)

Anthony Delaine-Smith Pages 9, 11L, 53UP, 60M, & 61L

Kevin Delaine-Smith Pages 2UP 68L, 79L

Delaine Collection Pages 4, 5, 6, 7, 8 and 59 both lower

Mrs Patsy Moore Page 39L

John Senior pages 1, 2, 12M

Daniel Day Page 80 Upper right

Jack Wells Page 18UP

Mike Morgan Page 69UP

CAPTIONS

FRONT COVER

On the A15 halfway between Northorpe and Thurby crossroads, B7 No. 136 is on the 101 to Peterborough. In the background a B9 heads for Bourne on the 102. Date is 9th May 2008. In 2009 the B7s were upgraded with Altro (Torino) red flooring and new lower saloon individual seats.

BACK COVER

Olympus No. 144 is in Church Street, Market Deeping with the tower of St. Guthlac's church on the right. This is the 1100 Peterborough – Morton 101 journey on 29th April 2009.

Page 1

In Spring sunshine in April 1995, PD2 No. 50 is on a Cobham Museum open-day service. This superb bus celebrates its 50 year Anniversary in 2010.

The **Delaine**

Celebrating 120 years of
service



Peter Moore

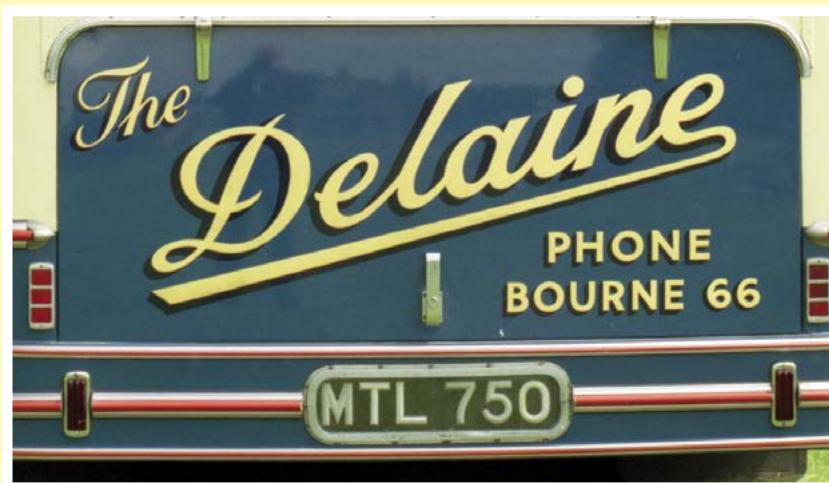
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Computer Origination, Design and Layout by John Senior

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FOREWORD

It hardly seems that twenty years have passed since I wrote the second part of our history to commemorate the centenary of the family business, and here we are at 120. I would like to thank Peter for all his hard work and effort in bringing the story up to date and his flare for artistic photography that has produced some very inspirational results.

Although a number of significant changes have taken place during this period, our service network is still primarily based on the routes pioneered by our Grandfather in the 1920s, which have continued to be adapted to meet the needs of a modern world. While the primary services have expanded, the rural market day services have continued to decline with only two now remaining.

The transition of the fleet has been unprecedented. Twenty years ago it was dominated by Leylands, and single-deckers were predominant. In 2010 the fleet is 100% Volvo with 80% being double-deckers. Overall, 70% of the fleet is low floor and the average age is 7½ years. In March 1995 our father Hugh Delaine-Smith MBE passed away having devoted his life to the family business. He was awarded the MBE in the Queen's New Years Honours List 1995 for his services to Public Transport, sadly his summons to the Palace arrived only days before his death and his MBE was presented posthumously.

Operating buses is a way of life for the family and we are proud that the name Delaine continues to be synonymous with delivering a modern efficient service where the traditional values of courtesy, cleanliness, continuity and reliability on which the company was built remain paramount.

Anthony Delaine-Smith
Managing Director
Delaine Buses Ltd
July 2010

Anthony Delaine-Smith on wedding duty in September 2004 with suitably decorated number 45 from the Heritage fleet. The fleet number is just visible on the front left hand side of the bonnet.



A BRIEF HISTORY OF DELAINE

The origins of the Delaine family firm are thought to date back as far as 1867. The main business activities in the earliest days were general carpentry, building, undertaking and carting. These were built up by Mr Bennett Smith (Mr Hugh Delaine-Smith's great-grandfather). His son, Mr William Smith, later joined the business, continuing the general contracting.

However, in 1890 William Smith, using his horse and cart, started to give lifts to people going to local markets and fairs, especially to Spalding Market held on Tuesdays. Mr Smith soon realised that there was a demand for people to travel from their local villages to markets. Thus the transport business was born.

By 1902 the original premises in Austerby (just a few hundred yards from the present site) had become too small, and the Spalding Road garage was established. (Since then the site has been enlarged considerably – at that time, the building covered only the area of the present-day fuel bay and bus wash). After two disastrous fires in 1907 when both the building and stock were destroyed, a new two-storey shed was constructed. In 1910 a petrol pump was installed outside the shed adjacent to the roadway, and taxis as well as the conventional horse and cart were operated.

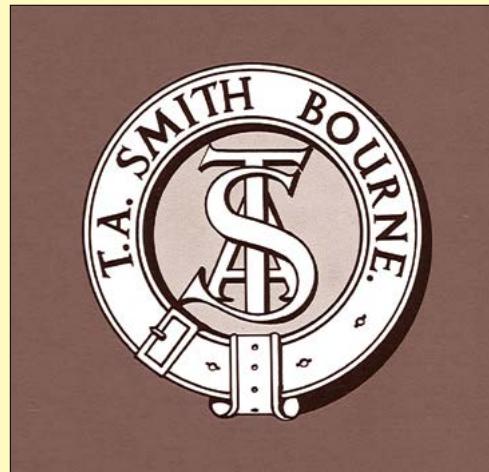
Mr Thomas Arthur Smith joined the business c1907 and, after the death of William Smith in 1913, began to manage the company. In 1915 Thomas Arthur Smith married a Miss Weston whose family connections involved the name Delaine, and it is from here that the company title emanated.

The first motor bus, a Model T Ford with 14 seats, was purchased in 1919 and from then on the motorbus operations grew steadily with routes to Spalding via Twenty, Grantham via Corby Glen, Stamford via Greatford and, by 1923, the main service running from Bourne to Peterborough via Market Deeping.

The fleet name 'Delaine' was used on the rear of vehicles but 'TA SMITH' was carried on the side with early vehicles also having a distinctive garter insignia as illustrated below.

In these early days all sorts of equipment and furniture was carried on the vehicles – evening papers (from Peterborough) and GPO mail also featured.

The private hire side of the business was built up using a Chevrolet, a Lancia and a W & G (coaches built by W & G Du Cros Ltd of Acton, West London) – this had 26 seats and a folding door. Private hire was mainly linked to local football matches, dances and dart matches; however, regular seaside excursions to



The Model T Ford purchased after the First War. In this rear view, notice the Hackney Carriage licence plate and the seating capacity of just 14 passengers.

Skegness commenced about 1925, and a little later to Hunstanton. There was at that time great competition from the local Midland and Great Northern Railway with stations serving Bourne and local villages.

On a Sunday night in November 1928, another severe fire destroyed almost all vehicles including the horse-carts, and only three W & Gs and a Buick taxi escaped the destruction. The resulting shortage of vehicles caused the Bourne to Grantham service to be withdrawn.

The original garage, which was suitable for three vehicles wide by three buses and a car in depth, was replaced almost immediately. Two W & G buses and a Reo were loaned to the company, and this helped restore services rapidly. In 1934 the garage was further enlarged on the east side.

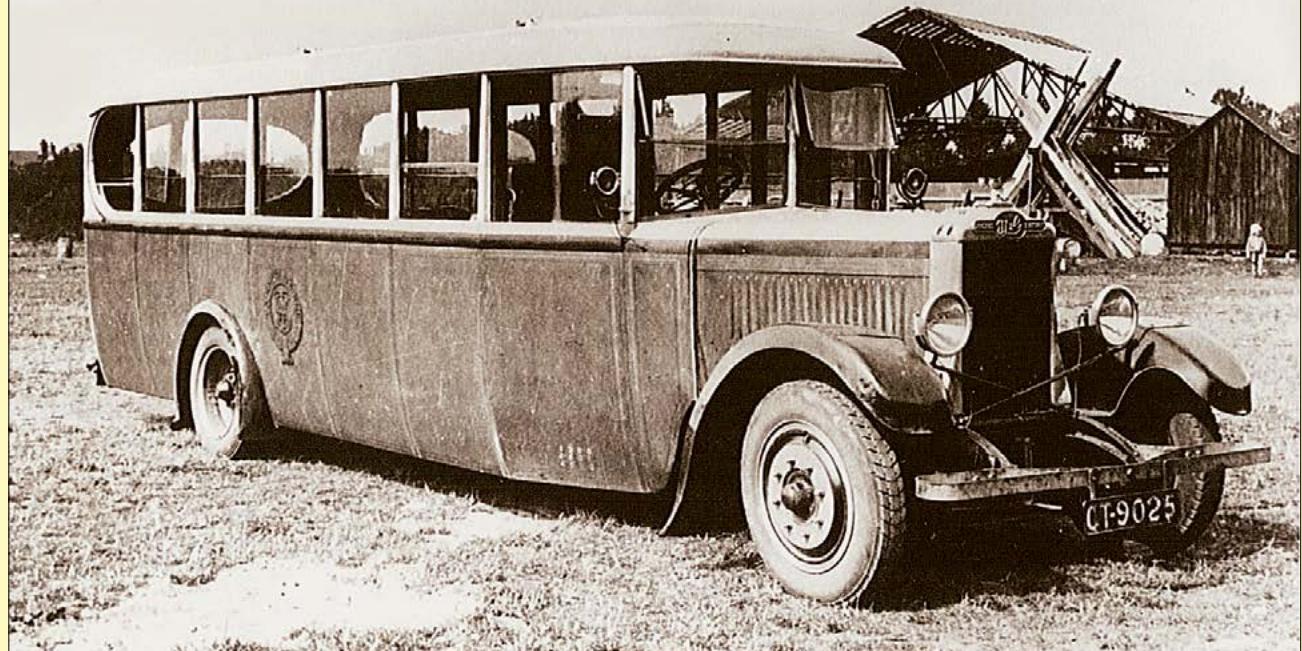
In the 1930s DELAINE took over a number of smaller local bus companies. In 1934 two were

subsumed – namely Dyke operator WH Walpole who was experiencing difficulties, followed by WH Haines Blue Bus service of Deeping St James. In this case three Reo buses were acquired, together with routes to Spalding, Peterborough and Stamford. However, the three buses were soon sent for scrap, and the stage carriage services passed to Eastern Counties Omnibus Company.

In 1937 Thomas Bett's Betterway Bus Service of Billingborough was purchased. Their main service was Boston-Billingborough-Bourne-Stamford.

Delaine then ran the Bourne-Stamford route, whilst services north of Bourne passed to Lincolnshire Road Car Company. One firm which was not taken over was Buff Coaches run by Yallop of Spalding. In this case the licence for Spalding-Market Deeping was given to the Eastern Counties Omnibus Company.

The long bonnet of the normal-control W&G must have restricted the driver's visibility. Number 5 is seen parked up at Skegness, and the Garter insignia can be seen ahead of the rear offside wheel.



A 1930s publicity postcard of the type used by many coach operators carried the reference to garages in Bourne and Peterborough. The notation of Saidman Bros as the photographers confirms that the vehicle was bodied by Burlingham in Blackpool, Saidman being that firm's official photographers. Latterly painted in a white livery the Leyland coach lasted with Delaine until 1953.



WARTIME

On 26th May 1941 Delaine became a limited company – DELAINE COACHES Ltd – the three directors being Mr TA Smith, Mr Hugh Delaine-Smith and his sister Miss Beryl Smith. Miss Smith, four years younger than her brother, joined the business in 1939 and was a conductress during the war, after which she began working in the office.

Mr Hugh Delaine-Smith began keeping the books when he was 13 and finally became a fully-fledged member of the Delaine staff at the age of 18, just before WW2. He served in the RAF for five years, then returning to build up the business after the war.

A further extension to the garage was carried out in 1939 with the acquisition of the adjacent ERA racing car works. At the same time the out-station at Peterborough was disposed of. From December 1939 three Lincolnshire Road Car vehicles were garaged at Delaine's premises for a rental fee, and this practice continued until the Road Car transferred to Bourne station yard at the end of 1949.

All services ran in the wartime, but at drastically reduced frequencies. Delaine provided buses to take workmen to local aerodromes at North Luffenham, Woolfox on the A1 and South Witham. Three vehicles

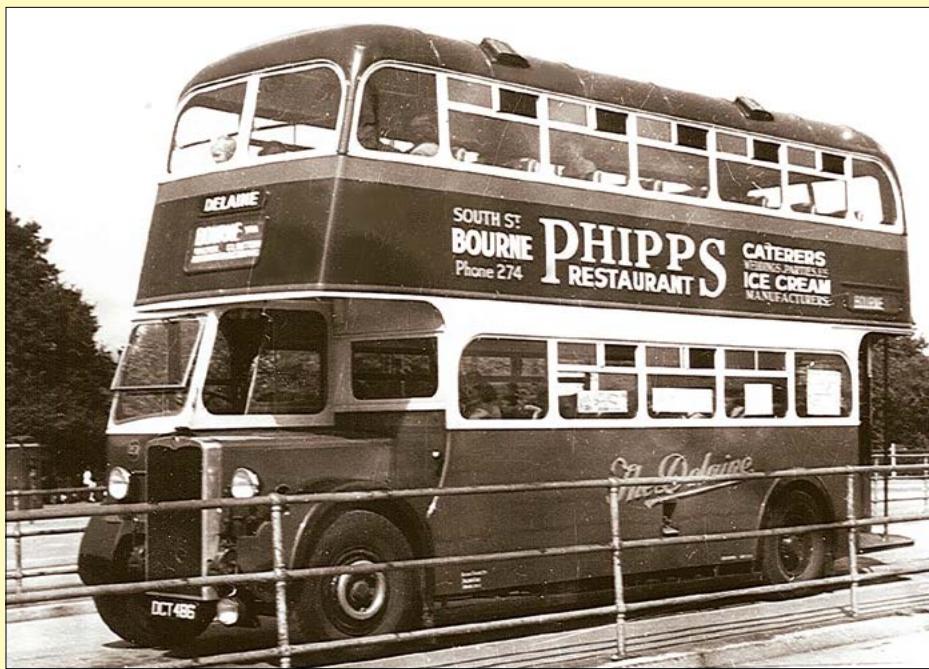
were needed to take workers to the British MARCo factory at Grantham. Taxi work was dropped in 1940 and never recommenced. The Army requisitioned three vehicles – namely Leylands Nos. 11 & 20 and Reo No. 17 – and in 1940/41 the former ERA garage was taken for the use of paratroopers. Even after they left, Women's Land Army and then students followed and it proved quite a problem reclaiming the building.

The midday and evening mails were carried between Bourne and Peterborough, and from 1944 a considerable trade in parcels, morning and evening papers built up. Incidentally, after the war, the bus and coach fleets operated separately and had separate liveries. The buses were in two shades of blue whilst the coaches were mainly cream – linked to the threat of Nationalisation which, thankfully, never happened. In the early post-war years there was an increased demand for travel and the bus services, including works contracts to Stamford and Essendine, flourished.

The two original garage buildings had their roofs raised in 1948 to take double-deckers and the first, No. 27, a 54-seat Crossley with Willowbrook body, was purchased in October of that year as seen in the photograph below.

THE POST-WAR YEARS

The 1950s and early 1960s saw an increase in private hire work, so additional vehicles were purchased to help cover tours around England and Scotland. On Saturday evenings dance and cinema services were operated but, as TV improved and watching increased, so these services declined. However, bingo services increased as cinemas went into decline and Pointon, Towngate Deeping, Stamford and Wisbech all benefitted from this change.



With local rail closures some additional services were operated and, as village schools closed, so school contracts increased. Kirkstone House School in Baston opened in the late '60s and four contract vehicles were used to convey pupils to and from the school.

With technology advancing, a change in the ticketing system took place in 1961, with Setright machines replacing the colourful range of Bell Punch tickets. Between 1968 and 1970 Delaine assisted

Facing page lower: In the early 1950s two second-hand Sentinel single-deckers were purchased to try out one-man-operation. Number 36 is seen outside Lloyds Bank in North Street Bourne, with a Post Office van behind it.

Left: Seen at Bishop's Road Bus Station in Peterborough is Crossley number 27 with its prominent advertisement for Phipps restaurant. This style of Willowbrook bodywork was also popular with some of the larger BET fleets, Trent and North Western having examples used for rebodying older chassis.

Eastern Counties by providing vehicles for coach services to Clacton, Yarmouth and London, and also helped Midland Red with excursions from Leicester to the coast.

Nineteen-sixty-six saw the purchase of Delaine's first front-entrance double-decker, this being a PDR1/2 Atlantean, No. 60, carrying a Willowbrook

Between 1952 and 1981 Delaine purchased and ran seven second-hand double-deckers. The second was number 37, a Leyland PD1 with Leyland bodywork, formerly operating with Viking of Preston, Lancashire. It is seen here at Star Lane, Stamford. Note the adjacent timetable and display boards.





Left: In 1968 this AEC Regent, number 63, was purchased second-hand from Cottrell of Mitcheldean and was unusual in being the first AEC purchased since 1953. It was crew-operated, with a front entrance as shown.

Below: Atlanteans 79 and 80 are seen between duties. Purchased in 1977 they were fitted with Willowbrook bodies, built in Loughborough. Someone apparently slipped up, for the fleet and registration numbers are out of sequence! Note the windscreens via MARKET DEEPING route indicator for the Bourne-Peterborough route.

body with smooth rounded features as can be seen in the photograph below of later vehicles 79 and 80.

The next new Atlantean was No. 72 – a lengthened version of the standard double-deck body. This bus arrived in early 1973.

In 1977, the decision was taken to increase the Bourne-Peterborough service to hourly during the day, and for this purpose two ex-Maidstone Corporation Atlanteans (Nos. 79 and 80) were purchased and refurbished to the usual high standards. In March 1987 (after deregulation) three ex-Manchester standard

Atlanteans came into the fleet and these superceded the two Maidstone examples. By September 1988 the double-decker fleet was standardised on Leyland AN68 chassis with identical Northern Counties bodywork.

With the introduction of non half-cab single-deckers from the late 1950s came the reduction in crew-operated services. As late as 1983 the main Bourne-Peterborough route still had conductresses with three being employed full-time for daytime journeys. However, crew operation dwindled until its last day



on Thursday 21st May 1987. The last conductress was Mrs Evelyne Turner who then retired, having completed 43 years continual service.

Until the 1970s the Market Place (by the Town Hall) was the Bourne terminus, but from 1973/4 it was moved firstly to West Street (site of the present Post Office) and then finally to the current site at the junction of North Street and St Gilbert's Road. With the opening of Peterborough's Queensgate Shopping Centre and adjacent bus station on 7th March 1982, Peterborough services transferred from the old Bishop's Road bus station down near the River Nene.

With general deregulation of bus services in 1986 some inevitable changes occurred. Certain rural routes were registered unchanged, but others such as Bourne and Corby Glen via Grimsthorpe (Thursdays only) were withdrawn. Lincolnshire County Council put certain withdrawn routes out to tender, and Delaine was successful in winning the tenders, with routes such as Bourne and Greatford via Thurlby (Thurs and Sats) being reinstated. It should be noted that Thursday is the main market day in Bourne.

With growing car ownership in the 1980s a number of routes had journeys pruned as the importance of real rural bus routes declined further. Despite this decline, the main Bourne-Deepings-Peterborough route has prospered, and in October 1985 the 'Deepings Flyer' was introduced using the new single-decker Tigers. This service ran hourly (Tues-Sats) from the Heronlea Estate in Deeping St James to Queensgate in Peterborough via Market Deeping. The short running time from terminus to terminus earned the service the 'Deepings Flyer' title – the name being given by the locals. The main consequence of its introduction was a regular 30-minute service south from Market Deeping to Peterborough. The service north of Market Deeping to Bourne remained hourly.

The contract side of the business saw great changes during the 1980s. At the beginning of the decade five daily workmen's contract buses were operated to local factories at Essendine and Stamford. These contracts disappeared one by one as factories closed. The last one, for Mirrlees Blackstone of Stamford, ceased in December 1988. This contract started in 1945 and had covered both day and night shiftwork.

Similarly, bingo contracts started to disappear as bingo halls closed and the final contract finished in September 1988.

Thus as the 1990s approached, DELAINE COACHES was changing its character and local bus services still remained the backbone of the company's operations. These were complemented by an increased demand for commercial peak time school services brought about by governmental policy that abandoned localised school catchment areas and increased parental choice of schools.

In contrast, the demand for private hire was in decline. Changes in vehicle design coupled with new driving regulations hastened the end of the coaching side of the business which ceased in December 1996. The remaining dual-purpose vehicles (the former Green Lines) were replaced by double-deckers for use on local bus services. About this time the company name was altered to Delaine Buses to reflect the changes mentioned.

This book aims to illustrate the changes in routes and vehicles as the company progressed through the 1990s into the new century with the fleet evolving from Leyland to Volvo.

Tiger number 98 turns left into Maxey Road at Northborough with a Peterborough-Deeping St James service. The 'Deepings Flyer' board (the name bestowed by local passengers) can be seen in the rear window.



VEHICLE TYPES

Descriptions and illustrations of all types of vehicle that have featured in the Delaine fleet over the past 20 years follow. Altogether 14 different types have been used and six of these are still in service at the time of writing, May 2010. The standard enthusiast's designation codes have been used, as shown below.

- H – highbridge double-decker
- A – step-free entry accessible double-decker
- B – bus
- F – front entrance



Preserved Leyland Titan PDs. Number 45 from 1956, a PD2 with Willowbrook 63-seat body and No. 50, a 1960 30ft long PD3 with Yeates of Loughborough 73-seat body. Both have rear entrances with fitted doors. They are mainly used on special and rally duties – number 50 is seen at Toft on the 2007 Delaine Leyland Running Day.

Leyland Atlantean (long-wheelbase). Numbers 72, new with Delaine, and No. 95 second-hand from Whippet of Fenstanton. This is a lengthened version of the standard double-deck Atlantean. Only five were built in 1972/3, with the other three going to OK Motor Services of Bishop Auckland. These vehicles have 82 seats, 47 upstairs and 35 in the lower saloon, number 72 being shown near Rippingale.



Standard Leyland Atlanteans Nos. 99, 101, 102, 119, 120 and 123 to 126 – total: 9. These standard ex-Greater Manchester AN68 Atlanteans arrived in two batches. Firstly 99, 101 and 102 in 1987 and 119 onwards in 1996. They all had H43/32F Northern Counties bodies. The first batch had pneumocyclic gearboxes, the rest being fully automatic. The last four were urgently pressed into service still in GM orange livery with just one side panel, lower dash and rear engine bustle in Delaine blue. Number 119 is at Acland Street bus park, Peterborough.



Leyland Tigers Nos. 93, 94, 98, 100 and 103. All except 103 had Duple Dominant service bus bodies with the later Duple 300 bus body on 103. All had normal 'stickbox' operation except 103 which had a pneumocyclic box. All were 59-seaters. Number 94 is seen at Essendine.



Lasers Nos. 96 and 97. These were Duple Laser coaches built to a high specification with express doors and suitably adapted to work Stage Carriage services. They carried a revised livery design with the cream and dark blue bands rising two thirds of the way along the side. Number 96 was on a Bedford chassis whilst 97 was a Leyland Tiger. Both vehicles had 53 seats. No prizes for working out where this picture was taken.

Leyland Green Lines Nos. 104-12/4/5 total: 10*. These were the former London Country Green Line TD Class with Duple Dominant dual-purpose 53-seat bodies. They were very popular with staff and passengers alike. Number 112 is seen at The Depot.

* Stock numbers total 11, but after an accident in 1992 number 112 was re-bodied and re-registered OTL 3 as fleet number 115. It only ran three journeys before its crash.



RM Fleet No. 113, a former London Transport vehicle, originally numbered RM2059, and fitted with a Leyland engine. This was an honorary member of the Delaine fleet, being privately owned but in Delaine livery. It was used on special duties and on running days and is seen here operating the special 431 service for the Cobham Bus Museum, Surrey, in April 1995.

Volvo Olympians Nos. 116-8 and 127-9. They arrived in 1995 and are operated on trunk routes 101/2. Seating on the first four is H51/35F but 128 and 129 have a slightly reduced capacity of H47/33F. At present the Olympians operate mainly on school and college services. Number 118 is seen here near home in Willoughby Road, Bourne, whilst on diversion.





Volvo single-deckers. Numbers 121 and 122 are both Volvo B10M City buses with unique B53F East Lancs bodywork incorporating Alusuisse design and framing. Number 121 is seen breasting Stamford Hill, Bourne.



Leyland Olympians ex-GM Buses. Numbers 131-4 have Northern Counties H43/30F bodies and started service with Greater Manchester Transport. Before serving with Delaine they were based with Stagecoach in Gloucestershire. They started life with Delaine in a hybrid white and blue livery before gaining full company colours. Number 131 was photographed on a wet day in Walton. Note the real-time information on the bus stop.



Volvo B7TL double-deckers. Numbers 130/5/6/9 and 140 total: 5. These were the first low-floor vehicles in the Delaine fleet. They have step-free access East Lancs A45/31F bodies and operate mainly on routes 101/2 and 201.



Volvo single-deckers. Numbers 137 and 138 are Volvo B10B B51F Wright-bodied single-deckers, second-hand from different sources. Hopley's of Truro previously had 137 whilst 138 came from Sovereign of Stevenage, Herts. They are not low-floor buses but have 'kneeling' ability to assist passengers in boarding. Number 137 is seen in Bourne bus station, the clean lines of the long body shown to good advantage.

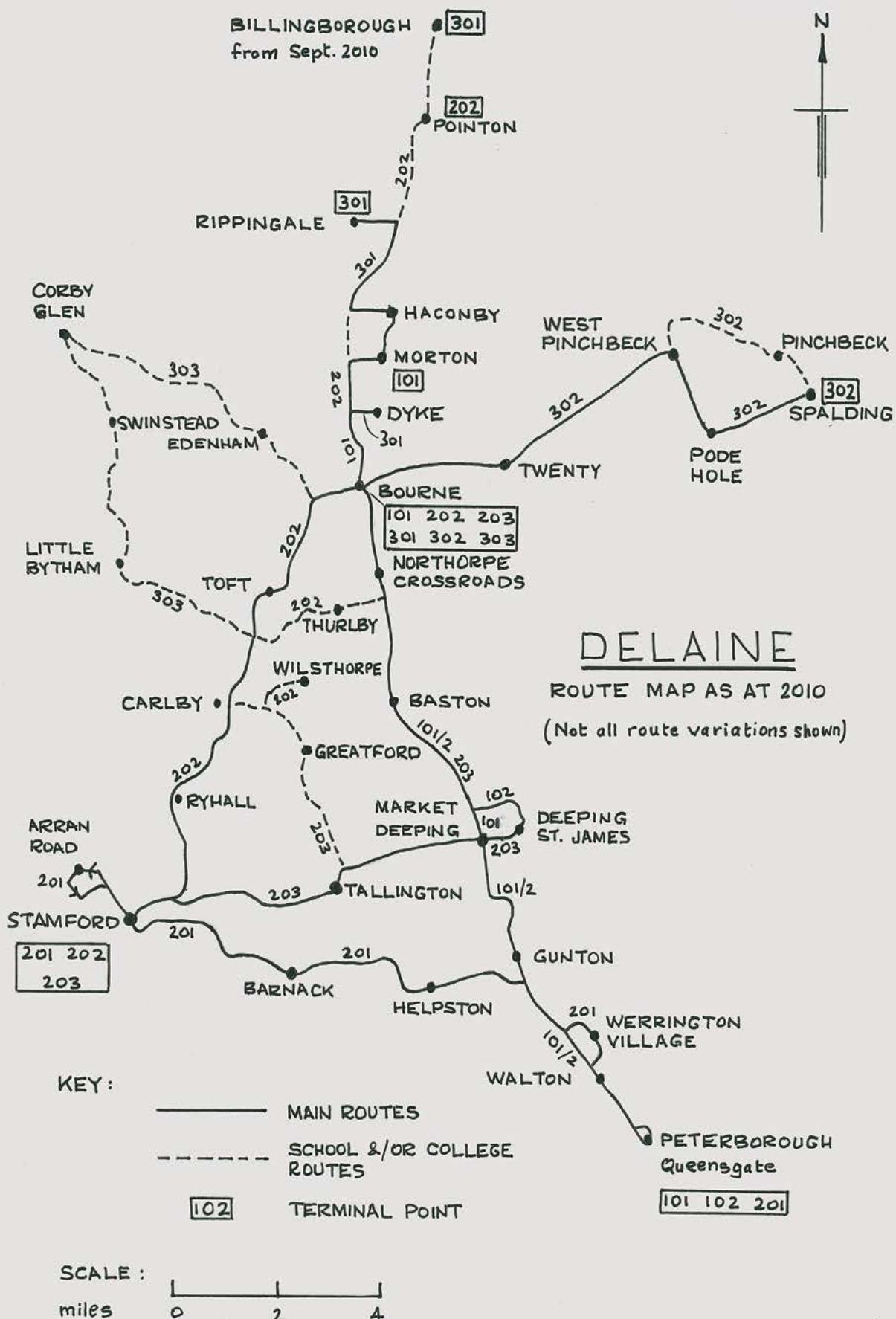


Olympus double-deckers. Numbers 141-5 are Volvo B9TL A47/31F East Lancs-bodied low-floor double-deckers of modern design. Delaine became the first company to operate the Olympus, having the first two in Britain namely Nos. 141 and 142. These buses show extensive use of glass especially in the front screens and destination box, all of which are one standard unit width-wise. Number 142 was caught at Townton, Market Deeping.



Volvo single-deckers. Numbers 146-9 are Volvo B7RLE Wright-bodied B44F (148 and 149 are B43F) low-floor single-deckers all of which have been with other operators. The first two replaced Volvos Nos. 121 and 122 whilst Nos. 148 and 149 replaced Wright-bodied Nos. 137 and 138. All single-deckers are now of low-floor designation. Number 146 is seen at Arran Road, Stamford.

PRESENT DAY MAP OF SERVICES



DELAINE ROUTES

with relevant route numbers

The following is a summary of routes operated by Delaine from 1991 up to 2010. Quite often the basic route has had variations relating to days of the week and/or the school and college terms. Not all variations are to be listed here in this outline but will be found in the section dealing with each particular route and route number. It should also be noted that route numbers displayed either as front screen slipboards or in actual display box only started to appear from 1992.

The routes are listed from 101 down to 404 in sequence. Numbering in the 1xx down to 4xx series, ie from 101 to 303/404 is generally in order of importance of the routes. The main routes 101/2 have the highest frequency number of journeys. In contrast route 303 (formerly 404) has only two journeys Monday – Friday school days only. The morning journey is inbound to school and in the afternoon returning from school.

- 101 **Morton – BOURNE – Market Deeping – PETERBOROUGH (Queensgate)**
- 101m **BOURNE – Market Deeping – Millfield – PETERBOROUGH (Queensgate)**
- 102 **BOURNE – Deeping St. James – Market Deeping – PETERBOROUGH (Queensgate)**
- 102x **BOURNE – Market Deeping – Deeping St. James – Market Deeping again (via loop) – PETERBOROUGH (Queensgate) (limited service) (later renumbered 102m)**
- 104 **PETERBOROUGH – Newborough –Peakirk - Glinton - Etton – MAXEY (Church)**
(previously numbered 308)
- 201 **STAMFORD –Barnack – Bainton – Helpston – Werrington – PETERBOROUGH (Queensgate)**
- 202 **BOURNE –Carlby – Ryhall – STAMFORD (Bus station)**
(The many variations of this route are all detailed in the separate 202 section)
- 203 **BOURNE – Market Deeping – Deeping St. James – Tallington – STAMFORD (Bus station)**
Also Mon-Fri journeys STAMFORD – Market Deeping – Deeping St. James clockwise loop back to Market Deeping – STAMFORD
- 204 **BOURNE – Market Deeping –Tallington – Stamford – AI(T) – PETERBOROUGH (Business Parks)**
(later modified BOURNE – Essemidine –Stamford then as before via AI(T)) Mon-Fri peak times only
- 301 **BOURNE – (Dyke) –Morton - Haconby – Rippingale – Pointon – BILLINGBOROUGH**
(Crossroads)

As from 1st June 2009 school and college journeys became 202 but back to 301 from Sept 2010.

- 401 **BOURNE TOWN SERVICE – with many variants. This service ceased running from 1st April 2008**
- 402 **(later 302) BOURNE – Twenty – Pode Hole – SPALDING (Bus station)**
- 403 **GREATFORD –Braceborough – Obthorpe –Thurlby – BOURNE**

With route and route number changes from 1st June 2009 route number 403 was withdrawn and replacement services are now numbered 202

- 404 **(later 303) BOURNE – Edenham – SWINSTEAD**

Additional schooldays – **BOURNE – Toft – Witham-on-the-Hill – Little Bytham – Swinstead – Corby Glen – Edenham – BOURNE**
MANTHORPE – Witham-on-the-Hill – Toft –EDENHAM (Primary School)
Also **BASTON (Kirkstone House) – School contract journeys**

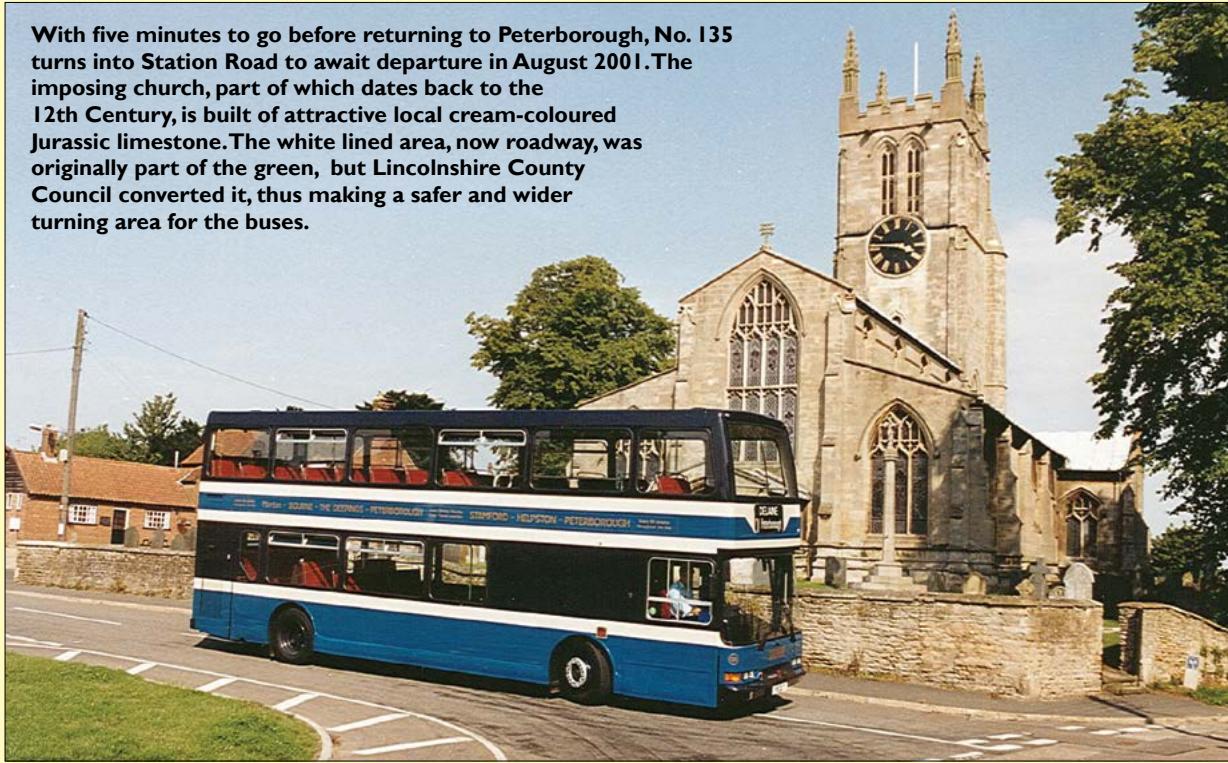
This section deals with individual routes in sequence ROUTES 101 and 102

The 101 from Morton in the north to Peterborough in the south is, at 17 miles, the longest of the Delaine routes. The section from Morton Church to Bourne Bus Station has an hourly service through the day except Sunday. The 101 first reached Morton in September 1999 as an extension of the main route to Bourne. The Morton terminus in High Street is by an open green, just to the west of the parish church of St John the Baptist.

Olympian No. 128 displaying 101 Morton has just arrived from Bourne on 17th June 2004 and will turn right around the grassed area to wait at the bus shelter just off to the left before it returns to Peterborough.



With five minutes to go before returning to Peterborough, No. 135 turns into Station Road to await departure in August 2001. The imposing church, part of which dates back to the 12th Century, is built of attractive local cream-coloured Jurassic limestone. The white lined area, now roadway, was originally part of the green, but Lincolnshire County Council converted it, thus making a safer and wider turning area for the buses.

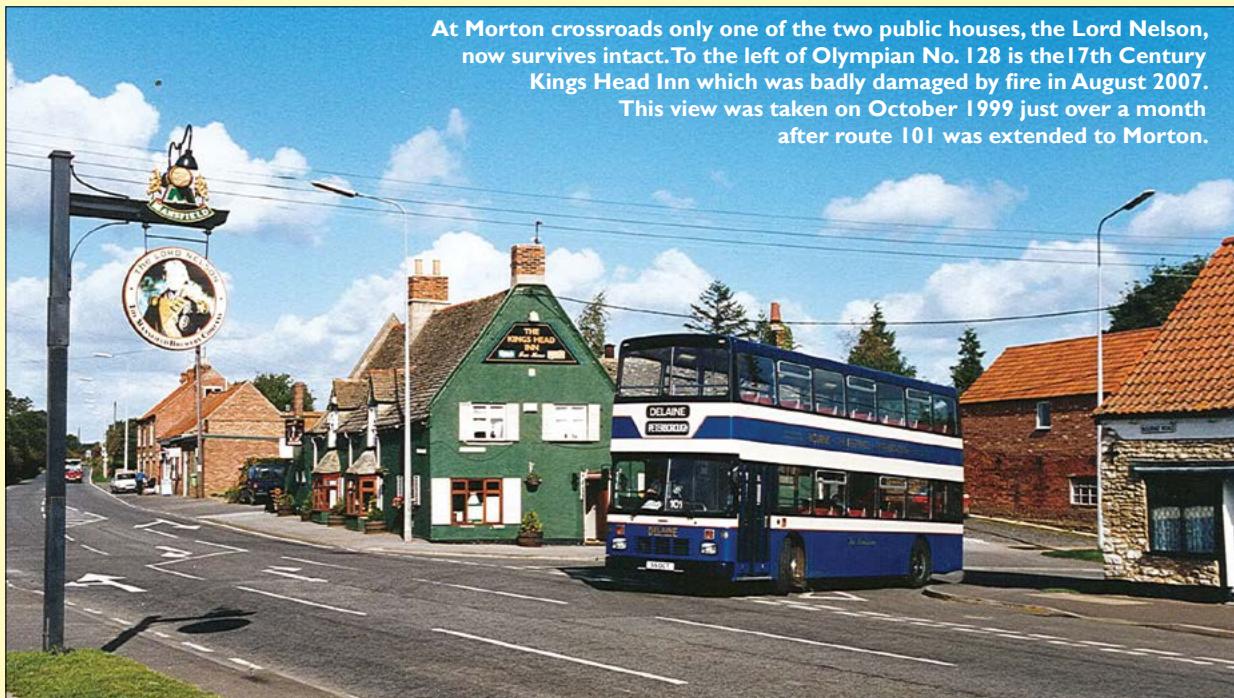




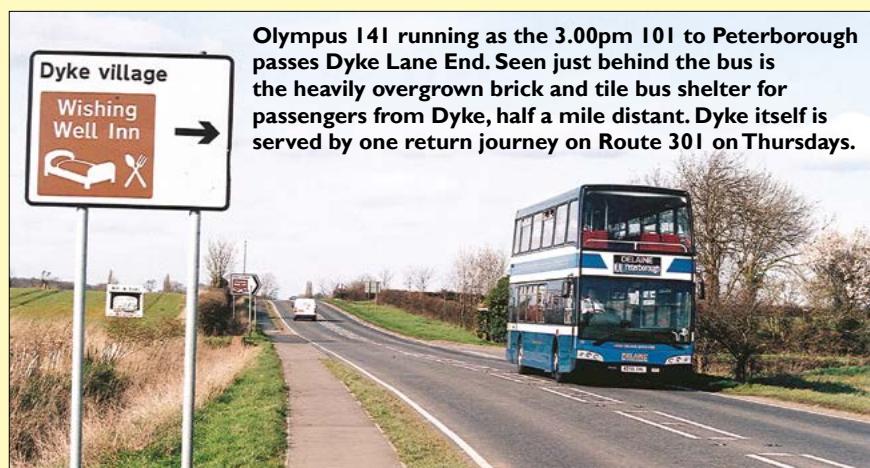
Left: This was the second time in 20 minutes that No. 133 had departed to Bourne from this stop in February 2007. Its first journey (on the 301) was from Rippingale to Bourne via Haconby calling at Morton Church at 7.58am. This was the last day that ex-GM Leyland Olympians operated this schoolday Morton working, and there was just time for a quick snap before No. 133 departed as the 8.18am 102 to Peterborough with the author driving. Upon arrival at Bourne Bus Station through passengers to points south needed to change buses to the 8.30am 102 departure from the adjacent bay.

Below: The tall tower of Morton Church, with its large circular clock face, stands out, as Volvo Olympian No. 117 pulls away from the terminus westwards up High Street in October 2003.





Standard Atlantean number 101, looking very smart for a 20-year old, is seen below in Beech Avenue, Bourne, approaching The Green. It is nearing the end of its journey from Peterborough on route 101m having run via Lincoln Road, Millfield, as denoted by the 'm' on the front slipboard on 16th August 1994.



SEPTEMBER 1999 LINEAR 101/2 MAP – STILL APPLICABLE IN 2010

ROUTE : 101 102

BOURNE – THE DEEPINGS – PETERBOROUGH

(Including Morton Village extensions)

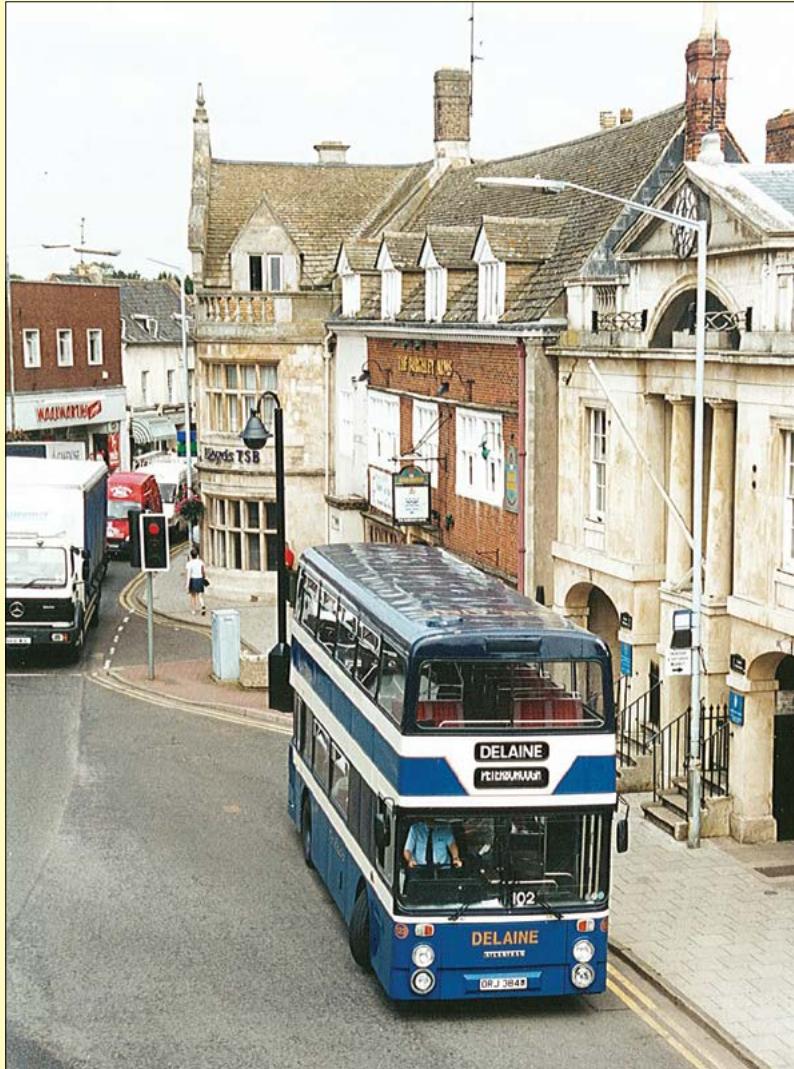


Below: Bourne Bus Station on a dull Saturday in February 1995 with brand new Olympians Nos. 116/7 posed for official photography alongside Atlantean No. 72 on route 101 to Peterborough and Green Line No. 107 on a Rippingale service. By July 1995 the bus station had been upgraded with shelters and with five bays positioned at right angles to St Gilbert's Road in the foreground. Both entry and exit were then made via North Street.

Foot of the page: Outside the Town Hall in Bourne on 22nd December 2000 number 130 is on the 3.30pm service 102 to Peterborough, about to pull away on its first journey. Clearly visible through the windscreen is the light coloured dash which was changed to standard black after a few months.



The driver of number 123 is waiting for the Market Place traffic lights to change before pulling away from the Town Hall stop. The Atlantean is working the 12.30 Bourne to Peterborough 102 service on 9th July 1999, having already completed the 10.30 am journey to Queensgate.



At Elsea Park, Bourne, number 132 on 101 Relief from Langtoft and Baston passes fellow Mancunian 133 which has previously worked service 203 Baston-Langtoft East-Deepings School. Both are schoolday-only workings, this being 5th July 2007.





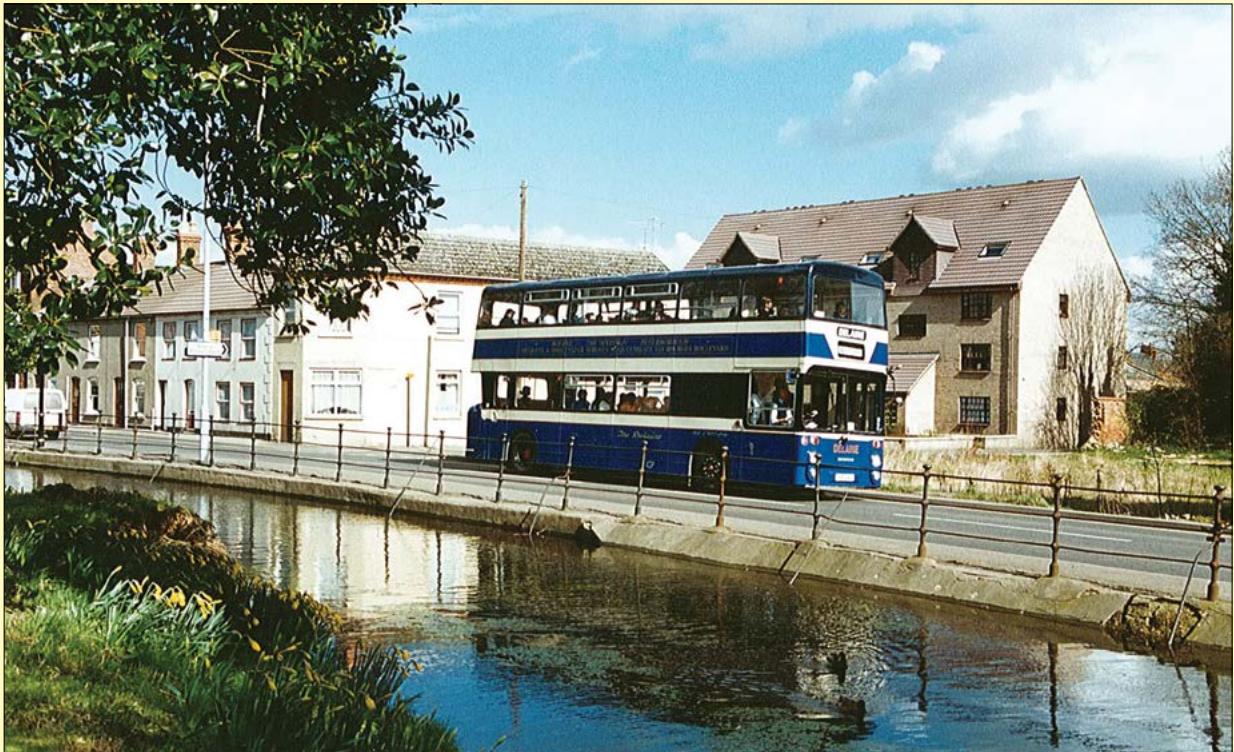
One-way traffic is in operation as Tiger No. 103, on a peak hour 101 from Peterborough, negotiates the bends close to the Abbey Church following an accident a few days previously. A lorry had caused severe damage to a house wall in South Street and this was the outcome.

BOURNE LOCAL — Thursday, July 7, 1994

Adult Return £2.00	DELAINÉ 10778 422866	Reduced Fares for U16s
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BOURNE — THE DEEPINGS — PETERBOROUGH
Buses depart Bourne 6.30, 7.00, 7.30, 7.45, 8.30,
9.00, 9.30, 10.00 then hourly until early evening.
Return from Peterborough hourly until 4.00pm then
4.30, 5.00, 5.07, 5.30, 5.45, 6.00 then a reduced
evening service
Daytime journeys extend TO/FROM the Bus Station
via Beech Avenue to West Road (Villas).

The daffodils are still in bud, below, as No. 95 on the 102 to Peterborough passes Bourne Eau in South Street. The date is 18th March 1995, three days after the death of Mr Hugh Delaine-Smith and, as a mark of respect, number 95 carries a black ribbon tied just below the front windscreens.

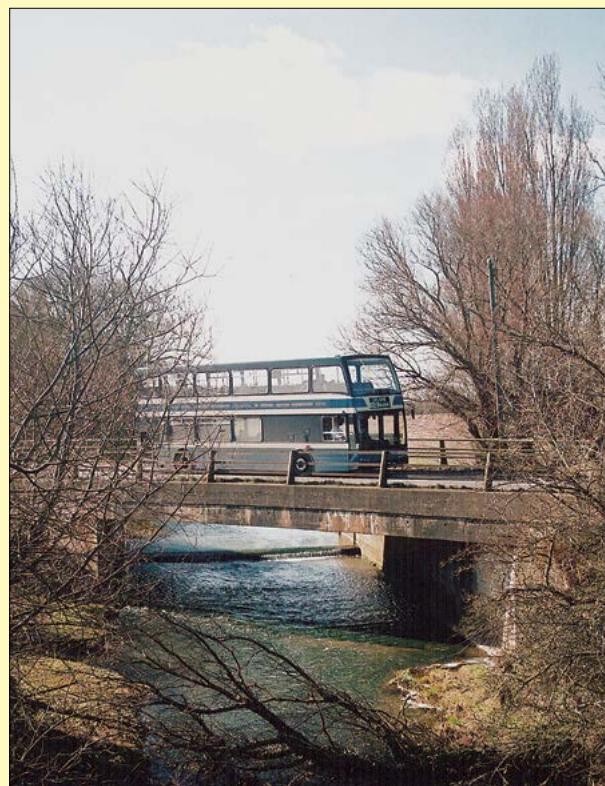


On a sunny spring morning in April 1995
No. 116 passes along Northorpe Lane, with the 11.00am Bourne - Peterborough 101. The only journeys diverting through Thurlby and Northorpe, on Thursdays only, were the 9.00am Peterborough-Bourne and 11.00am Bourne-Peterborough.
This part of the village was also served by the market day 403 from Greatford.



Below left: With a thunderstorm threatening in July 1999 No. 126 on the 102 to Peterborough via Deeping St James calls at the Thurlby crossroads stop by the Horseshoe pub. Until 1957, when road widening occurred, there were three public houses at this junction, the others being The Bluebell and The Five Bells. Now only The Horseshoe remains.

Below right: Viewed from the old Kate's Bridge, where in 1930 W&G No. 18 came to grief on the parapet, No. 141 on the 102 to Bourne crosses the new 1958 bridge on the straightened section of the A15. The River Glen flows NE to join the tidal River Welland at Surfleet Seas End. Photographed in April 2009.





An unidentified Green Line crosses Kate's Bridge in April 1994 en route to Bourne on an evening peak-hour journey. Red No Smoking stickers are evident on the upper section of the windows, and route branding in gold is positioned above the rear wheels.



Viewed through a car mirror in the old A15 Baston lay-by in 1996, No. 116 heads north on route 102x not stopping at Baston. Spring blossom and good evening light dates this as being the month of May. The 102x was a peak-hour extension from The Deepings to Bourne, having double run the section of route from Deeping Market Place to the Heronlea Estate.

In order to help the driver, the lady about to board No. 143 to Peterborough seen below is looking for the correct fare money. At Langtoft, where the A15 road splits the village in half, a new pedestrian-controlled crossing was installed in June 2006. This has made it much safer for pedestrians, especially schoolchildren, to cross the busy A15. Note that the new northbound bus shelter is quite a distance from the bus stop. The scene was photographed on 29th April 2009.



Three Delaine double-deckers are seen here in Church Street, Market Deeping in March 2002. The two Volvo Olympians Nos. 128 and 129 on the 101 are timed to pass here at x20 past the hour whilst Leyland No. 133 has just arrived on the 203 from Stamford before following the clockwise loop round Deeping to the Market Place. The tower of the parish church of St Guthlac is seen in the background.

Rebodied Leyland Tiger No. 115 on the 102 has just left Deeping Market Place for the short run to Heronlea Estate. This Deepings Flyer will return to Peterborough for another round trip – each one completed easily in one hour.

B7 Volvo No. 130 passes along Campion Way, Deeping St James in September 2005 with the 12.30 Peterborough-Bourne 102. The large estates in Deeping St James are well served with an hourly service to Peterborough and to Bourne. Many stops have their own Delaine timetable posted as seen attached to the nearer rather squat bus stop.



DELAINE

COACHES LIMITED

**DO YOU WORK IN PETERBOROUGH?
DO YOU SHOP IN PETERBOROUGH?**

Are you fed up with traffic conditions. If so, relax and take the Delaine bus.
30-minute service from Bourne and The Deepings (and all intermediate villages). 6.30 am-10 am and hourly thereafter.
Return times from Peterborough every 30 minutes to Deeping, hourly to Bourne.

**FROM MONDAY, DECEMBER 3 Additional
"Flyer" journeys (Mon-Fri)**
Depart P'boro Queensgate at 5.07 pm Bay
4 5.45 pm Bay 9

No Parking
or fuss
take the
Delaine Bus



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YOU THERE**



THE LARGEST INDEPENDENT SERVICE OPERATOR IN SOUTH LINCOLNSHIRE
AT SPALDING ROAD, BOURNE
FOR FURTHER INFORMATION TEL: 0778 422866

Vehicles used in advertisements and on timetables in the early 1990s were Atlantean No. 99, Green Line No. 105 and Tiger No. 100.

Leyland Atlantean No. 120, of the second batch of ex-GM Atlanteans, leaves Deeping to cross the bridge over the River Welland in April 1998. The Old Coach House sign shows the view to the bridge over the photographer's shoulder. Number 120 will reach Peterborough in just 20 minutes.



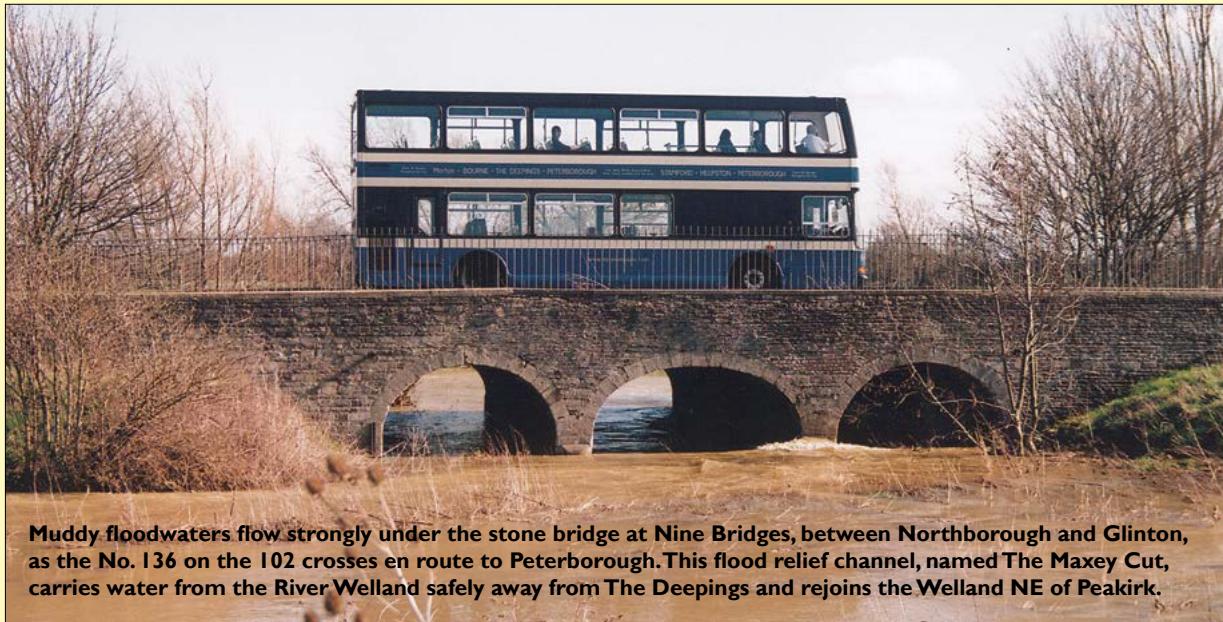
On a warm Saturday afternoon in July 1994 two Atlanteans meet at speed. Number 99 on the left forms the 3.00pm 101 Bourne to Peterborough, and No. 95, on the right is the 3.00pm ex-Peterborough to Bourne. They meet south of Market Deeping where the A15 Northborough by-pass is curving to the right.

Number 95 is clearly a lengthened Atlantean and carries route information between decks. Analysis of its passengers shows that the youngsters prefer the rear upper-deck seats whilst the lower saloon is favoured by the more elderly shoppers with packages. The upper-deck front seats of No. 99 are occupied by those wishing to have a good all round view of the countryside, and ripening cereals are in evidence. In the foreground is soon-to-be-harvested barley. The two drivers make their customary acknowledgment of each other.



Diverted because of roadworks at Northborough in July 1998 Olympian No. 117 crosses the old single-track stone bridge at Deeping St James. It will turn left to Market Deeping to regain its proper route just over a mile to the west. Today, when routes 101/2 have to be diverted over this bridge, B9 Olympus vehicles are banned because of very tight clearances.





Muddy floodwaters flow strongly under the stone bridge at Nine Bridges, between Northborough and Glinton, as the No. 136 on the 102 crosses en route to Peterborough. This flood relief channel, named The Maxey Cut, carries water from the River Welland safely away from The Deepings and rejoins the Welland NE of Peakirk.



On a bright spring day, in 2003, No. 116 approaches Glinton crossroads, negotiating the chicane designed to slow traffic through the village. This was part of the A15 road until 1989 when the Glinton & Northborough bypass was built. Before then peak time traffic queues were common and bus journeys were often lengthened.



At Glinton roundabout, on 26th April 2009, south of the village, No. 144 rejoins the A15 which is now dual-carriageway all the way into Peterborough. This view was taken from the pedestrian footbridge to the east of the roundabout and shows clearly the vast expanse of glass used on the bus screens. Upper-deck passengers have a very clear view forward.

In Lincoln Road, Walton, the driver of Atlantean No. 126 is pulling over to allow the following ambulance quick passage. To the right, a Safeway Store (later Morrisons) occupies part of the former site of the Peter Brotherhood engineering works. The firm has re-sited further up the road in Werrington.



With no other traffic visible No. 127, above, makes good progress down Bourges Boulevard in Peterborough, about one mile from Queensgate. Route 101m originally served Millfield and New England away in the background, but this ceased in July 1998. The land on which this road is built was formerly occupied by extensive railway sidings.

At 7.32am on the longest day of the year in 1995 No. 72 is about to turn left into Broadway, Peterborough, on the 101m to Bourne. Its route will take it up Lincoln Road through Millfield and New England before joining Bourges Boulevard near Walton. The young lad in the upstairs front seat is probably on his way to Bourne Grammar School. This journey started at Bay 14 in Queensgate Bus Station. For a short time in 1995/6 Nos. 72 and 95 were re-registered YCT 3 and RTL 14 respectively.





Reflections abound as ex-GM Atlantean No. 119 picks up passengers at Bay 4 Queensgate in May 1999. Any potential passengers in the shopping mall above could easily identify this as a Delaine bus by the name printed on the front part of the roof. Two skylight panels are also seen. Standard red seat moquette is visible on the upper-deck. Route 102 has always used Bay 4, whilst for a number of years Route 101 departed from Bay 14. Nowadays both routes depart from Bay 4 close to the foot of the escalators.



With Queensgate bus station seen just between the two buses, Olympus No. 143 is turning right to gain access to Bourges Boulevard for Walton and points north to Bourne which will be reached in 37 minutes. Away to the right the Stagecoach Dart is on local city route 4 to Parnwell. Queensgate regional shopping centre opened in March 1982, whilst the picture was taken in June 2008.

ROUTES 308 and 104

The 308, partly shared with Viscount, was operated under contract to Cambridgeshire County Council from April 1992 to April 1995. However, from April 1995, it was replaced by the 104 which was run as a commercial service until it ceased in August 1996. These two routes served villages to the North of Peterborough but followed a rather circuitous route.

CountyBus 308

MONDAYS to SATURDAYS

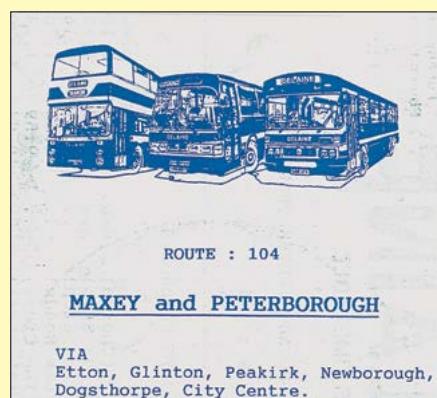


KEY: — Passengers may be picked up/set down at Bus Stops and at any safe point along the line of route.

— On Journeys INTO Peterborough passengers may not be picked up within this area.
On Journeys OUT of Peterborough passengers may not be set down within this area.



In High Street, Maxey, Tiger No. 103 squeezes through a narrow section past a cottage with decorative thatch. The terminal point at Maxey Church was to the west of the main village. As this bus did not have MAXEY on the blind, GLINTON is shown as the nearest point. Only one slipboard is displayed.



Just managing to get over this humped bridge Tiger No. 100, with Tiger emblem on the front grille, is approaching Etton from the north in August 1996. The previous village served by this 104 was Maxey. The driver is Mr Derek Tilley whose name appears on Olympus No. 144.

ROUTE 201 STAMFORD-HELPSTON-PETERBOROUGH

In 1988, when Delaine took over the route from Barton, the service was 2-hourly and ran via Ufford and Marholm into Peterborough. In the early '90s alternate buses ran via Ufford or Helpston and finally from October 1998 the service became hourly via Helpston. In Stamford, various routes were tried for the Arran Road loop but now the 201 uses Casterton Road, Arran Road and Sutherland Way, returning down Casterton Road to the bus station.



For a short time in 2001 the 201 Stamford Town loop ran clockwise up Empingham Road to Rutland Heights, returning via Casterton Road. Here Leyland Olympian No. 131, heading west, passes the Danish Invader public house on Empingham Road in September 2001. The slipboard has already been changed to 203 in anticipation of 131's next journey which will take it east to The Deepings. At present the 201 Stamford loop runs anticlockwise involving a left-hand turn into Sutherland Way - the road just to the left of No. 131.



At Stamford Bus Station on a warm Saturday afternoon in July 2005, Olympian No. 128 has just arrived off the 201 Town loop via Sutherland Way and is in Bay 2 for Peterborough. To the right is Atlantean No. 72 on an enthusiasts' tour from Bourne to Stamford and thence to The Deepings and back to Bourne. The prominent spire is that of All Saints Church.

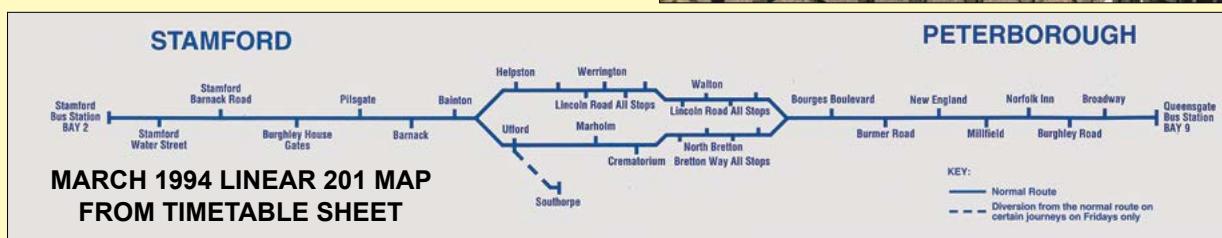


Roadworks in Water Street required No. 137 to divert through St Martin's past the famous George Hotel where the decorative wooden arch spans the road. The normal 201 route along Barnack Road was regained after a sharp left turn a few hundred yards on. Many old buildings in Stamford (the finest stone town in England) are built of local Jurassic limestone.

Right: Close to All Saints Church, Stamford in April 2003, the driver of No. 121 'The Brighton Belle' (the name is seen just below the screen) checks whether it is clear to turn right into narrow All Saints Street. He will then turn left at the top of that street to gain access to the bus station. Sadly, vandals have damaged one of the panels of the attractive lamp above the gate.



Above: Rebodied Tiger No. 115 is running as the midday 201 Stamford to Peterborough. It is returning from Southorpe, served on Fridays only, to Ufford to rejoin the normal route to Peterborough via Marholm. In the background is Ufford bridge over the long-since-closed railway line from Wansford to Stamford. From October 1998 major revision to the 201 brought hourly services through Helpston but also the abandonment of the Ufford, Southorpe and Marholm section.



At Helpston Xroads Olympian 118 to Peterborough is approaching the main village bus stop on 1st April 2006. To the left of No. 118 is the monument dedicated to John Clare, the poet, who was born and lived in the village. To the right are the parish church and village cross. All these features and the walls are again of Jurassic limestone.





For a short time in 2008/9 the 6.00pm Saturday 201 Peterborough - Stamford was an Olympus duty, being worked off the main 101/2 service. Here, No. 141 is in Lincoln Road, Werrington, the former A15. After working the Stamford Town loop it returned to Bourne on the 202 from North Street. Obtaining photographs of an Olympus without screen reflections is quite a challenge.



Pedestrians and cyclists have to use the subway to reach Boulevard Retail Park behind Green Line No. 108, seen left, on the 201 at Walton. On its way into Queensgate in July 1996 No. 108 will pass along Lincoln Road, Millfield, Broadway and Westgate. From October 1998, that section of route in Peterborough city was abandoned in favour of the more direct Bourges Boulevard.

Once a main thoroughfare in Peterborough, Westgate now has a much-restricted traffic flow as indicated by the road sign to the left. On the old 201 route, No. 119 (ex-GM 4224) approaches the eastern end of Westgate in June 1998 where it will turn left into Broadway. It is quite clear that this very tidily presented bus is a Delaine 201 to Stamford.



Bay 9 for route 201 is situated at the southern end of Queensgate bus station in Peterborough, and is where No. 137 is loading for departure on the hour to Stamford. The glass-roofed waiting area behind No. 137 includes escalators and stairs linking with the shopping mall on the next storey.



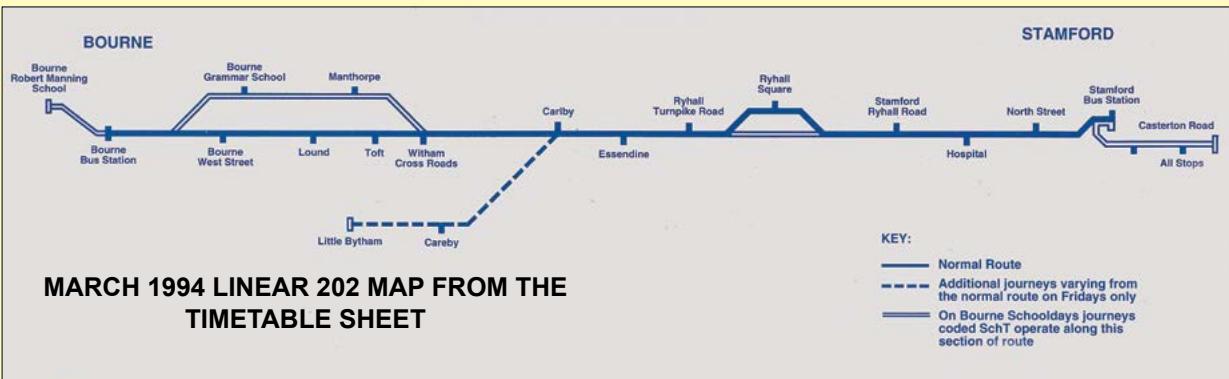
ROUTE 202 BOURNE-ESSENDINE-STAMFORD

This route is one with many variations and special school, college and market day journeys all feature.

With Bourne Town Hall in the background, No. 121 'The Brighton Belle' in West Street approaches Exeter Street mini-roundabout at the start of its run to Stamford in August 2008. Apart from a few school journeys via Thurlby, all 202s exit Bourne along West Street, West Road and Stamford Hill.

Volvo B7V Viking No. 135 leaves Toft having just crossed the humped River East Glen bridge. Its duty will take it onto routes 203 and 201 before returning through Toft in the evening as a 202 to Bourne.





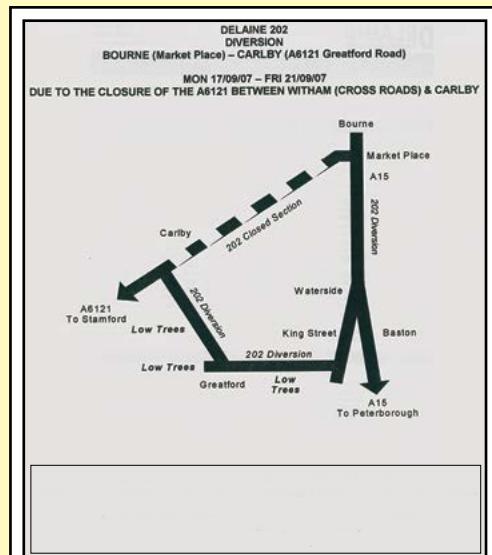
Below: The two afternoon Bourne-Stamford school 202s are seen in April 1996 by Racer Farm driveway on the A6121 between Witham Xroads and Carby. Both are ex-GM Atlanteans, with No. 102 from Robert Manning School overtaking No. 101 which started from Bourne Grammar School yard. To reach this point they passed through Thurlby and Manthorpe. Number 102 has clearer lettering on its blind.



Foot: At Thurlby Green, Volvo Olympian No. 116, on the main morning Stamford-Bourne 202 school duty, passes Leyland Olympian No. 133 on the relief which had started from Witham Xroads. This was No. 133's last run with Delaine, being withdrawn that day. It is worth noting the differences in blind displays with No. 133 still retaining its slipboard number until the end. This landmark day, 27th June 2008, saw the end of normal Leyland operation with Delaine Buses, from then on being all Volvo.



As shown on the driver instruction sheet, the 202 was diverted through Greatford due to closure of the A6121 for a few days in September 2007. Here Olympian No.129, with a tail of traffic, passes Braceborough triangle junction on its way to Bourne in September 2007. As referred to on the sheet, overhanging trees are much in evidence, with some of the worst seen in the background. Since September 2009, one return Deeping schooldays-only trip on the 203 passes this point en route to Stamford.



Returning from Little Bytham with a Fridays-only market bus Tiger No. 98 climbs the hill from Aunby on the B1176 road. Due to light patronage, the two Little Bytham return journeys ceased in April 1997. In the right background, masts supporting electric overhead wires mark the part of the East Coast main line where in July 1938, LNER steam locomotive Mallard obtained its never-yet-beaten world steam record of 126mph.

Leyland Olympian No. 131 approaches the dangerous bends leading into Essendine with a morning 202, having worked into Stamford as a 203 college bus. Clearance of vegetation (right), in Spring 2000, has improved visibility at this notorious corner.



ROUTE 202 BOURNE - ESSENDINE - STAMFORD

Installation of traffic lights on the A6121 Ryhall Bridge required diversions of the 202 in March and April 2001.

Buses from Stamford to Bourne had to traverse the old single-track bridge in Ryhall as Leyland Olympian No. 134 in hybrid livery is doing on this gloomy wet April morning. Buses to Stamford had a longer diversion via Belmesthorpe.



Atlantean No. 102 bound for Billingborough is by-passing Ryhall village in October 1996 as the 4.40pm from Stamford College in Drift Road. At Bourne bus station the slipboard will be changed from 202 to 301. However, since 2009, all college and school buses north of Bourne are numbered 202. On the grass verge opposite is an ancient milestone showing BOURN as 8 miles away. In the 1890s BOURNE gained an 'e' to distinguish it from Bourn in Cambridgeshire.

Pulling away from the North Street/West Street junction in July 1999, four-year-old Olympian No. 116 climbs North Street passing Radcliffe Road. Away to the left are remains of Stamford's ancient North boundary wall which gives the street its name. Oddly, in Stamford, West Street leads directly to North Street, which in turn leads directly to East Street - all end-on.



About to leave North Street, Stamford, bus stop, Green Line No. 107 is on the Fridays-only 12noon 202 (no slipboard) to Ryhall. This short return journey was withdrawn in April 1997, twelve months after this photograph was taken.



ROUTE 203 BOURNE - THE DEEPINGS - STAMFORD

The main section of the 203 is between The Deepings and Stamford with a more limited service to Bourne. Schoolday variants have served The Deepings School from Baston and Langtoft, and from September 2009 a new service for Delaine has been that from Casterton Road/Arran Road, Stamford, via a number of small villages to the west and northwest of the A15 to the Deepings School.



For one morning only, in April 1996, No. 113 (RM 2059) was specially used on the 203 Bourne-Stamford College run. With interesting blinds, the Routemaster is on the A15 south of Langtoft before serving The Deepings. It returned to Bourne in service on the 202.



Large quantities of sand and gravel are excavated to the east of Baston and Langtoft. Olympian No. 127 on the 'Langtoft East' school run from Deeping in July 2008 comes off a temporary stretch of road, right, made necessary whilst a conveyor belt for sand and gravel was installed under the normal fen road just off the right of the picture. This journey caters for schoolchildren in East End, Langtoft and Main Street Baston.

Lower right: Returning from Wilsthorpe, Olympian No. 127 is on the afternoon Deepings School to Stamford via Greatford school run. On either side are fields of yellow oil seed rape that flowers for a limited number of days in late April-early May. The inward journey is usually worked by a single-decker.



**Facing page, lower right:
Climbing North Street, Stamford, lengthened Atlantean No. 72 catches the sun which highlights the seat moquette and leatherette edging on both decks. The company name on the front panel is in the older style with prominent letters D and E. Ticket machines used in 1997 were the older style Almex Microfare and that on 72 is seen close to the driver.**





Upper left: Leaving Barholm and about to turn right for Greatford in April 1996, Green Line No. 114 is on the Fridays-only return journey from Stamford to Bourne. This service linked rather isolated villages, including Barholm and Greatford, to Stamford on market day. In 2010 services such as this are now few and far between.

Left: Passing the village sign in Main Street, Baston in April 2000, Tiger No. 94 on the 203 to Bourne is on the 'Langtoft East' school run from The Deepings School. Its route has been along East End Langtoft, Baston Fen Road, and here along Main Street. (Rising numbers of schoolchildren later led to the introduction of double-deckers on this duty.) Tigers Nos. 93 and 94 had rather small lettering on their blinds, whilst Nos. 98, 100/103 had larger clearer printing.

Making a very tight left hand turn in front of the 12th Century Priory Church in Deeping St James is Leyland Olympian No. 131. It has just come down Broadgate Lane and will continue along Church Street and Bridge Street before reaching Deeping Market Place. This 203 clockwise loop around The Deepings was the longest of three recent variations. The present one uses Linchfield Road and Horsegate.

Facing page, marginal: The view in the driving mirror of Atlantean No. 102 waiting at The Deepings School. Both buses are on route 203, with No. 102 serving Langtoft West End before going on to Bourne. Tiger No. 93 is on the Langtoft East and Baston Main Street duty which also continues to Bourne. After Deeping Market Place No. 102's route is via West Deeping and King Street, whilst No. 93 goes directly up the A15 to Langtoft.

Tiger No. 93 goes under the wires at Tallington Crossing on the four-track East Coast main railway line. With no visible passengers, 93 is on a mid-morning 203 to The Deepings. It will return to Stamford across the tracks within half an hour before taking up a duty on the 201 to Peterborough.

Also on the Deepings loop, Volvo No. 122 is returning to Stamford down Horsegate, Deeping St James, past The Walnut Tree public house. This was formerly named The Horsegate after the thoroughfare which was the A16 to Spalding until 1998. The lack of traffic is noteworthy.



The cow parsley is in full flower in May 1996 as Atlantean No. 99 (ex-GM 7532) passes on the morning schoolday Stamford-Deepings-Bourne 203. Before Deeping Church Street it will pick up at Uffington, Tallington and West Deeping.



ROUTE 301 BOURNE - RIPPINGALE - BILLINGBOROUGH

This route runs north on the A15 and B1177 and links a number of villages to Bourne. Today it is a shadow of its former self with only one return journey to Rippingale on a Thursday (market day in Bourne). Back in the mid 90s there were up to nine departures from Bourne with most on Thursdays. Five reached as far north as Billingborough. From September 2009 school and college journeys were numbered 202. From September 2010 they reverted to 301.



Above: In August 2009, after making this very tight turn at Dyke Village Green, No. 147 on the Thursdays-only 12.25pm 301 to Rippingale, will traverse Main Street, Dyke, before rejoining the A15 at Dyke Lane End. For a few weeks No. 147 ran without its cream and dark blue waistbands, but it had gained branding for routes 101/2 and 201.

Centre: Before the permanent extension of the 101 to Morton Church, two peak time journeys from Peterborough, numbered 301 from Bourne, reached Paddington Way off Station Road, Morton. On 3rd April 1999, No. 127 has arrived in the new estate with the 5.40pm Bourne-Paddington Way. This extension from Morton Church down Station Road only lasted a few months, finishing in April 1999.

Foot: Just before taking up the 7.35am Rippingale-Pointon-Bourne school service, No. 131 is seen near the colourful village sign and prolific cow parsley. The first pickup point is Rippingale Church, the tower of which is prominent on the sign. From April 2010 this duty, now part of route 202, is worked by a B7 Vyking.



Tiger No. 100, on the market day 301 from Bourne, is about to turn left into Station Street, Rippingale from the B1177 Billingborough Road on 20th June 2000. The terminal point in Rippingale is at the top of Middle Street, close to the church.

With no slipboard showing that it is on route 301, Green Line No. 107 picks up at Main Road, Dowsby, close to the Fen Road junction. Departing Billingborough at 11.30am and calling at Rippingale and Morton, No. 107 will arrive in Bourne at 12noon. Judging by the very dry brown lawns, August 1995 was short on rainfall.

Owing to an early school finish, B7 Vyking No. 139, below, was used on the 301 to Pointon and Rippingale instead of a Volvo Olympian. Here it has just turned at Pointon Village Hall and is heading back to Rippingale. This warm summer's day was in July 2006. The more modern B7 and B9 vehicles never carried lower screen slipboards or route numbers.





At Sempringham Fen Road, about half a mile north of Pointon, Atlantean No. 120 has just turned at the last 301 dropping-off point out from Bourne. Passing by on this fine May afternoon is an Atlantean in the green and cream colours of Kimes Coaches (as the firm was known then in 1998). Although showing BOSTON this school bus is heading for Pointon.

Ready to depart for Bourne at 5.30pm, Tiger No. 103 is standing by the bus shelter in Victoria Street, Billingborough. The wide expanse of road has enabled the driver to make one smooth turn to face south. The 301 to Billingborough was cut back to Rippingale in 2000, one year after this scene was recorded.

ROUTE 401 BOURNE TOWN SERVICE

Designed principally for shoppers, this linked various residential areas of the town with the centre and the Bus Station. Both the number of days operated and the number of journeys gradually declined until it was one return circuit of the town on Tuesdays and Thursdays only. Passenger numbers dwindled and the route was withdrawn in March 2008.



DELAINE
BUSES



ROUTE: 401

BOURNE TOWN SERVICE

VIA

BOURNE WEST
Churchill Avenue, Harvey Close, Westwood Drive, West Road,
Beech Avenue, Rowan Way, Saxon Way, Kingsley Avenue,
Westbourne Park, West Road, Town Centre

BOURNE EAST
Austerby, Spalding Road, Manning Road, Ancaster Road,
Harrington Street, Queens Road, Kingsway, Mill Drive,
North Road, Town Centre.

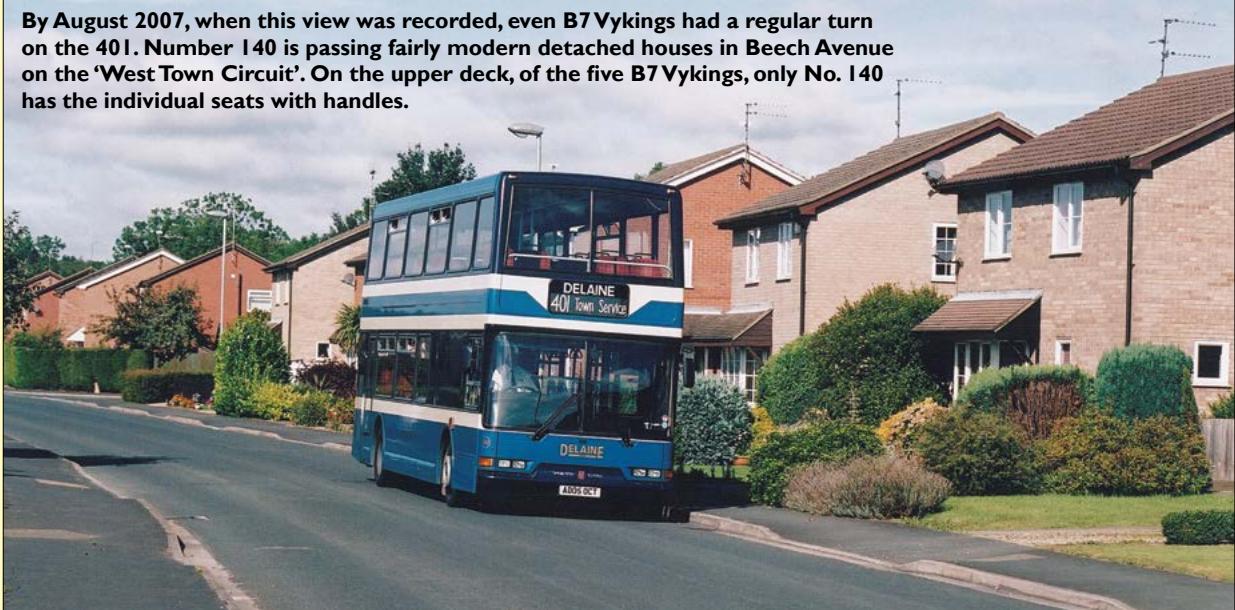
Displaying BOURNE this 401 is in Westbourne Park on the Town 'west Circular'. Tiger No. 98 will reach the Market Place via West Road and West Street, and then go on to the Bus Station. It is March 1999 and the daffodils indicate Spring is not too far away.



The 401 'East Town Circuit' started in Austerby, Bourne where Leyland Olympian No. 133 is about to turn into Willoughby Road and then Spalding Road, past Delaine's depot. The cream painted house to the left of the bus is a former crossing gatehouse of the M&GN railway line which closed to passengers in February 1959, just over 47 years before this photograph was taken.



By August 2007, when this view was recorded, even B7 Vyklings had a regular turn on the 401. Number 140 is passing fairly modern detached houses in Beech Avenue on the 'West Town Circuit'. On the upper deck, of the five B7 Vyklings, only No. 140 has the individual seats with handles.



ROUTE 402 (302 from 2009) BOURNE - WEST PINCHBECK - SPALDING

There has always been a limited service on the Spalding route, essentially two Tuesday return journeys on Spalding's market day and Bourne schoolday out and return journeys via Pinchbeck and Spalding.



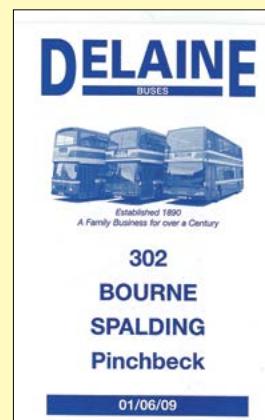
In September 1996, when one double-decker sufficed for two school routes combined, Atlantean No. 99 - showing a unique split number board 301/402 - heads south along Meadow Drove, Bourne, having completed the 301 section of the route to Morton and Dyke. Shortly it will turn left onto the Spalding Road and continue to Spalding as a 402 via West Pinchbeck, Northgate and Pinchbeck. The adjacent fields have been harvested and in the background a line of straw bales is visible.



Passing the fare stage point known as North Fen Pylons, No. 122 is returning to Bourne on 23rd May 2006 from Spalding - a market day duty. The soil in this part of the flat fens is dark brown/black peat which is prone to shrinkage. Consequently, the height of the uneven A151 road is a few feet above the land on either side. Another sign of fen shrinkage is the tilt of electricity poles alongside the road up to the hamlet of Twenty.



Running as the afternoon 402 school relief to West Pinchbeck, Olympian No. 134 negotiates bends on the A151 between Guthram and West Pinchbeck. It is mid-April 2004 and neat rows of potatoes are beginning to show growth. This view, taken from the banks of the River Glen, shows the extensive light brown silt fen which is highly productive arable land.



On busy Bourne Road in Spalding, B7 Vyking No. 135 passes the Robin Hood pub which carries the road name on the level of the upper windowsills. It shows BOURN ROAD with no E. The 402 terminal point in Spalding is the Bus Station Bay 8; however, school journeys no longer call there.



Nearing the end of a bumpy journey along South Fen Road in May 2005, No. 121 'The Brighton Belle' will soon cross the River Glen and Counter Drain on the approach to Tongue End. It is on diversion away from the A151 which was closed near Guthram and will regain line of route at Pode Hole. A large crane and piles of scrap are visible in the South Fen scrapyard in the middle distance.



Pinchbeck Church tower is on the skyline as Olympian No. 116 on the 302 schoolday journey via Spalding and Pinchbeck passes Rose Lane. The blind shows BOURNE for the destination as this circular journey finishes at the Delaine Depot in Spalding Road. It is two days to the end of term in July 2009.



ROUTE 403 GREATFORD - THURLBY - BOURNE

One part of this route linked villages to the SW of Bourne to Bourne on market days. Declining passenger numbers led to the Saturday return trip being withdrawn in 1997, whilst the Thursday journeys lasted until August 1999. The other part was operated on Bourne schooldays and ran via the hamlet of Obthorpe instead of Manthorpe. The route and its number 403 lasted until June 2009 when a revised routing was introduced and branded 202. Wilsthorpe Braceborough and Thurlby are now served by the new 202.



DELAINE
BUS TIMETABLE

ROUTE : 403
GREATFORD - THURLBY - BOURNE
VIA
Braceborough, Wilsthorpe, Manthorpe, Thurlby, Northorpe.
(Obthorpe on Bourne Schooldays)

For nearly all of its existence the 403 was worked by single-deckers, but, after tree cutting and pruning, the way was made clear for double-deckers. On 11th May 2009, a few weeks before the 403 finished, Olympian No. 116 approaches Braceborough from Greatford along the narrow country road.



Approaching Braceborough from Wilsthorpe in March 1999, Tiger No. 103 makes use of the causeway between flooded fields. The River East Glen, which is flooding, runs under the bridge just beyond the 30mph limit sign. The rear of No. 103 is suitably adorned with company information and a neat Leyland badge.



Between Manthorpe and Wilsthorpe in January 1996, Green Line No. 105 passes by a three-section crop-roller in a field of winter wheat. As would be expected on rural routes in winter, the bus has collected some mud on the side bodywork but it will soon be cleaned off on its return to the depot.

It is unusual to see two buses in Manthorpe, but here Tiger No. 103, on the 202 to Stamford, is closely followed by No. 94 on the 403 to Bourne. In April 1997 the 202 was diverted through Thurlby and Manthorpe, whilst the 403 was rerouted away from Thurlby to serve Toft on the way to Bourne. The original routes were reinstated in June of that year. Bags of Lincolnshire potatoes are for sale outside the butcher's shop.

The hamlet of Obthorpe was served only on Bourne schooldays. On this intensely sunny afternoon in June 1995 Tiger No. 98 (with no 403 slipboard) is working the return Bourne to Greatford journey and will call next at Wilsthorpe.

It is 4.00pm at Bourne Market Place, below, on a schoolday in April 2007. To the left, B10M No. 122, working the 404 to Corby Glen (even though the blind denotes BOURNE), is about to turn into West Street and on to Edenham. Wright-bodied B10B No. 138 by the Town Hall has picked up a few passengers for the 403 to Greatford - the blind shows 403 Service. People still at the bus stop are waiting for the 4.00pm 101 to Peterborough.



ROUTE 404 (303 from June 2009) TOFT - CORBY GLEN – BOURNE

Apart from a short-lived Thursdays-only Bourne and Swinstead return journey, the 404 has been a Bourne and Edenham schoolday route. There were two separate sections. Firstly for Bourne schools TOFT - CORBY GLEN - BOURNE and this still operates. Secondly MANTHORPE - WITHAM - TOFT - EDENHAM for Edenham school. This route ceased in July 2009. Both sections had slight variations over the years.

DEL AINE
BUS TIMETABLE



Route: 404
BOURNE AND SWINSTEAD

On a pleasant day in August 1996, two connecting buses are at Swinstead Memorial. On the left is a Reliance coach about to depart for Grantham, whilst Green Line No. 104 will leave for Bourne at 12.41pm. Earlier in the morning, the slipboard shows No. 104 had worked the Bourne Town Service whilst, after reaching Bourne, the blind shows that it will become the 1.00pm 301 to Hacconby (spelt here with double 'c').





On a gloomy February afternoon in 2002, rebodied Tiger No. 115 is about to cross Little Bytham brook and then pass under the East Coast mainline railway. The destination shown is WITHAM-ON-THE-HILL and 115 was unique in having this display included on its blinds.



Wright bodied B10B No. 138 descends the slope in Manthorpe on the way to Edenham School via Witham-on-the-Hill and Toft. For a few weeks only in June and July 2009, this was part of the 303 as is shown on the blind. Number 138 left Delaine in May 2010, replaced by Volvo B7RLE No.149 from Whitelaw of Stonehouse.

Facing page lower: Returning from Castle Bytham, B10M No. 121 enters Little Bytham before heading for Witham-on-the-Hill and Bourne. This is the afternoon school run, on 22nd May 2008, that has already served Corby Glen and Swinstead. Castle Bytham is no longer served by the 404/303.

Centre right: Tiger No. 100 has just reversed and dropped off schoolchildren in Witham. Passing The Six Bells, its journey will finish in Manthorpe across the A6121. The blinds carried by No. 100 show SCHOOL BUS and, of interest, KIRKSTONE was also included as an ultimate destination.

Right: At the end of School Lane, Edenham, No. 115 has just turned at the triangle and is moving to the bus stop on the A151, ready to pick up children for Witham and Manthorpe. It is a bright but cold afternoon in February 2000. The blind is correctly set for this short journey.



204 BOURNE - THE DEEPINGS - STAMFORD - PETERBOROUGH (BUSINESS PARKS)

This was a service set up with the help of the Rural Bus Fund, a creation of the newly-elected Labour government. The aim was to encourage commuters to use the new 'business friendly' bus service, in preference to cars. In the case of the 204, the destinations were the Business Park areas of Lynchwood and Thorpewood to the west of Peterborough city centre. After the last pick-up in Stamford (junction A606/A1) the service ran non-stop to Lynchwood. The 204 was restricted to one outward and one return journey Mondays to Fridays – it lasted less than two years.

Below: Tiger No. 100 eases onto the A1 to the west of Stamford on the 7.40am Bourne-Peterborough (Business Parks). After the direct non-stop run down to the A1, the next stop was at Lynchwood where many large offices are sited. The 204 was operated by single-deckers.

DEL AINE
BUSES



ROUTE: 204

**BOURNE - THE DEEPINGS - STAMFORD
PETERBOROUGH (BUSINESS PARKS)**

VIA

Northorpe, Thurlby, Boston, Langtoft, Towngate, Market Deeping,
West Deeping, Tellington, Uffington, Stamford,
Lynchwood (Business Park), Thorpewood (Business Park)



On the penultimate day of operation, 25th May 2000, Tiger No. 98 swings into Bourne Bus Station from North Street. The time is 6.09pm and the journey from Thorpewood has taken just over one hour.



KIRKSTONE HOUSE CONTRACTS



Situated in Baston, just south of Main Street, Kirkstone House School had three weekday contract services operated by Delaine up to 1997. Morning services terminated in Main Street by the playing field, whilst afternoon departures were from the old A15 lay-by about a quarter of a mile south of Baston crossroads, close to the school playing fields. The three (formerly four) routes were:
K1 Stamford via Tallington
K2 Peterborough West and Wansford
K3 Whittlesey via Peterborough East
In the afternoon K1 and K2 returned to Bourne from Stamford College and K3 formed the 5pm 101 Relief starting from Broadway, Peterborough.



Top: Laser No. 96 displaying SCHOOL BUS has just arrived in Baston Main Street on route K2 from Wansford. The distinct livery is clearly visible with 'THE DELAINE' in large lettering positioned behind the rear wheels and below the dark blue band.

In May 1996 Tiger No. 100 and an unidentified Green Line, above, are departing from the old A15 lay-by just south of Baston. Both buses display BOURNE but no route number. Perhaps No. 100's driver is unaware that KIRKSTONE is on the blind.

THE DEPOT and HAPPENINGS



Situated in Spalding Road, the Depot has a front yard with 'balcony', rear yard, covered sheds for eight buses, the wash and fuel bays, and the office block with stores. The most recent building changes were in 1999.

From an upper deck viewpoint, overlooking the yard and 'balcony', seven vehicles are in residence. On the 'balcony' from left to right are Nos. 45 126, 125, 123, 100 and 124. In the foreground is Tiger No. 98.



Seven buses – or is it thirteen – are in the yard after a very heavy evening shower in April 2005. Parked along the outer wall is No. 133 with two other Olympians out of sight. Left to right on the ‘balcony’ are Nos. 121, 130, 117, 136, 127 and 116. The yard is protected by a moveable gate at night.



In the front yard on 27th August 2009 are Leyland PD2 No .45 and Volvo Olympus No. 145. The fleet numbers are one hundred apart and the age difference is 53 years. Many differences in design, especially overall body shape, are evident, but company colours remain the same.

The duty board in May 2000 shows allocations for a Tuesday afternoon and the following morning. Vehicle numbers are on the left, followed by routes worked and then duty start times. The key to the lettering is:
 203LW - Langtoft West
 203LE - Langtoft East
 404E - Edenham School
 402TW - Twenty only
 Some items listed, eg contracts, no longer apply but of particular interest is Atlantean No. 72 used on three separate duties.

SERVICES AND CONTRACTS MORNING		SERVICES AND CONTRACTS AFTERNOON		MESSAGES
		AND EVENINGS	TUES	
117	101 + 102		122	STAND-BY MECHANIC
127	102 + 101	6.30	122	MON-FRI - 8.00
116	202 + 201 + 202	6.45	98	SAT - 10.00
121	301 + 202 + 201 + 203 + 202	6.45	204	SUN - 10.00
72	202 + 203	7.00	127	3.15
129	101	7.10	127	3.15
126	202	7.15	94	402 TW + 301 + 203
118	102	7.25	115	4.00
115	404	7.25	202 + 301	4.10
120	402	7.25	72	4.45
100	204 + 202 + 401	7.25	102	4.45
98	403 + 202	7.35	118	102
123	203 LW + 203	7.40		1.30
93	203 LE + 101	7.50		
119	301	8.05	115	402
94	404 E + 202 + 203 + 202 + 401	10.00		
122	202 + 203 + 201 + 202	10.15		
72	102	11.45		
117	101	12.00		
100	202 + 201 + 202	12.45		
129	101 + 102	1.15		
127	102	2.15		
116	102			
PRIVATE AND EXCURSIONS MORNING		PRIVATE	EVENINGS	VEHICLES NOT FILLED IN

In August 2001 three Leyland Olympians show different stages of refurbishment. Number 133 on the left retains Stagecoach stripes but also has a new dome donated from withdrawn Atlantean No. 120. Number 131 in the middle is in hybrid livery and No. 134 on the right is having a new blind aperture fitted in the new central panel.



Clearly showing new nearside panels, No. 72 is about to have its offside panels similarly treated. Front mirrors and engine panels have been removed as has the side metal 'THE DELAINE' fleetname. The date is February 2001 and all this work, including painting, is carried out in the shed seen behind No. 72.



Brand new B7 No. 140, complete with tradeplate, is entering the premises of Bailey Signs for signwriting on 9th February 2005. Only the upper name board identifies No. 140 as a Delaine bus, however locals would easily recognise its colours. Monday 1st March was 140's first day in service.





Above: Viewed from the southern end of the new bus wash, Olympian No. 128 is reversing out after refuelling. In Spring 1999 the garage was being remodelled and improved. On the left, seen between the girders, is the rest room with offices above. To the left of the partly built wall is the fuel bay, as yet inaccessible. At this time buses were fuelled using a pump temporarily positioned in the wash bay, fixed to the western wall just out of sight.

Having arrived new the previous night in December 2000, B7 No. 130 is being checked out (below left) and one item being changed is the reflective nameboard set just below the rear window. The board on the right with the red reflective back (held by Anthony Delaine-Smith) is the new and correct one. The other board is being passed down by Kevin Delaine-Smith. Number 130 - the first low-floor bus in the fleet - has yet to receive its signwriting.

Inside the shed in 1996, before rebuilding, Atlantean No. 120 is at the repainting stage with coachbuilder Tony Clark applying cream paint between the decks. All refurbished vehicles were out shopped to the usual very high Delaine standard. Also in the shed is preserved PD2 No. 50.





On the ramp in the backyard, in March 1999, No. 72 is being prepared for MOT. Steam cleaning is in progress and already the front panel, complete with its numberplate, has been removed and is propped up by an oil tank. Parked up by the stores is No. 102.

From 2005 all MOT preparation was moved from the backyard to the 'balcony' bay nearest the main buildings. Instead of a ramp, four electrically-operated jacks are used to elevate the bus for cleaning and checking. Below left, in April 2006, Leyland Olympian No. 131 is jacked up with sister No. 133 parked against the wall.

Two for the price of one – the reflection in the screen of Tiger No.103 shows Leyland Olympian No.134 in the yard and Raymond Mays Garage across the road (March 2002). The 101 slipboard shows clearly in the screen.





In February 1998 all nine of the Standard Atlanteans in the fleet pose together in a yard off Pinfold Road. Thicker front cream bands distinguish Nos. 99, 101, and 102 on the left from the other six - namely, Nos. 119, 120, 123, 124, 125, 126 (all in order). This was a 'one-off' occasion as No. 101 was withdrawn shortly afterwards with a blown engine.



The first refurbished ex-GM Atlantean No. 120 was in service for about four years. After its withdrawal in March 2001 it was parked up by the east side of the depot, and donated parts to its sisters and successors. Number 133 received the front dome and some white ceiling parts to replace the dark ceiling in the entrance and driver's cab. Seat cushions were used to replace shabbier ones in the other Atlanteans and Olympians.

On its last journey to Wigley's scrapyard in Barnsley, stripped Atlantean No. 126 is at the top of Grimsthorpe Hill on 11th April 2001. All blinds and other useful parts have been removed.



THE PROTOTYPE OLYMPUS



At the Euro Bus Expo held in the National Exhibition Centre, Birmingham, in November 2006, the prototype Olympus Delaine No. 141, named HUGH DELAINE-SMITH MBE, shares the East Lancs stand with the single-deck Kinetic in Stagecoach livery. Both buses show their type on their number plates but only No.141 has its fleetnumber.

Being the first of its type, Olympus No.141 was subject to tilt-testing as is required by law. Wearing tradeplate 086 BV it was taken to Worcester for testing and is seen on the tilting platform in November 2006. Before tilting commenced, special 65kg weights were placed on and attached to all 47 seats (which had protective seat coverings) in the upper saloon. There was also a similar weight on the driver's seat. Front near-side and rear views are shown with the clinometer indicating a successful 28° tilt being achieved.



THE NATIONAL LOTTERY ADVERT

The Local — Page 3

News

Delaine makes a splash in National Lottery advert

One of Bourne's best-known family businesses is reaching a wider audience after featuring in a nationwide advertising campaign.

A Delaine Buses' double-decker can be seen in the one of the latest National Lottery adverts for the new Daily Play game.

Managing director Anthony Delaine-Smith was the man behind the wheel for the two adverts, entitled Lucky Day and Unlucky Day, which are currently showing on ITV channels.

"A girl is shown daydreaming at a bus stop oblivious to the large puddle in front of her," he said.

"In one scenario the bus drives through the water and completely soaks her, in the other the water stops just at her feet."

Filmed earlier this month in Welwyn Garden City, the adverts took two days to shoot, with Delaine Buses recommended as the ideal choice for the job.

"The advertisers were looking for a double-decker under three years old that wasn't a London bus and wasn't covered in commercial advertising," said Anthony. "Someone must have mentioned our name as I received a call from the props department. Once they'd taken a look at our website, which features our newest bus on the home page, they knew we were right for the job."

"It was all very professionally done and I had to

by Kate Sheppard

go through rehearsals for them to look at different speeds and distances from the kerb. Although in the end the woman was soaked by members of the crew and the advert put together to make it look as if the bus had done it I still had to drive past several times splashing some poor stand-in extras. I commented that I had the best job in the world!"

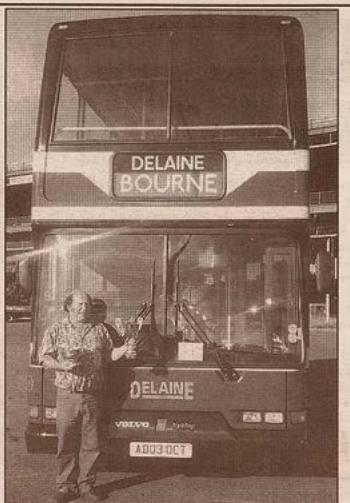
The first day saw mainly exterior shots of the bus but on the second an £180,000 camera was strapped to the front to film the wheel splashing the water as it goes through the puddle.

"The camera stuck out quite a way from the bus and I had to swerve to avoid wrapping this expensive piece of equipment round a post!" said Anthony. "The director said I could call myself a stunt driver after that!"

In the advert the bus has Stamford on the front, prompting some members of the public to ring in and ask whereabouts in the town the shot was filmed. Anthony explains: "I gave the director the choice of which destination to have on the front. He was a Chelsea fan, whose home ground is Stamford Bridge, so that was why he went for Stamford.

"We've had a lot of feedback from people saying they'd seen us on TV, including children on the school buses. It's very prestigious for us as a company to be seen on national television and we were very pleased.

"It was a very interesting couple of days and well worthwhile. There was a funny ending too. The bus stop in the adverts was a temporary, artificial one but when we came back from a tea break we found three people queuing up to catch the bus!"



Delaine Buses also celebrated a double triumph at the recent Sheffield Transport Rally.

Their newest double-decker - AD03 OCT - the same as that which features in the Lottery ad campaign, won trophies for Best in Class and Best Overall Winner at the illustrious event.

Director Kevin Delaine-Smith took the bus to the competition at Meadowhall and said he was delighted at the result.

"It is a great achievement to be compared to much larger bus groups and come out on top," he said.

● Kevin Delaine-Smith and the prize winning bus with their trophies from the Sheffield Transport Rally. Photo supplied.



Filming for this television advert took place on 10th and 11th September 2003 in Stonehills, Welwyn Garden City.

Volvo B7 No. 136 is seen with the £180,000 camera attached. In the upper shot the camera is covered to protect it from splashing water on the nearside. The offside view shows it more clearly and how far out the attachment projected.

In the upper picture the temporary bus stop and shelter are seen in the right background. In the lower picture No. 136 stands at the start of its splashing run.

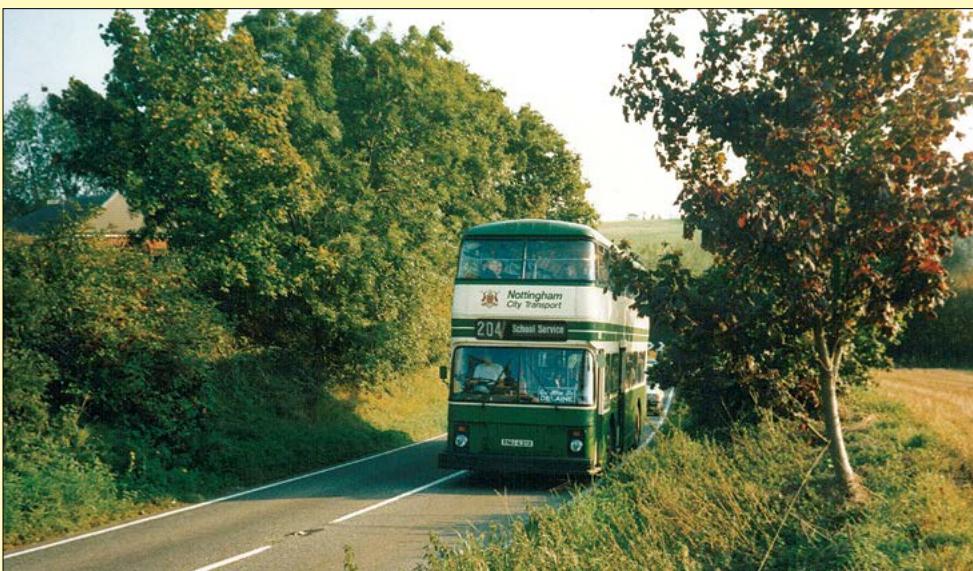
MISCELLANY

ON HIRE TO DELAINE



A mix-up with the length of chassis delayed the introduction of the first two Volvo Olympians, Nos. 116 and 117, by a few months. To help fill the operating vehicle shortfall, Nottingham City Atlantean No. 431, resplendent in City colours, was loaned by Volvo. It was used on a number of school and college duties during Autumn 1994. An 'On Hire to Delaine' board was displayed in the left front screen. Blinds were kept to 204 School Service for all journeys. Number 431 was returned to Nottingham by November 1994.

On the afternoon Bourne - Stamford schools run No. 431 is midway between Thurlby and Manthorpe about to turn left at the Toft junction.



Climbing the winding hill out of Toft towards Bourne, No. 431 is on the Stamford College - Bourne duty on 22nd September 1994. It merges with the greenery around it. Unlike Delaine deckers, this bus has a single leaf entrance door. The high capacity design was to Nottingham's own specification, build being split between ELCB and Northern Counties (as here).



Volvo Wright demonstrator No. 2013 was loaned in May 1998 and used on routes 202 and 301. It has just reversed out of Bourne Bus Station for the round trip to Rippingale. Route and destination information is minimal, with just two route numbers and two 'On Hire to Delaine' boards. This bus body is very similar to Nos. 137 and 138 now departed the fleet.

DELAINE IN WINTER



Just after Christmas 1995 freezing fog plagued Bourne and district for three days. However, it lifted on 29th December to reveal a 'winter wonderland' of vegetation decked in rime (hoar frost). Volvo Olympian No. 118 passes woodland south of Thurlby on the 102 to Peterborough. The road is noticeably frost-free.

Approaching the end of Towngate East in Deeping, Leyland Olympian No. 134 on the 102 comes through slush on the salted road. Overnight snow had caused traffic chaos on the approaches to Peterborough with some Delaine 'deckers caught up and running late. This required No. 134 to be rostered instead of a B7 on this duty.

Returning from Spalding on the Tuesdays-only market day 302, No. 138 is passing a frozen lake at Guthram on 19th January 2010. The very harsh winter conditions required hay to be provided for the Highland bull seen on the right. The photographer kept a keen eye on him whilst trying to keep his fingers from freezing!

Facing page upper: Also in January 2010, Olympus No. 141 negotiates the bends close to Elsea Woods, south of Bourne. Fortunately, the road is snow and frost free as it is close to midday. Compare this with the summertime view on page 37.



Since June 2009 the 101/2 Sunday service to Peterborough is usually worked by two Wright Eclipse B7RLE single-deckers. Here on 10th January 2010 No. 147 passes Northorpe bus stop in light snow on its way to Queensgate.

It is unusual to see so many B7s and B9s in the yard in the middle of a weekday. However, heavy and persistent snow had restricted services and only a handful of Volvo Olympians were out operating the 101/2 routes. This was in February 2009 and four B7s, three B9s and Olympian 116 were lined up in the yard. Even the A151 road in the foreground was still snow covered.



THE ORANGE ATLANTEANS

The first two ex-GM orange Atlanteans arrived in Bourne in April 1996 with No. 120 being the first to be refurbished in-house with No. 119 following. These two only ran in service in full Delaine livery. The final four, Nos. 123-6, were each given the minimal blue panels together with two cast nameplates. They were kept strictly to weekday school journeys on routes 202, 203, 301 and 402, and by 1998 all were in full Delaine livery.



Up on the ramp in August 1996, at the back of the sub depot, repainted No.120 still displays a few orange panels and its former GM number 4256. In the foreground, ex-GM 4224 has its new fleet number in the route number box but retains local Manchester adverts.

Void of its seats and nearside upper front window, No. 123 was used as a tree-logging vehicle in Spring 1997. It is on tree-pruning duty in Hall Lane, above right, on the approach to Haconby from Morton. Troublesome overhanging branches are being cut up and then put into the large space within the lower saloon. The pruning of a few trees here in Hall Lane allowed double-deckers on route 301 to access Haconby directly from Morton.

At a private tip in Thurlby tree branches are being unloaded from both decks of No.123 with those from the top deck taken out through the front nearside window space. Various locations, where branches needed to be cut back to avoid damage to double-deckers, were visited by No. 123, and these included Ufford, Bainton, Stamford and Northorpe.



ORANGE ATLANTEANS

continued

In line on the 'balcony' Nos. 123-6 are in number order. Differences in windscreen surrounds stand out with Nos. 124 and 125 having white surrounds. Of the three blind boxes on each bus, only the ultimate, lower is in use.



Awaiting 3.45pm departure in Bourne Grammar School yard are Atlanteans No. 102 on the 102 to Peterborough, orange No. 126 on the 203 to Stamford via Deeping Church Street, and on the right orange No. 123 on the 202 to Stamford Arran Road via Thurlby and Essendine. The orange pair still have adverts and, as yet, unmodified Manchester blind displays.



Returning to the depot along Austerby, Bourne after the morning school 301 from Haconby via Morton and Dyke, No. 124 has just dropped off Grammar School pupils. Robert Manning Secondary and Bourne Primary schools were also served by this route.





The dried up River East Glen is crossed at Manthorpe by No. 125, above, on the afternoon Robert Manning School to Stamford 202 in May 1997. The sturdy stone bridge was built in 1813.



Climbing the hill from Witham Crossroads, No.126 is on the 3.45pm Bourne Grammar School - Stamford 202. In the left background is part of Toft Golf Course and it looks like heavy showers will soon arrive.



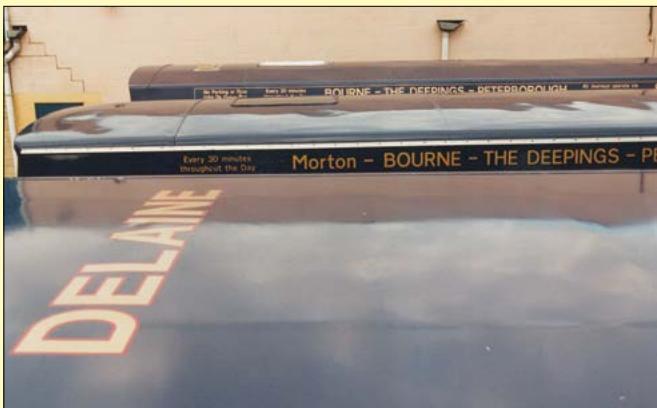
Nearing the end of their journeys from Bourne, the two afternoon school 202s are in Arran Road, Stamford. Both buses will go to Drift Road for the 4.40pm college journeys. Number 125 is already showing 203 THURLBY and No.126 will become the 202/301 to Billingborough via Bourne.

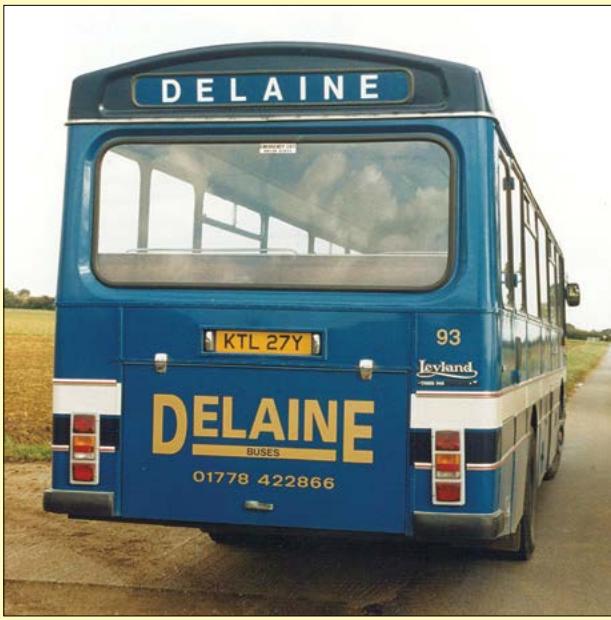
LIVERIES and SIGNWRITING

Parked in Bourne Bus Station between duties, Atlantean No. 95 bearing the name 'Pride of the Deepings' shows the Centenary livery of 1990. It carried this for at least a year as this picture was taken in late August 1991.

This view was obtained from the top deck of Olympian No. 128 looking across the roofs of three single-deckers on the 'balcony'. Two roofs show DELAINE with red outlines round the letters, and the furthest vehicles have two differing styles of route branding for the 101/2. The furthest bus No. 93 has the slogan 'No parking or fuss - take the Delaine bus'. In order across are B10M No. 121, Tiger No. 103 and Tiger No. 93.

By the front wall in June 2001 three Leyland Olympians (below) show their hybrid white and blue livery complete with adverts between the decks. At this time buses still carried the company phone number on the engine flap as on No. 131, the rearmost of the three.





Variations in livery have been tried from time to time and in Spring 1998 Tiger No. 93 carried this large capital letter version of the company name, together with the eleven digit phone number. It was the only bus so treated. Note the fleet number 93 has lost its usual gold circle. This linear style map, right, was applied to the boot of B10M No. 121. The map covers routes 101/2 and 201 and includes principal towns and villages served. The company logo and website details are positioned lower down than the map and, for some unknown reason, the fleet number is missing. Number 121 was visiting the Cobham gathering in April 2003.

Before and after - twin B7RLE single-deckers Nos. 148 and 149 stand in the yard. It is April 2010 and No. 149 (SF 55 HHB), which has recently arrived from Scotland, is still in the livery of Whitelaw, its previous owner. On the left, looking smart in its new Delaine livery is No. 148. Number 149's first day in service with Delaine was 19th June 2010.





On May Day 2010 Kevin Delaine-Smith is snapped with three of his former buses (Nos. 94, 121 and 137), now owned by Quantock Motor Services who also have two others - formerly Nos. 122 and 138. It is unusual for five buses to move from one small operator to another and No.137, which arrived on 30th April, still shows its old fleetname. Kevin was down in Somerset driving for Quantock at their vintage bus weekend.

THE BRIGHTON BELLE

In April 2002 B10M No. 121 was stolen from the Delaine Depot. The photographs show:

Thursday, April 18, 2002

THE EVENING TELEGRAPH news & advertising 01733 555111, classified 555222

THEFT: Stolen single-decker turns up in Brighton – via Kent countryside



Joyriders take bus on tour

by ARANDA GARRARD
NEWS REPORTER

A GANG of joyriders went on their very own UK tour – after stealing a £60,000 bus.

Iain Delaine-Smith, chairman of the Delaine Bus Company, in Bourne, was at first shocked to discover one of his vehicles had been stolen from his depot. But he needn't have worried as other bus firms rang to tell him they had spotted it being used as a holiday wagon on roads all over the country.

Just as the Police and the cast from the 1962 film Summer Holiday, the gang used the coach to eat, drink and sleep in as they drove along in the sunshine.

Other bus drivers – who had been told to look out for the cream-and-blue single decker – rang the company on Saturday to tell them they had seen the bus on the A1 at Alconbury, near Peterborough.

On Sunday, more drivers called to say the coach was in East Sussex and a

Victorian family business

DELAINE is a thriving family business and one of the oldest coach companies in the country.

It is believed to have been set up in the 1860s, although the earliest of its written records date back to 1850. The firm bought its first bus – a

converted Model-T Ford – in 1919,

and began its first Bourne to Peterborough service four years later.

Today, it carries about one million passengers a year between Bourne, Peterborough, Market Deeping and Stamford.

hours later it was spotted in the Kent countryside.

The bus's tour only came to an end at 3am on Tuesday when a bobby came across the abandoned vehicle in a field outside Brighton.

The battered bus was due to be returned to the Delaine depot, in Spalding Road, Bourne, yesterday, where a team of experts from Lincolnshire police are to carry out a forensic examination in a bid to trace the thieves.

Mr Delaine-Smith told *The Evening Telegraph*: "At first we thought they'd sell the bus – after all it is worth tens of thousands of pounds and is one of the

fastest vehicles in our fleet.

"So I could scarcely believe it when we kept getting sightings around the country. Our buses are like members of the family and it's hard to think of one of them being treated in this way."

Inspector Dick Holmes, of Lincolnshire police, said officers were now investigating the incident.

He added: "We have a record of buses being stolen by people after a drunken night out and driven down the road – but never anything like this."

If you have any information about the theft, which took place at 10.30pm on Wednesday, April 10, contact Lincolnshire police on 01522 532222.



- the interior of No.121 upon return to Bourne. A few seat cushions and timber planks adorn the floorspace, with no sign of seat frames. The luggage racks also hold a few seat cushions.
- a newspaper advertising board in Abbey Road, Bourne, relates No.121's journeying to Brighton.
- repainted No.121 displaying its new name on the front panel below the windscreens.



DELAINE and MAGAZINES

Being a small independent company, Delaine are very proud of being on many magazine front covers.
Here is a selection from 1989 to 2010 with a good spread of vehicles.
Delaine's 1993 Running Day is featured as a two-page spread in the November 1993 Buses Magazine.

The collage includes the following magazine covers:

- route ONE** (Issue 130, Thursday 20 July 2006): Features a blue double-decker bus (Delaine Bourne) and an advertisement for the "OPERATOR EXCELLENCE AWARDS 2006".
- SHOWBUS** (Exclusive First Editions): Shows a blue Delaine coach.
- Coachmart** (February 3, 1999): Features a blue Delaine coach and an advertisement for "Delaine Coaches Limited FROM KIRKBY".
- Transport Review** (March/April 2010): Shows a blue double-decker bus (Delaine Bourne) and an advertisement for "Kirkby Bus & Coach".
- BUSES** (November 1993): Features a blue double-decker bus (Delaine Bourne) and an advertisement for "ROUTEMASTERS".
- COACH AND BUS WEEK** (Issue 155, February 18 1995): Shows two blue Delaine coaches and an advertisement for "INDEPENDENTS TAKE TO NEW VEHICLES".

RUNNING DAYS, RALLIES AND SPECIAL EVENTS

The four acclaimed Vintage Bus running days were held on the last Saturday of August 1993 to 1996. Besides the Delaine heritage fleet, many visiting vehicles were in service, principally between Bourne and Peterborough/Bourne and Stamford.



Two RMLs and an RM are on the 'balcony' on the afternoon of 28th August 1993. All are blinded for the 101v to Peterborough. This was the first of the successful annual running days. Left to right are RML2549, RM2046 and RML 2535.



A good variety of deckers occupy the 'balcony' on a rather showery 24th August 1996. Present are Delaine Nos. 113 and 102, ex-Wigan DEK 3D, Blue Triangle RT2150, Fowler's PD3 CJN 441D and Stagecoach open-top Titan T512 (The Phoenix).

Southdown Queen Mary No. 260 passes Bourne Town Hall as it approaches Abbey Road leading to Spalding Road and the Delaine Depot.



The Delaine

Bourne
Lincolnshire

SATURDAY 28th AUGUST 1993
VINTAGE BUS RUNNING DAY
& GATHERING

Vintage double decker buses will be running every 15 minutes from 10.15am and 5.30pm between BOURNE (Delaine depot/bus station) and PETERBOROUGH (Queensgate bay 9). At the Delaine premises in Spalding Road, Bourne, there will be a display of vintage buses and coaches from all parts of Britain along with a number of transport sales stands. Other attractions on display include a Delaine bus without its body and an ERA & BRM racing car which were both built in workshops which have since become part of the Delaine premises, and a modern Bourne built PILBEAM hill climbing car. (All vehicles and exhibits are subject to availability.) (Souvenir) DAY TICKETS £3.50 are available on the day from the conductor or the Delaine depot (allowance is made level on all Delaine routes and admission to the gathering). Accompanied children under 14 free (one per Travelcard holder). For any further information phone Bourne (0778) 422866



Showing patches of its former red LT heritage, green RM2192 with Routemaster signing enters Bourne Bus Station from Peterborough in August 1993. Back in 1993 this United Counties RM worked its own route 101 in Bedford – hence plain 101 route number without the v. RMs in Bedford finished on 4th September 1993, one week after this running day.

East London's RMC1490 pulls away from the stop in Church Street, Market Deeping during the 1993 Running Day. The v suffix to route 101 denotes vintage.





Leaning heavily as it negotiates the A15 Parkway/Lincoln Road roundabout between Walton and Werrington, RT3491 is taking the old 101 route through Werrington Village on its way back to Bourne on the 101v on 24th August 1996.

On Saturday 19th July 1997, Nos.45, 50 and 113 ran in normal service on the 101 between Bourne and Peterborough. Routemaster No. 113 and PD2 No. 45 are seen together in Church Street, Market Deeping. Unusually and of interest, the RM's blind specifies QUEENSGATE – this part of the Peterborough destination does not appear on normal blinds.



On their way to Acland Street bus park in Peterborough, PDs Nos. 45 and 50 pass Northorpe crossroads on 22nd June 2003 taking part in a running day marking 100 years of public transport in Peterborough.



Two contrasting vintage vehicles are seen at a Grimsthorpe Castle event day. With the Castle in the background, PD No. 45 rests between trips past the lake and down to a go-kart racing circuit in May 1998.

In June 1996, a family fun day was held in the Deeping Show field west of Market Deeping. A special free bus service around The Deepings and back to the site was provided using Routemaster No. 113. Waiting between duties, No. 113 (RM2059) is at the Millfield Road terminus. The event field is seen through the gap in the trees. Notice the slogan displayed in the offside advertisement panel – 'No Parking or Fuss – Take the Delaine Bus'

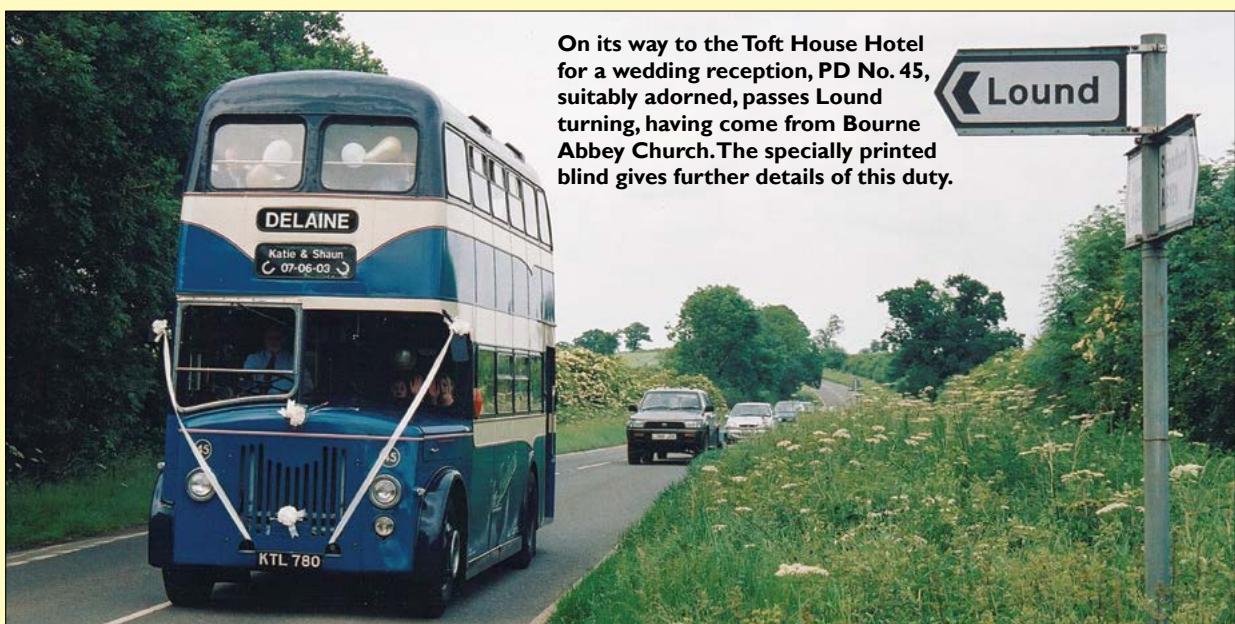


In Spalding Road, Deeping St James, the RM passes a Viscount VR on a Peterborough service.



After looping the loop, five Red Arrows pass in front of Atlantean No. 72 on Waddington Airshow car park duties on 27th June 2004.

For the Waddington Airshow the free Park and Ride service, provided annually by Lincolnshire Vintage Vehicle Society, uses a secondary runway linking car park stops and the Main Show area. Here, on 3rd July 2005, at the furthest stop close to the turning circle, LVVS TD7 No. 64 (driven by Kevin Delaine-Smith) passes Atlantean No. 72 which is waiting for passengers who will not be taken all the way to Thurlby!



On its way to the Toft House Hotel for a wedding reception, PD No. 45, suitably adorned, passes Lound turning, having come from Bourne Abbey Church. The specially printed blind gives further details of this duty.

COBHAM RUNNING DAY

Lurking in the mist at Wyboston, three Delaine deckers are on their way to the Cobham open day in April 1996. All three, PDs 45 and 50 with Olympian No. 118, are fully blinded for duties running between the various sites in Surrey.

In Redhill Road, Cobham, No. 118 (which has come from Brooklands) drops passengers visiting the bus museum, seen to the right. The trees have yet to gain their foliage as it is still mid-April.

At Cobham Village bus stop PD No. 50, complete with duty number in the cab window, waits before returning to the bus museum. Wherever it goes No. 50 (fifty years old in 2010) always attracts a good number of passengers wishing to ride on this superb bus.

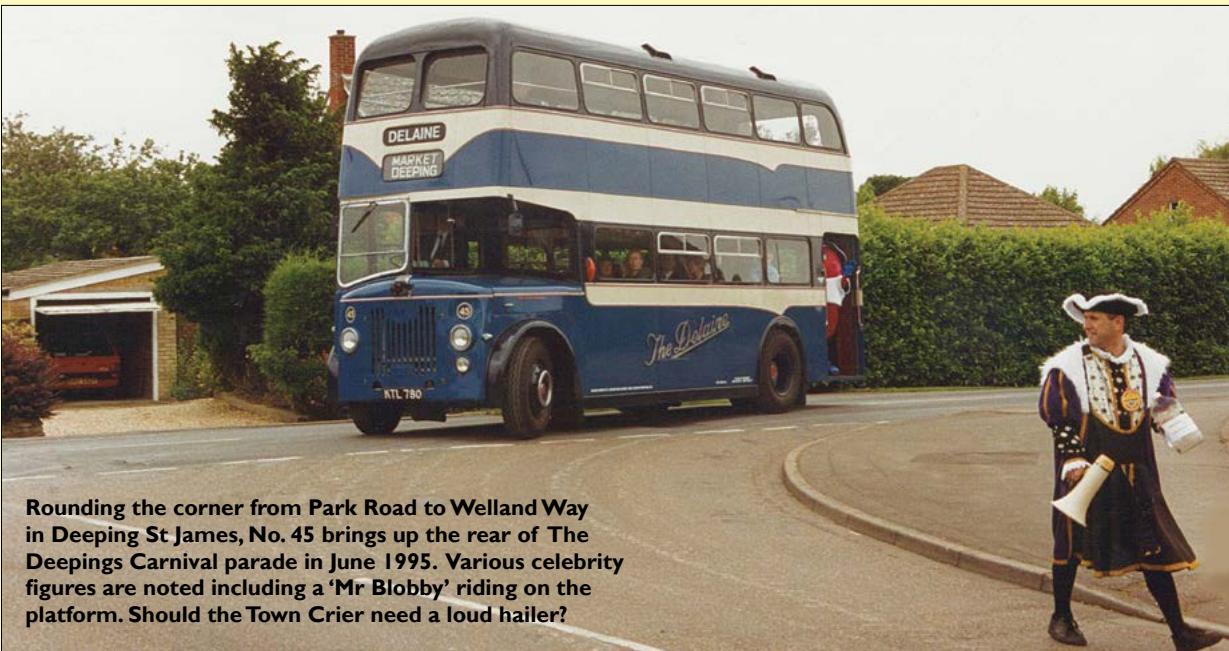


NUMBER 45 ON VARIED DUTIES



For the Queen's Golden Jubilee in 2002, a carnival parade was organised in Bourne. PD No. 45 was entered as one of the floats – No. 23. With flags and rosettes displayed, she slowly passes through the Market Place and into Abbey Road. The 3rd June was a day of celebration.

To celebrate 50 years since VE Day, No. 45 is in the depot yard decorated with flags and with anti-shatter bands on the windows. The date is Saturday 6th May 1995.



Rounding the corner from Park Road to Welland Way in Deepings St James, No. 45 brings up the rear of The Deepings Carnival parade in June 1995. Various celebrity figures are noted including a 'Mr Blobby' riding on the platform. Should the Town Crier need a loud hailer?

VISITS TO LINCOLN



Each year the first Sunday in November sees an LVVS Museum Open Day with intensive local services running. Both resident and visiting buses are used, with Delaine providing two or three. In November 2003 No. 72 is at the Moorland Centre on a 'Park and Ride' service to the Museum.



By agreement, buses between duties park up in local factory yards. Here in 2007 Tiger No. 100 and Leyland Olympian No. 133 are accompanied by a Bluebird coach and an ex-Lincolnshire Lodekka.

The Green Lines were dual-purpose and fitted in well for private hire. Number 105 has just stopped by the Posthouse Hotel in 'uphill' Lincoln for Mothers' Union members to attend a service at the Cathedral in July 1996 – the driver is Mr Derek Tilley.





The annual Showbus gathering at Duxford airfield in 2004 saw three Delaine buses attending. In their allocated plots, close to the American Hall, I to r are B7TL No. 139, B10B No. 137 and Tiger Cub No.47 – now owned by Leicester Museum of Technology. The three front end designs and liveries show interesting differences.



June 1995 marked 150 years since the railway first reached Peterborough. As part of the celebrations, a special bus service linked Peterborough Station to Ferry Meadows and the Nene Valley Railway. Standing at the former North Station are RMC1461, Viscount's Red FLF and Atlantean No. 72, a colourful collection. Also running were Delaine PD 45 and Routemaster No. 113.

On a sunny May day in 1992, Tiger Cub No. 47 with Yeates bodywork is in Madeira Drive, Brighton, for the annual HCV run and rally where it won its class and came third overall. In 1983 it was donated by Delaine to Leicester Museum of Technology where Clive Stevens (seen driving) and volunteers restored it to its present pristine condition.



THE LEYLAND RUNNING DAY

The last Delaine running day was in August 2007 using Leyland heritage vehicles between Bourne and Stamford.



With destination **STAMFORD STAR LANE, PD No. 50** comes down the slope into North Street as it leaves Bourne Bus Station on the way to Stamford Bus Station. The distinctive rear end of Atlantean No. 72 is in the left background.

With the author driving, No. 72 stands at Essendine outside the former pub which also boasted the village petrol pump in the forecourt. During the day each vehicle made five round trips at intervals of one hour forty minutes.

With a good loading of passengers, PD No. 45 passes Toft returning to Bourne. The blind (set precisely) is very informative as to the villages served by this route – the present 202.

As buses were timed to pass each other between Toft and Bourne, some enthusiasts used Toft as an interchange point to ride on as many different vehicles as possible.

DELAIN							
Leyland Day 26/08/07 Heritage Service Vehicle Rota (subject to availability)							
BOURNE-STAMFORD							
KTL 780	45	0900	1040	1220	1400	1540	
RCT 3	50	0940	1120	1300	1440	1620	
ACT 540L	72	1000	1140	1320	1500	1640	
E100 AFW	100	1020	1200	1340	1520	1700	
ANA 9Y	133	0920	1100	1240	1420	1600	
STAMFORD-BOURNE							
KTL 780	45	0940	1120	1300	1440	1620	
RCT 3	50	1020	1200	1340	1520	1700	
ACT 540L	72	0900	1040	1220	1400	1540	
E100 AFW	100	0920	1100	1240	1420	1600	
ANA 9Y	133	1000	1140	1320	1500	1640	



DELAINE

BUSES

FLEET LIST (1991-2010)

Fleet No:	Reg No:	Chassis: Make & Model	Chassis No:	Body: Make & Type	Seating & Format	New	Into Fleet if used	Withdrawn	Notes
45	KTL 780	Leyland Titan PD2/20	550943	Willowbrook	H35/28RD	04/56	-	h	Withdrawn from Service 12/78. Privately Preserved 1979-90
50	RCT 3	Leyland Titan PD3/1	590945	Yeates	H39/34RD	06/60	-	h	Withdrawn from Service 12/79
72	ACT 540L	Leyland Atlantic AN68/2R	7203700	Northern Counties	H47/35F	03/73	-	h	Withdrawn from Service 12/00
93	KTL 27Y	Leyland Tiger TRCTL11/2RZ	8200920	Duple Dominant Bus	B59F	01/83	-	02/04	To Fowler, Holbeach Drove
94	A24 OVL	Leyland Tiger TRCTL11/2RZ	8201055	Duple Dominant Bus	B59F	09/83	-	02/04	To Fowler, Holbeach Drove
95	HFL 672L	Leyland Atlantic AN68/2R	7203699	Northern Counties	H47/35F	03/73	01/84	07/97	To R Huckle, Birmingham (Preserved)
96	B634 YVL	Bedford YNT	ET104982	Duple Laser I Exp	C53F	09/84	-	01/95	To Matts, Mansfield Woodhouse
97	B693 BVL	Leyland Tiger TRCTL11/2RZ	8201053	Duple Laser I Exp	C53F	10/84	-	07/96	To Garratt, Ashby De La Zouch
98	C426 MFE	Leyland Tiger TRCTL11/2RZ	8500396	Duple Dominant Bus	B59F	01/86	-	04/03	(Stored 01/03-04/03) To Wigley, Barnsley (Dismantler)
99	GDB 179N	Leyland Atlantic AN68/1R	7404246	Northern Counties	H43/32F	01/75	03/87	10/97	Ex GM Buses (7532). To Wigley, Barnsley (Dismantler)
100	E100 AFW	Leyland Tiger TRCTL11/2RZ	8700072	Duple Dominant Bus	B59F	09/87	-	08/09	Withdrawn 07/08 (Heritage 07/08-08/09), To Preservation: Private Owner
101	GDB 180N	Leyland Atlantic AN68/1R	7405507	Northern Counties	H43/32F	01/75	03/87	02/98	Ex GM Buses (7533). To Wigley, Barnsley (Dismantler)
102	GDB 181N	Leyland Atlantic AN68/1R	7500007	Northern Counties	H43/32F	01/75	03/87	09/99	Ex GM Buses (7534). To Wigley, Barnsley (Dismantler)
103	F603 VEW	Leyland Tiger TRBTL11/2R	TR00303	Duple 300 Bus	B59F	09/88	-	12/06	To Preservation: Private Owner
104	YPD 104Y	Leyland Tiger TRCTL11/2R	8201620	Duple Dominant IV Exp	C53F	04/83	09/88	01/97	Ex London Country NE (TD4). To Harrod, Wormegay
105	YPD 105Y	Leyland Tiger TRCTL11/2R	8201625	Duple Dominant IV Exp	C53F	04/83	01/89	01/97	Ex London Country NW (TD5). To Harrod, Wormegay
106	YPD 106Y	Leyland Tiger TRCTL11/2R	8201444	Duple Dominant IV Exp	C53F	04/83	11/88	06/95	Ex London Country NE (TD6). To Waylands, Beccles
107	YPD 107Y	Leyland Tiger TRCTL11/2R	8201453	Duple Dominant IV Exp	C53F	04/83	02/89	11/96	Ex London Country NE (TD7). To Cedar, Bedford
108	YPD 108Y	Leyland Tiger TRCTL11/2R	8201549	Duple Dominant IV Exp	C53F	04/83	04/89	10/96	Ex London Country NE (TD8). To Stanley Gath, Dewsbury
109	YPD 109Y	Leyland Tiger TRCTL11/2R	8201630	Duple Dominant IV Exp	C53F	04/83	07/89	07/96	Ex London Country NE (TD9). To Silverdale Nottingham
110	YPD 132Y	Leyland Tiger TRCTL11/2R	8201785	Duple Dominant IV Exp	C53F	04/83	09/90	01/95	Ex London Country SW (TD32). To Waylands, Beccles
111	YPD 128Y	Leyland Tiger TRCTL11/2R	8201428	Duple Dominant IV Exp	C53F	04/83	08/91	06/95	Ex London Country NE (TD28). To Keystone, Thrapston
112	YPD 125Y	Leyland Tiger TRCTL11/2R	8201631	Duple Dominant IV Exp	C53F	04/83	06/92	09/92	Ex London Country NE (TD25). Accident damage rebodied as 115
113	ALM 59B	AEC Routemaster	RM2059	Park Royal RM	H36/28R	06/64	09/92	11/02	Privately Owned (Stored 09/97-11/02)
114	YPD 115Y	Leyland Tiger TRCTL11/2R	8201598	Duple Dominant IV Exp	C53F	04/83	12/92	07/96	Ex London Country (TD15). To Silverdale, Nottingham
115	OTL 3	Leyland Tiger TRCTL11/2RZ	8201631	East Lancashire	B59F	1983/94	11/94	02/04	Ex Delaine (112). Rebodied. To Fowler, Holbeach Drove
116	M1 OCT	Volvo Olympian	025704	East Lancashire	H51/35F	02/95	-	c	
117	M2 OCT	Volvo Olympian	025715	East Lancashire	H51/35F	02/95	-	c	
118	N3 OCT	Volvo Olympian	026050	East Lancashire	H51/35F	08/95	-	c	
119	ANA 224T	Leyland Atlantic AN68A/1R	7803881	Northern Counties	H43/32F	11/78	04/96	04/01	Ex GMN Buses (4224). To Wigley, Barnsley (Dismantler)
120	FVR 256V	Leyland Atlantic AN68A/1R	7900016	Northern Counties	H43/32F	10/79	04/96	03/01	Ex GMN Buses (4256). To Wigley, Barnsley (Dismantler)
121	P1 OTL	Volvo B10M Citybus	060266	East Lancashire	B53F	10/96	-	07/09	To Quantock Motor Services, Norton Fitzwarren
122	P2 OTL	Volvo B10M Citybus	060267	East Lancashire	B53F	10/96	-	07/09	To Quantock Motor Services, Norton Fitzwarren
123	ORJ 384W	Leyland Atlantic AN68A/1R	8001148	Northern Counties	H43/32F	05/81	10/96	03/01	Ex GMN Buses (4384). To Wigley, Barnsley (Dismantler)
124	ORJ 385W	Leyland Atlantic AN68A/1R	8000410	Northern Counties	H43/32F	04/81	12/96	09/01	Ex GMS Buses (4365). To Wigley, Barnsley (Dismantler)
125	ORJ 380W	Leyland Atlantic AN68A/1R	8001184	Northern Counties	H43/32F	05/81	12/96	06/01	Ex GMS Buses (4380). To Wigley, Barnsley (Dismantler)
126	ORJ 362W	Leyland Atlantic AN68A/1R	8000285	Northern Counties	H43/32F	04/81	01/97	04/01	Ex GMS Buses (4362). To Wigley, Barnsley (Dismantler)
127	R4 OCT	Volvo Olympian	027953	East Lancashire	H51/35F	10/97	-	c	
128	S5 OCT	Volvo Olympian	029128	East Lancashire	H47/33F	10/98	-	c	
129	T6 OCT	Volvo Olympian	029610	East Lancashire	H47/33F	06/99	-	c	
130	X7 OCT	Volvo B7TL	001214	East Lancashire	H45/31F	12/00	-	c	
131	ANA 7Y	Leyland Olympian	ON605	Northern Counties	H43/30F	07/83	03/01	06/08	Ex GMS Buses (3007). To N Wilson, Warrington (Spares) exc Reg No
132	ANA 8Y	Leyland Olympian	ON572	Northern Counties	H43/30F	07/83	03/01	03/08	Ex GMS Buses (3008). To N Wilson, Warrington (Preserved)
133	ANA 9Y	Leyland Olympian	ON595	Northern Counties	H43/30F	07/83	03/01	07/08	Ex GMS Buses (3009). To SELNEC Trust, Manchester (Preserved)
134	ANA 10Y	Leyland Olympian	ON606	Northern Counties	H43/30F	07/83	03/01	04/07	Ex GMS Buses (3010). To SELNEC Trust, Manchester (Preserved)
135	Y8 OCT	Volvo B7TL	001468	East Lancashire	H45/31F	08/01	-	c	
136	AD03 OCT	Volvo B7TL	002568	East Lancashire	H45/31F	03/03	-	c	
137	P87 SAF	Volvo B10B	003119	Wright	B51F	03/97	03/03	03/10	Ex Hopleys, Truro. To Quantock Motor Services, Norton Fitzwarren
138	P112 RGS	Volvo B10B	003072	Wright	B51F	02/97	11/03	05/10	Ex Sovereign, Stevenage. To Quantock Motor Services, Norton Fitzwarren
139	AD04 OCT	Volvo B7TL	003157	East Lancashire	H45/31F	03/04	-	c	
140	AD05 OCT	Volvo B7TL	103513	East Lancashire	H45/31F	03/05	-	c	
141	AD56 DBL	Volvo B9TL	115232	East Lancashire	H47/31F	12/06	-	c	Name: Hugh Delaine-Smith MBE
142	AD07 DBL	Volvo B9TL	119720	East Lancashire	H47/31F	04/07	-	c	Name: Thomas Arthur Smith
143	AD08 DBL	Volvo B9TL	122490	East Lancs	H47/31F	03/08	-	c	Name: Emma Jane Smith
144	AD58 DBL	Volvo B9TL	126119	East Lancs	H47/31F	09/08	-	c	Name: Derek Vickers Tilley
145	AD59 DBL	Volvo B9TL	132252	Optare/East Lancs	H47/31F	09/09	-	c	Name: Bennett Smith
146	BX04 CKV	Volvo B7RLE	007507	Wright	B44F	08/04	07/09	c	Ex Perrymans, Berwick-Upon-Tweed
147	SF54 JUO	Volvo B7RLE	102221	Wright	B44F	11/04	07/09	c	Ex Whitelaws, Stonehouse
148	SF55 HHA	Volvo B7RLE	109312	Wright	B43F	11/05	01/10	c	Ex Whitelaws, Stonehouse
149	SF55 HHB	Volvo B7RLE	109313	Wright	B43F	11/05	04/10	c	Ex Whitelaws, Stonehouse

CODES & NOTES

Before the seating capacity, the vehicle type is indicated as follows:

- H - Double Decker
- B - Bus
- C - Coach

After the seating capacity, the entrance position is indicated as follows:

- F - Front Entrance
- R - Rear Entrance
- RD - Rear Entrance with Fitted Door

Current Status

- c - Current Fleet member
- h - Heritage Fleet member (licensed as PCV for use on special duties)



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