

# Cumbria Classic Coaches NEWSLETTER

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## FLEET NEWS

After a year of consolidation last year we could keep our sticky fingers off other buses no longer. Read on in the rest of the newsletter to find out about our new AEC double decker!

As far as the rest of the fleet is concerned, we are embarking on a series of re-upholstering, we have found an absolutely top upholsterer at Carnforth (if anyone is in need of one, get in touch we cannot recommend him too highly.) so The Klipper is finished and looks fabulous and ambitiously we are starting on Florence.

Routes: the Hawes route is carrying more and more especially after the introduction of the free passes. This and the need to keep Anthony busy started us looking around for a new route. Have a look at Dads article about Barnard Castle for the results.

And 2009....who knows, but bookings are looking good.

## BARNARD CASTLE –NEW ROUTE 572

Have you ever wondered how a new bus route comes into being? A few people suggested that a weekly route to Barnard Castle on market day would be well patronised so we did some market research which looked positive. Even allowing for the 56 days to register a new route, we were able to commence in June this year.

The choice of a number is anybody's guess as long as it does not coincide with another in the vicinity, so we chose 572 to be near our other two registered routes 569 and 570.

We were able to combine the best of a heritage route by including Middleton-in-Teesdale via the challenging and scenic route from Brough and we were welcomed by the shop owners and trades people of Barnard Castle.

Such was the popularity of the new route that loadings throughout the summer varied between about 30 and 90 per trip, made up of locals, families, tourists and concessionary pass holders. It was very gratifying to have to telephone for a second bus when the first bus was full at Kirkby Stephen Market Square.

The popularity prompted 2 new courses of action:

1. The route registration was varied to include a winter service directly via the A66 and
2. A second double decker was sought and we found a 1955 AEC Regent III 55 seat low bridge bus with a closed rear platform.

Will Hamer

## MERRY CHRISTMAS & HAPPY NEW YEAR

### From All at Bowber Head & Cumbria Classic Coaches

“PETER”

**AEC REGENT III - UTC 672**

Ex Bamber Bridge Motor Services  
Fleet No.4

It was decided to start a new bus service in July, route 572 from Ravenstonedale/Kirkby Stephen to Barnard Castle on Wednesdays. It has proved very popular, often requiring both a double decker bus and a single decker bus as a relief and therefore Cumbria Classic Coaches and Gordon and Anne Harris decided to get another double decker, which turned out to be “Peter”

No. 4 was the fourth No. 4 bus owned by Bamber Bridge Motor Services. It was the only AEC Regent III bus that they owned and it was new to them in January 1955 L27/28r, registration number UTC 672. It was then sold to W.T. Edwards & Sons Ltd, Joys Green in July 1967. Since then it has been preserved in private ownership

In Autumn 2008 it was bought by me and donated to Cumbria Classic Coaches. It was named “PETER” after my son who died on the 21<sup>st</sup> July 2008. It was officially named on the 8<sup>th</sup> December, followed by a luncheon at the Cross Keys, Cautley. This day would have been Peter's 40<sup>th</sup> birthday.

Anne Harris



## BOWBER HEAD NEWS

There's not a lot new on the Bowber Head front. Buildings wise, Anthony has built a lovely new small garage for the Rover and another for the Bedford Army truck we bought as a recovery vehicle. Anthony and Pen have moved into the top flat above Nana. Alison has gone back to school and is doing a graphic design degree at Carlisle Uni and Claire is on yet another photography course.



## ANTHONY AND PEN'S WEDDING

After driving for, and attending literally hundreds of other peoples' weddings, it was my turn. After meeting Pensri (Pen) on holiday and falling in love we decided to get married in December, then January, and finally got everything organised for the 2<sup>nd</sup> February at 12.00 noon.

Waking up on the big day we were amazed to see the world was white; snow everywhere, so much for global warming (must burn some more tyres!). I spent a good part of the morning clearing snow and salting the drive and road outside the bus depot, just so we could get the Klipper and Poppy out. It would be typical if the first wedding we ever failed to attend with a bus would be my own.

I drove our guests in the Klipper and my father Will drove Pen in Poppy to Kendal Registry Office. Again, we drove most of the way in a blizzard.

Our wedding service was beautiful and afterwards we had an amazing Thai banquet in Kendal, then back to the Fat Lamb for a wonderful evening with live music and great food.

What meant a lot to Pen and I was friends and family coming from all over, even from Switzerland, to wish us well.

Anthony Hamer

## CCC THINKING GREEN

For quite a while now we have been very aware of our impact on the environment and how Cumbria Classic Coaches fits into the sustainable transport future. Many people say to me those old vehicles must be very uneconomical and polluting, but nothing could be further from the truth, not only do our vehicles return better fuel economy figures than a modern equivalent, they pass the same emissions tests too (so much for progress).

Another area where we win hands down is the initial energy used to build a vehicle divided into the years of service and work done, especially considering the amount of sustainable ash timber used in the bodywork. To further add to this efficiency we have planted at least fifteen ash trees for the future.

With not having power steering and a relatively low power output, tyres last a very long time, and we don't waste any power on air conditioning, just open a window!!!

All the pressure washing of the buses is now done with filtered rainwater, saving mains water.

Here at CCC we are very careful with our waste products. All used engine oil, batteries, glass, tins, tyres etc. are sent for recycling.

For the future we are looking at increasing the amount of bio fuel we use. We have had discussions with a local supplier. We are also looking at generating electricity with a windmill.

To add to all this is the efficiency of mass public transport. If we take a coach load of people then that is 15 or maybe 30 cars not doing that work, or 200-300 people in a day taken round a town centre. This is an amazing amount of fuel saved and a cleaner, greener environment for all.

Anthony Hamer

## AWINTER'S STALE

A couple of weeks ago I set off from Kendal at 4.00 pm for home in Lawrence the Guy Arab and it was snowing a bit. Gordon was following in his trusty Austin A35 and as we climbed towards Meal Bank on the A685 I noticed the snow was sticking and the wiper was describing a smaller and smaller arc. Second gear seemed to take me up the steep hill towards Paddy Lane successfully without wheel spin on fresh snow.

Come the steep hill down at Docker Brow, I thought I would change down early to control the descent and by the time I achieved first gear and started down the hill, the rear end of the coach broke away from line and I had to accelerate towards the right hand side of the road then gently brake to regain control. Just around the steep bend I spied a man frantically waving his hands as if he wanted to tell me something like – "STOP". I managed to slowly stop by partially climbing the banking on the left and feathering the brakes so as not to skid.

Ahead, or below, was a saloon car on its roof, facing uphill and another car through the right hand fence and held up on a grassy bank by a tree. Gordon had managed to stop behind but other cars, not knowing what was going on, overtook us and managed to negotiate the gap between the upturned car and the fence. Skill indeed because when I was able to get out of the cab, I could not stand up on the snowbound frozen road.

A few minutes later a flashing Police car arrived and gingerly overtook us, only to lose control when passing my coach. It progressed sideways down the hill and stopped perfectly positioned as a flashing roadblock as if the whole manoeuvre was planned. A WPC alighted from the flashing car, shaken but ready to take immediate control of the situation. 4 hours later we were still in the same situation, awaiting the Highways Agency gritter. I had sent Gordon home because A35's with narrow tyres go well in snow and I borrowed Gordon's shovel to clear the snowbound hill to keep me warm.

Nobody was hurt in the writing of this article and the morals of this story are: wrap up well; carry a shovel; buy an A35 for Christmas and don't rely on ABS for snow and ice. Will Hamer



### GORDON THE CONDUCTOR

I think I'm in love with t'conductor,  
He's such an adorable chap.  
When I first saw him there, on the platform,  
In his uniform, topped with peaked cap,  
My heart skipped a beat ... he's a sweetie;  
Cheery smile and a manner to match.  
Best of all, hidden 'neath that green, peaked  
cap  
Sits a wonderful brandy-snap thatch.

He is courteous, kind and so helpful,  
Gives me tickets to Barney each week,  
But the highlight for me, let me tell you,  
Is the moment the man starts to speak.  
It's the way that he says 'Barnard Castle',  
And all t'other things he has to say;  
He's a voice like the sigh of an angel ...  
Well, for me it comes over that way.

He is jovial, keeps us all laughing,  
Sussex accent to die for as well.  
Yes, I think I'm in love with t'conductor ...  
Well he certainly rings *my* bell!  
(Twice in fact!)

Kay Spurr, passenger on route 572  
(Winton)



Our new Bedford recovering.



### HAWES ROUTE - 10TH ANNIVERSARY

Tuesday 29th July 08 saw the 10th Anniversary of our Hawes route starting, it was the 281st trip and Gordon, Colin and David operated it in style. Special tickets and chocolates were given out to the 35 passengers and 6 staff!



### COLIN'S RALLY – HAWES - 21st Sept 08

Our "loyal staff" lead by Colin Dean hatched a plan to organise a bus rally in Hawes. The idea was for one in late September at the other end of the rally calendar from our Easter one, and it also happened to coincide with the food festival, thus ensuring there would be some people about.

The Hamer family is well aware of the work involved in organising a rally and, apart from being coerced into lending some of our valuable buses, we left everything to, mainly, Colin who was aided and abetted by David, Gordon, Tony and their wives and girlfriends.

Unlike our Easter rally, the organisation was exemplary, attendance terrific, weather beautiful and a thoroughly good day was had by all.

Will Hamer