

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER /361

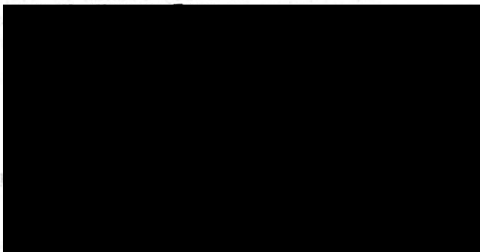
APRIL 1981

Hon. President
Hon. Vice-President
Hon. Chairman

Hon. Secretary

Hon. Publications Officer

Bulletin Production Team
Hon. Editor



PERSONAL

A notable retirement on 8th April as that of [REDACTED], a fitter at York Depot. [REDACTED] joined West Yorkshire from York Corporation in 1934 on the formation of the Joint Committee, and was the last Corporation employee still working at York Depot. We wish him a long and happy retirement.

HARROGATE MEETING

Just over 20 members attended this meeting, which as usual opened with a short business discussion.

Our Secretary, [REDACTED], was able to report that the Spring Tour was almost fully booked, a most satisfactory state of affairs, and that the intention is to use larger envelopes in due course, both to keep the Bulletin in better condition and to reduce distribution time. The Editor mentioned that [REDACTED], who owned ex United 1942 K5G, GHN 189, was trying to find a preservationist buyer for it.

Our Chairman then introduced the Company's Chief Engineer, [REDACTED], who gave us a thought-provoking talk on the directions that future vehicle development can and should take. It is a subject which has not been covered before at one of our meetings, and the subsequent questions covered wide and varied fields.

Our thanks must be expressed to [REDACTED] for giving up his Saturday evening to talk to us; we were also pleased to see [REDACTED]. We must also thank the Company for again allowing us the use of Moss Garage.

VEHICLE ORDERS

The following vehicles are on order for West Yorkshire:-

1980/81 (balance of order only)

2 Leyland National 2, 10.6 m (1020/1) due this month

9 Leyland Leopard/Willowbrook (body builder now confirmed - the chassis for these vehicles are in store with WY at Bradford, Harrogate and Leeds-3 at each depot)

1981/82

22 Leyland National 2, 11.6m

3 Leyland Leopard/Duple

3 Leyland Leopard/ECW

1982/83

3 Leyland Tiger (B43) 12m. Body buildar to be decided. These should be numbered 2701-3.

FORTHCOMING EVENTS

SPRING TOUR - Sunday 3rd May

This is expected to be fully booked by the time this issue is published. Any member who has not booked and wished to do so should write urgently to John Gill at the above address to ascertain the present position regarding seats. The departure time from Harrogate to Bradford on 653 is 0840.

HCVC YORKSHIRE SECTION

The next meeting will be on Wednesday 20th May at 7.45pm in the Metro Leeds Sports and Social Club, Concordia Street, Leeds.

PSV CIRCLE

The next Social Meeting will be on Thursday 7th May from 7pm in Meeting Room No. 4, Bradford Central Library, Princes Way, Bradford.

PRESS DAY for the May issue will be on Saturday 2nd May and all items should be sent, to arrive on or before that date to [REDACTED] (Please note change of address).

1 FLEET CHANGES

		<u>NEW VEHICLES</u>					
1760	PWY46W	Bristol	VRTSL3/6LXB	3/2853	ECW24356	H43/31FD	9051 kg
1761	PWY47W	..	..	3/2854	..24357	..	..
1762	PWY48W	..	..	3/2855	..24358	..	..
1763	PWY49W	..	..	3/2856	..24359	..	9041 kg
1764	PWY50W	..	..	3/2857	..24360	..	9051 kg
1765	SUB789W	..	..	3/2821	..24361	..	..
1766	SUB790W	..	..	3/2822	..24362	..	..
3767	SUB791W	..	..	3/2823	..24363	..	9041 kg
3768	SUB792W	..	..	3/2842	..24364	..	..
3769	SUB793W	..	..	3/2843	..24365	..	..
3770	SUB794W	..	..	3/2844	..24366	..	9051 kg
3771	SUB795W	..	..	3/2845	..24367	..	9041 kg
2596	PWT276W	Leyland	PSU3F/4R	8030721	Willowbrook	802260 DP49F	9710 kg
2597	PWT277W	..	..	8030755	..	802261 DP49F	..
2598	PWT278W	..	..	8030763	..	802262 ..	..
2599	PWT279W	..	..	8030811	..	802263 ..	..

ADDITIONAL INFORMATION

The 1980/81 orders have certainly arrived during March. The last time so many vehicles entered service was in May 1969 when 21 vehicles (LH,RELH and VR) were involved.

1765/6 were diverted from York=WestYorkshire; the double deck order is now complete and as no more are on order these are likely to be the last VR's for West Yorkshire. All the VR's new this month arrived with only legal ownership, unladen weight and small fuel filler fleet number. The main fleet VR'S received large fleetnumbers and new logo with 5" white fleetnames. All the York vehicles received large fleetnumbers but only 3767 received a (gold) fleetname and this was painted out shortly afterwards. None of the others received fleetnames and all 5 are currently in service in this livery (but see under Livery Changes for details of a new fleetname for York).

The Leyland
further

The Leyland Leopards complete the first batch of Willowbrook vehicles, but a further 9 will follow later. 2599, although received at Harrogate and licensed during March, arrived with red/blue stripes as on 2567 and then spent until the 4th April at a Castleford signwriters being lettered for the Leeds-Liverpool service, which is now hourly and as a result requires two West Yorkshire vehicles. The other 3, 2596-8, all arrived and entered service in Mid March. They have new National Express logo and "Bradford, Leeds-London from £4.00" on the boot lid.

The PSV Circle reports that the two Leyland National 12's intended to be 1020/1, chassis numbers 07247/8 were diverted to Paterson, Kilbirnie, as LCS 624/317W, with whom they entered service 12/80 in NBC red. Two similar vehicles will be delivered to West Yorkshire shortly as 1020/1.

RENUMBERING

1st April 1981 :- 2315/8-22 to 2537/40-4 on regarding to dual purpose. This completes the overhaul and "demotion" of the RELH/Plaxtons, (though 2540-4 are still in National white).

In addition, 1945 was physically renumbered 3945 and re-lettered York-West Yorkshire in error for a few days in mid March. This was soon discovered and corrected and 1945 "returned" to the main fleet.

ALLOCATIONS AND TRANSFERS

1760/1/2/3/4/6	(new)	to Keighley	17.3.81.
1765	..	Bradford	..
3767/8/9/70/1	..	York	..
2596/9	..	Leeds	..
2597	..	Otley	..
2598	..	Ilkley	..
1971	from Harrogate	Leeds	..
1223	..	(Delicensed)	31.3.81
1245/7/50/80	CRW	..	..
1248/9/52/71/90	Leeds	..	..
1288	Wetherby	..	..
3930/3	York	..	..
1014	Otley	Harrogate	1.4.81.
1251/4	Bradford	CRW	..
1289	Keighley	..	..
1294	..	Leeds	..
1296	Malton	CRW	..
1945	Keighley	York	..
2514	Ilkley	Leeds	1.4.81.
2537 (ex 2315)	Bradford (coach)	Bradford (d.p.)	..
2550	York	Harrogate	..
2583/7	Bradford (d.p.)	Bradford (coach)	..

NOTES

1. Many of the dates shown are approximate. New vehicles entered service as they arrived and whilst most were out in the week of 17th March, 1763 was a late arrival and was not in service until late March whilst as mentioned earlier 2599 was not out until early April. As new vehicles entered service, transfers intended for 1st April tended to take place; 1945 went to York in Mid March, and 2514 went to Leeds at a similar time, for instance.

2. The "early" RELH's have suffered badly this month; most of those remaining are at York and can be expected to depart after 24th April when the M.A.P. changes are scheduled to take place.

3. 1223, which had survived longer than could perhaps have been expected, was the last dual doorway vehicle in the fleet; the only Series II RE and the last

5. 1294 is a further formed Keighley-West Yorkshire. vehicle to leave its native town. Apart from RESL's 1101-4/8-11 and Lyland Nationals 1425-9 only 1295/9-301/32 out of the Keighley fleet remain allocated there.
6. The allocation of 1765 to Bradford in place of 1965 which has gone to York, and 1766 to Keighley in place of 1966 is not coincidental and an interesting item of "numberology".
7. Main fleet Series I VRT's are now down to 5 (1940/7 at Keighley), 1941/6 at Bradford and 1945 at York).
8. The intention was to use main fleet 1945 for farebox operation at York, the first time this would have happened, but in the event when it arrived at York it was found to be no longer physically equipped with farebox, which has resulted in it having to be used on two man duties.
9. 2514 makes its first move since rebuilding; 5 out of the 6 Willowbrook rebuilds are now at Leeds.
10. 1617 and 2556 make their first moves since new; the latter means 2 out of the 3 Leopard/Duples are at Harrogate.
11. The last 5 RELH/Pixtons have returned to their old depots. Thus 2540/1/3 (ex 2318/9/21) are at Bradford with 2542/4 (ex 2320/2) at York. This means that 2542/3 are still at their original depots.

STORED VEHICLES

- Bradford 1944 moved back to Keighley by 21st March, leaving just 1926 and 2501 in the yard with 4055.
- Harrogate 1936 had gone from behind Grove Park to the back of Yorkshire Traction's Barnsley Depot by 28th March. 1223 is now behind Grove Park.
- Keighley Last month's note was incorrect; 1906 is hidden at the top end of the depot. 1944 had returned from Bradford by 21st March but had gone again, this time to the back of Yorkshire Traction's Barnsley Depot, by the 28th.
- Leeds The Depot yard at the beginning of April was full of withdrawn RELL's. 1245/7/9/52/82/3/4/5/92 were all by the fence with 1271 double parked in front of 1282, and 1248/88/90 on the waste ground near the garage next to 4058. Inside, the ex Lincolnshire Ford has now gone, leaving the three Leopard chassis and 4071.
- Pateley Bridge 4028 (booking office trailer) is now stored here for the winter
- York Inside the depot are 4057/9 at the far end and 4068 near the door. In the field, 3922/8/32 will now have been joined by 3930/3.

WITHDRAWALS

March 1981:- car GWX 216N
31st March 1981 :- 1223/45/7/8/9/50/2/71/80/8/90, 3930/3 all to Held for Disposal.

SALES AND DISPOSALS

- 19th March 1981:- 3821 to West Yorkshire Sports and Social Club, York Depot for preservation.
- 30th March 1981:- car GWX216N to H.W. and F. Storry, Arthington nr. Otley.

TEMPORARY LOANS

The original intention was to delivence 3924/34/42, 1935/7/8/9 at the end of March for disposal, but this was countermanded and these vehicles were to be loaned, through Yorkshire Traction, to the South Yorkshire PTE. 1935/7/8/9, at least, went south on 21st March, but by the 28th, 1935 was in the chassis shop at Central Works and is now understood to be withdrawn due to mechanical failure. Also in the chassis shop was 3924, but this is expected to join the other 5 with South Yorkshire in due course. No details of the location where these vehicles are being used are yet known, and the loan is only of short duration; certainly in the case of the York vehicles it cannot be longer than early May due to C of F expiry.

2. VEHICLE NOTES

OVERHAULS

March 1981 :- 1441, 3459
April 1981 :- 1443/7

REPAINTS

March 1981:- 1001/2, 1386, 1483, 2552/64.
April 1981:- 4062, 1467

2577

LIVERY CHANGES

York Fleetname:- Main event of the month is the introduction from early April of a new fleetname for York-West Yorkshire vehicles, after almost 10 years with the gold fleetname on NBC liveries. The new fleetname, which looks very attractive, consists of the white square with red/blue NBC logo, then "YORK" in 5" white letters and finally a York coat of arms. The new fleetname is to be applied above the door/cab side window on VR's and in the usual position on saloons. It will be applied as quickly as possible to all long term members of the York fleet with the intention of completion by or soon after the introduction of the M.A.P. scheme scheduled for 26th April.

376/8/9
Enter Sat
small N's
Filler

Poppy Red Livery:- 4062

Dual Purpose Livery:- 2537 on regrading to dual purpose. Note that 2540-4 remain in National white.

Rear Fleetname:- 1002, 1440/2/67, 2552.

Although repainted 1001, 1483 and 2564 do not have rear fleetnames; in the case of 2564 due to the beading arrangement above the boot lid.

Our suggestion in issue 359 has borne fruit with the fitting of a white fleetname to the rear of 2552. The rear of these vehicles always looked unattractive despite the logo on the boot lid and the rear fleetname has improved the appearance dramatically. No further Plaxtons have been seen with rear fleetnames since 2582/3, but a further confusion is that National Travel (East) advertise "West Yorkshire to London from £4.00" on their vehicles boot lids!!

New National Express Logo 2587(B) is confirmed as remaining in standard National white livery. 2329 (YK) on the other hand, decided to be an exception to the rule and is the only vehicle in the fleet to carry the new National Express logo but to retain a "double N" on the boot lid rather than a London sticker.

Leeds - Liverpool livery:- 2599. This is basically the same as 2567, except that the wording reads "hourly service". 2567, which read "two hourly service", has now had the "two" painted out.

General:- 1752 has no front logo. 1015 has a small logo on the rear dome.

SALE DELIVERY

March 1981:- 3922/8/32

PAINT DATES

1760-6 all IP3/81; 1757 - IP 12/80. Can we have dates for 1730/3/51/65, 3767-71 to complete our records, please?

CERTIFICATES OF FITNESS

2537/9/42/3 - all 5/3/87; 2594 - 15/2/88; 2595 - 16/2/88; 1763- 4/3/88. 1996/9, previously given as 20/3/85, are in fact 2/3/85

REBUILDING

2537 - OMO date 17/3/81; 2539 - OMO date 13/3/81. The 2535-44 batch, with hinged doors, have now been fitted with a button to allow the driver to close the door from outside the vehicle.

UNLADEN WEIGHTS

4059 - 13-2-1 (the heaviest ever Lodokkal); 1294 - 7593 kg; 1298 - 7631 kg 3328 - 7658 kg; 3329/30 - 7656 kg (both ex 7658kg) 3457 - 8-17-2; 1345/56- 7656 kg (both ex 7653 kg); 3933 - 8633 kg; 3995 - 9-2-5 (ex 8865 kg) 1944 - 8562 kg; 4063 - 8980 kg. In addition, all recent Leyland National overhauls have become 9020 kg with, so far, no exceptions.

GENERAL NEWS

Our note in the February issue that 1757 was fitted for farebox was incorrect, although allocated to Keighley it is fitted for ordinary OMO and is probably a "spare" for Ilkley Depot, who have 4 VR's allocated for 4 duties. The April 1981 Fleet Disposition also records 1701 as OMO rather than farebox but this has yet to be physically checked.

The remaining non OMO Leeds VR's, 1987/8, together with recent arrival 1971, have been fitted for OMO during March.

1106 now has a reflective front number plate

1972 now carries a front grille with semi-circular cutaways for the towing eyes. This probably means that it has the grille formerly on 1716 (see last month) but close examination has not yet been possible.

1442 on overhaul received a flat rear engine cover with the registration plate at the nearside. 3433 is confirmed as having a yellow Pay on Entry sign.

Interestingly, 1476 now has one of these signs although it has not been repainted or overhauled and does not have a rear fleetname.

3965 had been converted to Farebox by 30th March.

An unusual vehicle in Grove Park on 4th April was South Yorkshire PTE 785 (C/E 785N), a Fleetline/ECW. We understand that this and possibly another are to be prepared at Harrogate for annual inspection by the Dept of Transport; this inspection will then be carried out at SYPTB.

The new Willowbrooks have been fitted with Car Running Board and Drivers Running Sheet holders; these were always fitted in the past but for some time now they did not seem to have been, resulting in the running board and sheet residing on the dashboard.

ADVERTISING NEWS

Several Leyland Nationals have been seen with a Polybus (wrap round) advert for "see you at Flamingoland", with an upper rear advert for the same advertiser. Vehicle numbers were not available as we closed for press.

New side adverts include "Sandtex fine build textured finish, the Interior Decorator", Prudential Insurance", and "Fabulois Jeans and Jackets by Lois". The last are short versions.

The side advert for Leedhams Garage has ceased.

New inside adverts include one for Tour of York and York Tourist Ticket. Last year there were two separate adverts, one for each subject.

The interior advert for Yorkshire Water Authority has ceased as have the King Size side adverts on York saloons for Cash N' Carry Carpets and James Ellis Furniture Store.

1945 still carries an interior advert for "Haworth by West Yorkshire" which is still current though at least 2 years old.

3. SERVICE CHANGES

(N & P 1309)

NEW SERVICE

S.64 B/ 25/976 Pocklington (Bus Stn) - Hull (Coach Stn)

Via Market Weighton. Beverley. Cottingham

Alternative route via Elloughton:-

via Market Weighton. Sancton. North Newbald, South Cave. Elloughton.

To operate daily.

This is to cover 46 + 5X routes at present licensed solely to EYMS.

VARIATIONS:

S.65 B/ 25/21 670 Leeds-Bradford

Daily to withdraw the 1605 and 2135 Leeds-Bradford and 0855 and 1355 Bradford - Leeds.

S. 66 B/ 25/140 95 Malton Winttringham

Sat. to retime the 0920 Malton-Winttringham and 0945 Winttringham-Malton to 0905 and 0930 respectively.

S. 67 B/ 25/143 82 York-Foston

Mon-Fri to delete reference to operation of 1640 York-Flaxton via Sand Hutton and Claxton arriving Flaxton 1716; to retime 1721 Flaxton-York to 1716

S. 68 B/ 25/152 80 York-Thirsk

Sat. to retime 0700 York-Raskelf and 0750 Raskelf - York to 0650 and 0740 respectively.

To retime 0755 York-Thirsk and 0915 Thirsk-York to 0740 and 0900 respectively.

S. 69 BW 25/320 94 Malton - Nunnington

Mon-Sat to revise timetable

S.70 BW 25/425 93 Malton Town Service

Mon-Sat to revise timetable and route

S. 71 B/25/913 54 Harrogate - York

Daily to revise timetable and amend York terminus from Station Hotel to Railway Station. —?

S.72 BW 25/171 24 Harrogate - Pateley Bridge

Mon-Sat to retime 0655 Pateley Bridge - Harrogate to 0650.

S. 73 B/25/852 719/20 Keighley (BS) - Harewood Road

Daily to introduce a revised route via Queens Rd and consequently amend timepoint at Ingrow Church on the Keighley-Bracken Bank - Ingrow-Keighley timetable to read Ingrow School

S. 74 BW 25/850 714 Keighley-Oxenhope

Wed to retime 1330 Keighley-Oxenhope and 1405 Oxenhope - Keighley to 1320 and 1355.

S. 75 BW 25/974 20-6 Keighley-Padlham/Haptox

Sun to reroute in Keighley via Railway Station and operate via Skipton Road, Hard Ings Road, Bradford Rd.

S. 76 B/ 190/140 Y10/1014 Bishopthorpe - Haxby

Sun to retime 1950 Rougier St-Bishopthorpe and 2010 Bishopthorpe - Rougier St. to 1955 and 2015.

S. 77 B/ 190/160 Y19A Clifton-Murton

To retime 0759 Osbaldwick-Rougier St to 0757
N + P 1310

The following applications have been made:-

Variations;

- S.78 BW25/39 71 Skipton-Buckden
- S.79 B/25/834 70 Skipton-Silsden
- S.80 BW25/880 75 Skipton-Eastby
- S.81 B/25/925 76 Skipton-Grassington
- S.32 B/25/926 72 Skipton-Middlesmoor
- S.83 B/25/143 82 York-Poston
- S.84 B/25/416 87 York - Tadcaster

To revise timetables

S. 85 B/ 25/42 667 Bradford-Skipton

M-F to withdraw the 0620 Skipton-Keighley; to operate the so 0633 Skipton-Keighley M-F and retime to 0623; to amend M-F 0623 Skipton-Keighley to read so.

S. 86 B/ 25/ 42
S. 87 B/ 25/ 42

S. 86 BH 25/126 73 Skipton-Short Bank Road
S. 87 BH 25/924 74 Skipton - Horse Close Estate

To revise timetable and routes

S. 88 BH 25/387 765 Ilkley-Keighley

M-F to withdraw 0725 Keighley-Ilkley

S. 89 BH 25/328 69 Wetherby-York

M - F withdraw 0625 York-Pockwith and return and 1425 York- Wetherby and introduce 1500 York-Wetherby

S. 90 BH 25/913 54 Harrogate-York

To revise timetable and route and amend York terminal to be Piccadilly

S. 91 BH 25/915 43 Leeds-Scarborough

M.W.F. to introduce addl 0930-Barton Hill-Malton and 1305 Malton to Barton Hill

S. 92 BH 25/851 710 Keighley-Barley Cote

M - F to withdraw 17-10 Keighley-Barley Cote and 0818 1010 1530 and 1725 Barley Cote-Keighley.

S. 93 BH 25/857 708/9 Fell Lane-Riddlesden

M - F to divert 1705 Keighley-Riddlesden Circular via Barley Cote.

S. 94. BE25/861 66 Bus Station - Cornwall Road

Tu (School Term Only) to divert the 0355 Bus Station - Cornwall Road via Kings Road and Coppice Drive.

NEW SERVICES (York H.A.P. due to be introduced on 26th April)

S. 95 BH 190/164 Strensall (The Village to York (Cornlands Road, The Knoll)

(Three routes).

S. 96 BH 190/165 Strensall(The Village) to York (Moor Lane, Acomb Park)

(Two routes)

S. 97 BH 190/166. York (Oaken Grove, Haxby) to York (Beckfield Lane or Danebury Drive)

(Three routes)

S. 98 BH 190/167 York (Walmer Carr, Wigginton) to York (Beckfield Lane, Danebury Drive)

(Four routes)

S. 99 BH 190/168 York (Piccadilly) and Nether Poppleton (The Pump).

(Three Routes).

S. 100 BH 190/169 York (Thorn Nook, Elmfield Avenue) to Copmanthorpe (Flaxman's Croft)

(Four Routes)

- 10 -

S. 101 DW 190/170 York Keble Park, Bishopthorpe to York (Thorn Nook, Elmfield Ave.

(Two routes)

S. 102 DW 190/171 York (Bramham Road, Chapelfields) to York (Heslington Hall, Heslington

(One route)

S. 103 DW 190/172 York (Mitre Hotel, Clifton) to York (Cornlands Road, The Knoll)

(Two routes)

S.104 DW 190/173 York (Burnholme School, Tang Hall) to York (Knapton Lane End, Beckfield Lane)

(Three Routes)

S. 105 DW 190/174 York (Bramham Road, Chapelfields) and Murton (Old Methodist Church)

(One route)

S. 106 DW 190/175 York (Bramley Garth, Ashley Park) to York (Knavesmire Hotel South Bank)

(One Route)

S. 107 DW 190/176 York (Imperial Hotel, Crichton Avenue) to York (Deramore Drive Badger Hill)

(Two routes)

S. 108 DW 190/177 York (Imperial Hotel, Crichton Avenue) to York (Crossfield Crescent or Naburn Hospital, Fulford)

(Three routes)

On grant of DW 190/164 - 177 the following licences will be surrendered:- DW190/18, 38, 61, 69, 86, 90, 123, 125, 128, 136, 140, 141, 159 and 160. (routes 14, 4 7/9, 2, 4A, 15, 19, 13, 18, 5/6, 10, 12/20, 9, 19A respectively).

S, 109 DW 190/178. York (Acomb Shops) and York (Askham Lane or Holly Bank or Nether Poppleton

(Three routes on Fridays only with special holiday arrangements).

Application S59 (359) was introduced from 2nd March. The Harrogate-Great Ouseburn (55/64A) were diverted to operate via Little Ouseburn and thus run in a circular route. Marton-Little Ouseburn-Great Ouseburn - Marton. This means that it is no longer necessary to reverse at the Great Ouseburn terminus.

We have not recorded that when the Colne service was extended to Burnley and numbered 725, the Hainworth service, previously 725, was renumbered 705.

4. OPERATING NOTES

Leeds Car 62, commencing 16th March 1931, does an evening John Smiths Special (B1):- 1710 John Smiths-Aberford via A659, Boston Spa, Moor End, Clifford, Bramham, A1, Aberford arrive 1745; 1745 Aberford - Vicar Lane (Nos) arr. 1805; 1805 Vicar Lane-Garage (Nos) arr. 1810.

Notes taken of workings on the revised East Coastals suggest operation as follows:- 842/843 Limited Stop and 43 Leeds-Scarborough. Journeys are worked by Malton (5 cars) and Leeds (3 cars), with a York car appearing in the afternoon peak. There are interesting workings in this, however; on Monday to Friday a Malton car finishes at York and a York car finishes at Malton; whilst a Malton car stays overnight at Scarborough (United's Vernon Road Garage); on Saturday there is no York/Malton exchange but the Malton car that was at Scarborough on Friday night appears to finish at York, whilst on Sunday both Malton Duties appear to end at York and presumably two York duties end at Malton. The whole business is very complex, as can be seen.

On Saturdays there are 3 Malton cars and 2 Leeds. On 46 Leeds-Hull, journeys are worked by York (YK) and Pocklington and Hull (EY), Pocklington using 2 cars and Hull 1 car. On Saturdays, Hull have an additional duty. On Sundays, Malton appear to reach Hull by working 0800 M-Sc; 0925 Sc-L; 1220 L-Sc; 1500 Sc-YK; 1725 YK - Hull; 1950 Hull-YK, finishing at York. ++

The 44 Leeds-Bridlington journeys are worked by York, Leeds and Bridlington; Short workings from Leeds to Pocklington at 1320 and 1610 are worked by York and Leeds respectively; whilst the 1610 probably returns at 1830, there is no published return journey for the 1320 which arrives in Pocklington at 1510. Usual West Yorkshire vehicles are Leopards and Plaxtons bodied RELH's, whilst East Yorkshire use Leopards (Bridlington), full height VR's (504/5) and Leopard 194 (Pocklington), and low height VR's (Hull). On Saturday, Hull use National 2s. ++

On Monday-Friday, York Car 50 which spends most of the day on route 30A, works a duplicate on route 46 at 1620 from York to Dunnington, prior to working the 1705 York Station - Strensall (12).

Recent Car Running Boards for other than crew operation have been headed "OPO" (i.e. One Person Operation) rather than "OMO".

There are some Leeds notes which, if 2505/33/4 are used on, they need to be refuelled during the day. ++

5. UNUSUAL WORKINGS

March 5,6, 7th - 1487 (L) on loan to Malton
9th - EYMS 174 (Ford) on 1110 Leeds-Bridlington (45)
13th - EYMS 970 on 1610 Leeds-Bridlington (45)
14th - 1501/6(B) on the last Bradford workings on Leeds-Scarborough (43)
17th, 18th - 1367 (L) on loan to Wetherby
23rd - 1381 (W loan L) on 1720 Leeds-Bridlington (44), two man operated
This is an EYMS Pocklington turn. The EYMS Leopard (194) was noted in Tadcaster on 46 at approx 1705, one hour late
24th - 1339 (M) on 0625 Malton - Leeds (43), 2580 (M) being a regular on this turn. Also 2572 (YK) on York-Sheffield (315)
28th - 1010 (M loan YK) on 1640 York-Bridlington (44) and 1855 Bridlington - Leeds (44), 2550 on "30X", 1004 on 7/8 (usually long LN's and RE's)
31st - 1342 (L loan M) on 0625 Malton-Leeds; also 1245 on School Specials (last day in service)
APRIL 1st - 1716 (O loan L) (Darratt bus) on 1650 Leeds-Wetherby.
2nd - 3931 on 21 group of routes; also 1375 (H loan L) on 0630 Leeds-York (46).

6. SOLD STOCK NEWS

JUB 303E (Bedford VAM 14, returned by Ledgard to Hughes (dealer), 10/67)

To Dracewell, Colne 4/68
Main & Flatley, Heckmondwike

Rushforth, Birstall 4/77

Lyles, Batley 11/77. Noted in Leeds on 17th March 1981, still with Lyles and looking quite smart in a red and beige livery.

CFY 498/500 - 2H (Ex 2519/21-3, RELH6L sold Booth, Rotherham, 2/81)

Noted on 28th March at Booth's Aston yard. All were still substantially complete, although with broken windows and in several cases no front wheels. The back bumper of at least 2523 is missing (yet another spare for the Willowbrook rebuilds?)

XYG 582/4G (Ex 3927/9, VRTSL6G sold Booth, Rotherham 2/81)

Also noted at Aston on 28th March. 3927 is still complete but 3929 has the whole front missing, leaving the upstairs floor unsupported

XWY 976G (Ex 1925, VRTSL6G sold Booth, Rotherham, 2/81)

Not at either Booth's Rotherham or Aston premises and presumed scrapped by 28/3/81.

YJU 982G (Ex 1155, LH6L sold Booth; Rotherham, 2/81)

As 1925 (above)

KWK 967D (Ex 1813, FS6B sold Booth; Rotherham 2/81)

As 1925 (above)

MWU 603D (Ex 3838, FS6B sold Booth, Rotherham 2/81)

As 1925 (above)

OWK 137 (Ex EUG 95, LS5G sold Norths, Sherburn 9/71)

To Williams, Llangollen 11/71

Finch, Higher Ince, Wigan, 7/72

Babcock and Wilcox (Contractor) Renfrew but based at Heysham, Martindale (Dealer), Chorley by 7/80

9168 YG (Ex 1073, MW6G sold Rev. Father Green, Weymouth 6/76)

To non PSV (owner not known), Southend, 9/80

9169 YG (Ex 1074, MW6G sold [redacted] 5/76)

Still owned by [redacted] and in Bradford 3/81.

XWV 959G (Ex 1905, VRTSL6G sold NEC Disposal Centre, Lincoln, 11/80)

To Laverick (PVS), breaker, Carlton 11/80

831 BWY (ex 1131, MW6G sold Sykes, Barnsley 8/75)

To Oington and District, 2/75 (Licensed 8/76)

Withdrawn 12/78 and to unknown dealer

Rose, Welling (preserved) 12/78

Norths (dealer), Sherburn by 10/79 and later one from Sherburn

DWU 679D (Ex 1780, FS6B, sold Norths, Sherburn, 6/79)

To Freestyle Holidays, London W12 (later W8), 7/79

Argas Persicus, London SW5, as H4/16RD, 11/80

An FLF6G appeared in Bradford in late February registered DWU 679D. It was actually 212 NAE, and is one of a fleet of some 42 Bristol Lodekkas which 1780 has now joined.

The vehicles are run, as mobile caravans entitled "Top Deck Travel" and run tours ranging from London-Kathmandu (10 weeks - £395), which can be extended to become London-Sydney (19 weeks - £1295) to a more modest tour of Britain (3 weeks for £139).

LNU 346J (Ex 2105, Dedford YRC sold by CMA, Rothwell, 21/80).

Now with Nesbit, Somerby, 1/81 (not necessarily bought at auction by Nesbit).