

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 286.

JANUARY, 1975.

Hon. President :
Hon. Vice-Presidents :
Hon. Chairman ;
Hon. Secretary :
Hon. Publications Officer :
Hon. Tours Secretary :
Bulletin Production Team :
Hon. Editor :

EDITORIAL. We would like to take this opportunity of wishing all our members and friends a Happy New Year.

FLEET LIST. On the last two pages of this Issue will be found a Fleet List of the Company as at the 1st. January, 1975. As usual, any member who requires any further copies should send a 1 p. stamp for each copy required, together with a suitably stamped addressed envelope, to [REDACTED]

SUBSCRIPTIONS. Members are reminded that these are now due, and no further copies of the Bulletin will be sent to those who have not renewed their subscriptions for 1975.

PERSONAL. Our Best Wishes are offered to [REDACTED], formerly OMO driver at Leeds, on his appointment on the 10th. November, as Stand Inspector at Vicar Lane.

FORTHCOMING EVENTS.

H.C.V.C., YORKSHIRE SECTION. It is regretted that after last month's Bulletin had been produced, due to non-availability of the usual room, the H.C.V.C. altered the date of the January meeting. Our apologies to anyone who turned up on the 8th. The February meeting should be on Wednesday, February 12th., at 7-30 p.m., in the Metro, Leeds Sports & Social Club, Concordia Street, Leeds, 1.

P.S.V. Circle. The next Social Meeting will be on Thursday, February 6th., from 7-00 p.m., in the Metro, Bradford Staff Canteen, Forster Square, Bradford.

PRESS DAY for the February Issue will be on Saturday, the 1st. February, and all items should be sent, to arrive on or before that date, to [REDACTED]

1. FLEET CHANGES.

NEW VEHICLE.

1443. GUG 122 N. Leyland National. 11351/1R 01734 B52F 8-13-0.

RENUMBERING.

December, 1974 :- 2101, 2280/93, 2739/41/2/5, 2822/3 to 1101, 1280/93, 1739/41/42/5, & 1822/4. In the Fleet summaries at the end of this issue all the Keighley - West Yorkshire vehicles have been shown under their new numbers. In fact, on the 1st. January, the following vehicles were definitely unnumbered :- 2102/8/9/10/1, 2740, & 2926, and the present position of the following cannot be confirmed :- 2104/59/2281/94/5/332/425/6/8/743/825/925. One of 2295 or 2332 is definitely unnumbered (still in old colours).

ADDITIONAL INFORMATION.

1443 was delivered on either the 1st. or 2nd. November, 1974 to Grove Park. After repaint, the unladen weight transfer of 1203 now reads "U W $\frac{T}{6}$ $\frac{C}{7}$ $\frac{Q}{2}$ ", whereas its unladen weight from new has previously been 7-9-21. The chassis number of 1439 is 01730.

DONCASTER AREA TOUR. Mr. D. Hudson is organising a Tour of the Doncaster Area, including most of the Independent stage carriage operators, on March 16th. 1975. The pick-up points will cover the Halifax, Bradford & Leeds areas. For full details, please send stamped addressed envelope to [REDACTED]

p. t. o.

1. FLEET CHANGES, (cont.)

		ALLOCATIONS AND TRANSFERS.		
	from		to	
1206.	BRADFORD		C.R.W. SPARE	15.8.74.
1004/5/23/73.	LEEDS		(Delicensed)	31.12.74.
1011.	OTLEY		"	"
1014.	SKIPTON		"	"
1018/77/8.	YORK		"	"
1019/20/6/7/80/1.	BRADFORD		"	"
1047/8.	KEIGHLEY		"	"
1076/9.	HARROGATE		"	"
1274.	BRADFORD		"	"
1275.	ILKLEY		"	"
1276.	YORK		"	"
1277.	LEEDS		"	"
1415.	HARROGATE		"	"
1423.	BRADFORD		"	"
1758.	KEIGHLEY		"	"
1163.	(Delicensed)		to YORK	1.1.75.
1259.	"		" HARROGATE	"
1260.	"		" YORK	"
1262.	"		" ILKLEY	"
1417.	"		" BRADFORD	"
1756.	"		" BRIDS	"
1773.	"		" KEIGHLEY	"
1443.	(New)		" HARROGATE	"
1044.	from BRADFORD		" YORK	"
1045.	" BRADFORD		" LEEDS	"
1052.	" KEIGHLEY		" BRADFORD	"
1206.	" C.R.W. SPARE		" BRADFORD	"
1287.	" YORK		" HARROGATE	"

- Notes :-
1. All vehicles are relicensed at their former Depots except 1163 (ex. Malton), 1259 (ex. Leeds), 1260/2 (both ex. Otley), & 1756 (also ex. Otley).
 2. This month sees the first move since new for 1044/5/52.
 3. Last month saw the first move since new for 1091, new on 1/5/62, as EUG.83.
 4. Due to Certificate of Fitness expiry, 1274 did not run after 27/12/74.
 5. 1163 had been off the road since 31/5/74; it has been neither docked nor repainted whilst delicensed
 6. 4049, new last month, is at present in use only as a spare van.

STORED VEHICLES.

HARROGATE. Further to the note under this heading in Issue 284, 1773 was in fact, delicensed when noted behind Grove Park.

ILKLEY. Mobile Office 4028 is stored at the back of the garage this year; last year it was at Pateley Bridge, and in previous years at Grove Park. It has also been used during December at Otley, probably for staff recruitment.

YORK. The damaged Depot sweeper, TW/ 803, is still in a corner of the Depot.

SALES AND DISPOSALS.

UNITED COUNTIES. All the Lodekkas loaned/transferred to United Counties during 10-11/73 have now been withdrawn - DX.67 in 8/74, KIX.75 in 10/74, KIX.76 in 11/74, KIX.77 in 11/74, KIX.93 in 7/74, & DX.97 in 11/74; The P.S.V. Circle suggests that all have been returned to West Yorkshire, but this is not so - none of the vehicles has been returned. All documents were transferred to the United Counties Omnibus Company at the time the vehicles went to Northampton, and it is expected that they will all be disposed of direct by United Counties.

16th. December, 1974 - 4030 to Beagle Motors, Ltd., Hookstone Park, Harrogate.

31st. December, 1974 - 1129/33 have returned from West Riding, and are now Held for Disposal.

	FLEET TOTAL.			
	W. Y.	K.W.Y.	Y.W.Y.	
Licensed :-	361	52	80.	1.1.75. 493
Delicensed :-	48	-	8.	1.1.74. 488.
=	409	52	88.	59.
				549 = 547.

* The Fleet Total includes 1444.

1. FLEET CHANGES, (cont.)

TEMPORARY LOANS.

1701, after its loan to Leeds University students in early December, has returned to York field; it now carries an "On Hire to London Transport" sticker in the front bulkhead window.

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

October, 1974 :- 1250.
December, 1974 :- 1259/60/2, 1756/74 & 37A.
January, 1975 :- 1256/61/3.

REPAIRS & TUV'S.

December, 1974 :- 1936, 3954 & 4029.
Sale Livery :- 1061/3, 1130/1/2 & 1707, all by December, 1974. These, with 1084, 1147-50, & 1678/99 are the only withdrawn vehicles at present in Sale livery.

PAINT DATES.

1336 :- W.Poly 1/71.

LIVERY CHANGES.

Poppy Red Livery :- 1260, 1756/73, 3797, 1936, 3954 & 4029.
1250/6/9/61/2/3 were already in poppy red/white.
1936, as mentioned under "Advertising News" was the "Buywell" bus.
3954 was the last VR. to remain in Tilling red/cream, and this is the first stage carriage class to be completely in poppy red/white livery.
4029 was the last Learner bus to remain in Tilling red/cream; it now has the usual 5" white West Yorkshire fleetnames.
York towing lorry 4032, reported as repainted last month, retains green wheels.
In addition to last month's list of vehicles still in Tilling red/cream is 1313 (I), which was still in old colours on the 1st January. Also definitely still in old colours in early January were 1138/66, 2108/9/11, 1278, one of 2295/2332, 1702/6, 2740 & 1769.

The current list of vehicles recorded as still being in Tilling red now reads 2104/8/9/11, 1138/66, 1271-3/8, 2295, 1313, 1702/6, 2740, 1769/82 & 3796, Total 18). Of these, 1271-3 still await overhaul and repaint into poppy red before re-entering service.

GENERAL NEWS.

The Bradford towing lorry 4044, now carries "double N" emblems and 5" West Yorkshire fleetnames in white above the two remaining saloon windows, and also carries a "double N" plate on the radiator. Previously, this vehicle did not carry any fleetname, and is the first of the Company's towing vehicles to display the National Bus Company "corporate image".

It may not have previously been reported that 1397 was fitted with fog-lights some time ago. 1398-1400 are believed to be still without, however.

Further to last month's note about 1250, it was in fact, transferred from Malton to Harrogate (not Bradford).

1936, on repaint into poppy red, was fitted with 3-piece engine pod.
Noted in the Body Shop in early December was West Riding RELL6G 291 (THL 254H), but this has now gone, and has been replaced in early January by similar bus 298 (THL 261H). Both are presumed to have been in for body repairs. 298 was on Grove Park forecourt on the 4th January.

It is thought that all Leyland Nationals have now received Matt Royal Blue roof corner panels inside, a nearside folding seat for luggage, and curtains both behind the driver, and at the opposite side of the gangway. It has not been recorded that Nationals have an individual spotlight in the roof above the ticket machine, which operates when the doors are open.

ADVERTISEMENT NEWS.

Buywell bus, 1936, was repainted in Works during December into poppy red/white. There is therefore, no overall advertising bus in service with the Company now, for the first time for over two years.

At York, the "I'm a Great Knit" side advert. has been removed from 3835, but remains on 3950. Some YDX/YVR's have target adverts. for "Doncaster Races".

The York rear advert. for Forselius has ceased.

A new design for Guardian Royal Exchange Insurance side adverts. has appeared.

The interior York advert. for "Citizens' Advice Bureau" has ceased, whilst the "Presto" side adverts. have been replaced by ones reading "York Bedding & Upholstery Co. Ltd., January Sale".

3. SERVICE CHANGES.

N. & P. 1145.

The following applications have been made to the Traffic Commissioners :-

STAGE CARRIAGE.

S.402. M.25/757. - 69. - BRADFORD (Chester Street) - HINGLEY (Ferncliffe Road). Monday-Saturday: To re-time the 08.15 Hingley - Bradford to 08.10.

S.403. M.25/544. - 22. - HARRGATE (Bus Station) - OTLEY (Bus Station.)

To withdraw the following journeys : Monday-Friday: 17.45 Harrogate - Menwith Hill/Stonehouse Inn. 10.15 Menwith Hill - Harrogate. 10-30 Stonehouse Inn - Harrogate.

S.404. M.25/061. - HARRGATE (Bus Station) - MOORGATES (Cornwall Road).

Monday-Saturday: To re-time the 18.10 Harrogate - Cornwall Road to 18.20, and the 18.20 Cornwall Road - Harrogate to 18.30.

Monday - Friday : To introduce an additional journey at 17.45 Harrogate to Cornwall Road (through journey to Penny Pot Lane).

Arrangements for notifying the public of Christmas and New Year services were slightly different this year, in that two leaflets were issued. These covered (a) Harrogate, York, Wetherby, Malton, and (b) Leeds, Bradford, Keighley, Otley, Ilkley, Skipton. On the 24th. December, normal services operated; on Christmas Day, no services except on 64 (Bradford - Huddersfield) (presumably Metro. Bradford operated) on Boxing Day, generally Sunday service; on Friday, the 27th. December, basically a Sunday service, with modifications; Saturday, the 28th. December to Tuesday, the 31st. December, normal services, and Wednesday, the 1st. January, Sunday services, with slight modifications on some routes.

4. OPERATING NOTES.

BRADFORD. on 6/12, 1181 (B) was on Leeds - Bradford (30).

HARRGATE. On Harrogate - Tadcaster (78) have been 1242 (L.loan W) on 10/12, & 1378 (L.loan V) on 22/12. Leyland Nationals have started to appear occasionally on this route, probably because of interworking with 36. 1438/9 (H) have been used mainly on Leeds - Ripon (36) since entering service on 1/12, although on 2/1, 1438 worked some tea-time journeys on Ontlands/Woodlands Circular (9). During the first two weeks of December, 1411/6 (H) spent several days on routes 24/76 & 36/78. On 2/12, 1086 (H) worked the 16.05 to Menwith Hill (22). 1291 (O.loan H) was on routes 76/24 on 5/12, and on the following day worked on routes 12/13. Two unusual workings on 9/12 were 1087 (H) on the 07.55 to London (302) in place of the usual MELH6L, and 3731 on the 17.50 to York in place of the usual MELH6G. The 17.00 to Ilkley (76A), usually an MELT, was worked by 1756 (P.B) on 10/12. Noted on 11/12 were 1097 (H) on routes 11/11A, 1213 (H) on the 13.10 to Scarborough (84), and during the morning, 1035 (H) on routes 7/7A, 10/12/13. Single-decker substitution for double-deckers on routes 1/2 & 11/11A usually takes the form of MW's and old type SRG's. In the latter half of December, however, the following have been noted : 1309 (H) on route 11 (12/12); 1303 (H) on route 11 (13/12); 1250 & 1310 (both H) on routes 1/2 (17/12); 1303 (H) on route 11 (20/12), & 1342 (H) on routes 1/2 (21/12). The 17.10 Bradford - Harrogate (51) was worked by 1293 (ex.2293), (K.loan B) on 13/12. 1343 (H) worked the 17.45 to Bradford (53) on 19/12, after having earlier in the day worked a return trip to Wetherby on route 77. On 22/12, 1342 (H) worked Car 76, which works the 13.05 to Penny Pot Lane (10), and then duplicates the 15.05 to Middlesbrough (X.99).

ILKLEY. Noted on Ilkley - Leeds (33), otherwise a double-deck route, have been 1214 (H) on 5 & 6/12, 1229 (L) on 13/12, 1402 (B) on 20/12, 1393 (O) on 23/12, & 1218 (L) on 29/12. Unusual observations have been 1182 (O) on Ilkley - Leeds (34) on 2/12, 1091 (I) on Ilkley - Keighley (K.5), with 1179 (Sk.) on Ilkley - Skipton (34), both on 3/12, 1160 (K.loan I) on Ilkley - Leeds (34M) on 5/12, with 2295 (K) on Ilkley - Skipton (34) & 1011 (O) on a School Special (578) on the same day; 1162 (W.loan L) on Ilkley - Leeds (34M) on 6/12, & 1091 (I) on 34 on 23/12.

LEEDS. On 30/12, 1001 (L) worked the 07.25 Leeds - Harrogate (36). Noted on Leeds - Knaresborough (40) on 2/12 were 1137 (U), 1772 (L) & 1935 (L). On 10/12, 1923 (L) was on Leeds - Wetherby (41), whilst on 25/11, 1341 (L) was on Leeds - Tadcaster (42). On 24/12, 1270 (O.loan L) was on the 16.40 Aberford - Leeds (48), which may be an Otley working. On 4/12, 1137 (U) was on 36, and on 30/12 it was in Leeds Depot. One of the few exceptions to the usual DX on Leeds - Alwoodley (36) during December was 1144 (L) on 24/12, on 13/12, 1721 (L) was noted in Otley on Leeds - Otley (34), and return about 4.15 p.m. This appears to be unusual but may be connected with a School Special working. On 5/1, 1242 (L) showing "1" and 1303 (H) showing "3" were both on hire to British Rail, and noted on the Harrogate - Pool road, whilst track work was in progress. Tree lopper 4025 was in Leeds Depot, on 4/1.

4. OPERATING NOTES, (cont.)

OTLEY. 1160 (K.loan I) was working Ilkley - Leeds (34H) on 4/12, and on 6/12
1011 (0) was noted on route 35. Behind Otley Depot on the evening of 1/1
were 1240 (L) & 1948 (H).

WETHERBY. 1137 (U) has been outside Wetherby Bus Station on 7,8,10,14 & 15/12.

YORK. Noted on Leeds - Scarborough (43) have been 1277 (L.loan M) on 26 & 28/11;
3328 (Yk.loan M) on 29/11, 1276 (Yk.) on 1/12, 1290 (L.loan M) on 3/12, 1135 (Yk.)
on 10/12, 1368 (L.loan Yk.) on 27 & 29/12, and 1370 (Yk.loan L) on 28/12. ~~1137~~ Melton
were still using 1352 during the first few days of December, but by 5/12,
1038/9/40 had arrived, and now regular performers on 43. On Bradford - Scarbor-
-ough (43), 1042/3 (both B) often appear, but 53 seaters still appear at times
on these turns. On the 17.15 Leeds - York (43) unusual observations have been
1414 (L) on 9/12, 1340 (L) on 10/12, 1396 (Yk.loan L) on 13,16 & 17/12; 1411 (L)
on 18/12, 1905 (L) on 20/12, 1177 (L) on 23/12, & 1341 (L) on 24/12. On 24/12,
1368 (L) was working for York Depot on this route. On Leeds - Bridlington (44)
have been 3329 (Yk.) on 6/12, & 1379 (V.loan L) on 20/12. 1396 (Yk.loan L) was
on Leeds - Hull (46) on 14/12, and 1046 (L) has joined 1041 on this route. On
2/12, 1.01 was on Y.8 - this is usually a DX duty, but occasionally a York RELL
or an LH. On 3/12, 1145 (Yk.) was on Y.2, 1177 (L) on a Works Special, and
3831 on 79A. On 4/12, 3296 was on Y.2. Working the 17.25 York - Leeds (43A)
until the Schools broke up on 25/12 were 1708 (B.loan L) on 3/12; 1725 (5/12);
1307 (6/12); 1725 (9/12); 1805 (10/12); 1774 (11/12); 1917 (12/12); 1772 (13/12)
1721 (18/12); 1772 (19/12) & 1216 (20/12). On 4/12, 3296 was on Y.2, and on
10/12, 3930 was on Y.19, which is normally DX/RELL worked. On 13/12, 1158 (V)
was on Y.15, and on 16/12 was on a School Special. On 11/12, 1137 (U) was on
a Y.8 special at 7.10. On 22/12, 1375 (H) was on Harrogate - York (84). On-
2/12 an East Yorkshire MCV Topaz-bodied coach of the JRH ... E batch was on
Leeds - Hull (46) in the evening. 1902/24 were both together in Pavement, York,
on 30/12, on fare-box town services. 1145 (Yk.) was on the 12.40 Tang Hall Lane-
Terry's (Works Special) on 31/12. Services Y. 9A/19 appear to be CMO in the
evenings.

LONG DISTANCE. In York Depot on 1/1 were 1006 (Yk.) showing "305/Hull",
1015 (Yk.) showing "305/London, 1018 (Yk.) showing "308/Newcastle", and
1044 (Yk.) showing "308/Bradford". On 23/12, ex.Gillett Bros. KUP 201J, an
A.E.C. Reliance/Plaxton, now United 1153, and painted in red and white dual
purpose livery with United fleetnames, was duplicating Darlington - Leeds (398).
1011 (0) was on Newcastle - Coventry (314) on 28/11.

5. SOLD STOCK NEWS.

MAY 116, (Ex.DX.7, LD6B, sold Norths, Sherburn, 9/70.)
To P.V.S.(Dealers), 11/70.
To Pegg, Caston, 3/71.
To Scrap dealer, Aittleborough, 8/74.)

MAY 620, (Ex.EUG.94, LS5G, sold Norths, Sherburn, 4/71.)
To West (Contractor), Morley, 12/71.
To Norths, Sherburn, 11/73, as 244 GYG.
Sold for scrap, 7/74.
Scrapped by unknown breaker, Carlton, Barnsley, 7/74.

WVW 740, (Ex.2670, LD6B, sold Norths, Sherburn, 2/73.)
Gone from Sherburn, 10/74.

OX 173, (Ex.DX.29, LD6B, sold Norths, Sherburn, 9/70.)
This was used from 4/71 by London Look, Spadine Avenue, Toronto, Canada,
having arrived from England at Halifax, Nova Scotia. It covered the 1600
miles from there to Toronto in 3 1/2 days. London Look, a Fashion House, used
it until 1973. By then it was in poor condition, and was impounded by the
police. It was then sold for scrap, to recover storage charges, which is
probably why it ended up with Banks Transportation, Toronto, and later with
Schwartz Auto and Truck Parts, Etobicoke, Ontario, by 5/73. By 10/73 it had
gone, and is now owned by a Mr. B. Longmore, of Kitchener, Ontario, who is a
preservationist. As it is now, it has a damaged engine, and is in poor
condition, it is unlikely to run again.

5. SOLD STOCK NEWS, (cont.)

HAW 874 (Ex.DB.47; K6B, sold Norths, Sherburn, 11/64.)

To Culling, Glaston, 12/64.

To Kiverway, Harlow, 10/72.

To C.Marsden, Bradford, for preservation, 5/73.

To Mr.Jennoway and Partners,Bookham,Surrey,for continued preservation,11/74.

It is understood that this group have been progressing with the restoration work since acquisition.

KWU 302, (Ex.SEW.22, L/L16B, sold Norths, Sherburn.)

A recent progress report on this vehicle is that the paintwork is nearly completed, although black outlining is still required. It should be ready for Rallying by next season.

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6. TEN YEARS AGO.

The January,1965 Issue reported the entry into service of DX.102/3 (Bradford), SMA.13 (Melton), SMA.14 (York), SMA.15 (Ilkley), SMA.16/17 (K.ighley), SMA.18 (Pateley Bridge),and YIX.191 (York).

General News reported that SMG.13 (H) & DX.174 (H) were fitted with single tyres on the rear wheels.

On the 4th,January, a one-way system had been introduced in Leeds City Centre, and this had necessitated revised routes for all services using Vicar Lane Bus Station.

The last 3 1/2 pages of the 12-page Bulletin were devoted to the usual Allocation List as at the 1st,January. Of the 553 vehicles listed in the summary of vehicle types,only 1091/7 (EUG.83/9), 1137/8/41-6 (SMG.23/30/3-8), 1201-3 (SRG.1-3), 1001-6 (ERG.1-6), 1702-6/8-14/21-83/90-3 (DX.102-6/8-14,121-83/90-3) are still in stock, whilst of the service stock only 4022 (1022), 4025 (1025), 4020 (1020) & 4032 (Y.1032) remain.

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7. OTHER INFORMATION.

NEW TIMETABLE. A new issue of TImetable No.1,Leeds Area, was issued recently. Dated from 27th,October,1974, it has been printed by W.A.Smith (Leeds),Ltd., instead of Ackrill's,Harrogate, as in the first edition. The new issue is basically unchanged,although for some reason,K.5 (Keighley - Silsden - Ilkley) and 87 (York - Tadcaster) are now included. The Leeds - Wake service (36B), the number of which duplicated the Summer Sunday only Leeds - Bramham Rocks - Pateley Bridge service, is now numbered 36A in the text,although still referred to in the Index and on the map as 36B. No mention is made of the Pateley Bridge (36) route, but the Leeds - Otley - Pateley Bridge (34B) service appears.

BUS STOPS. Bus Stop signs have recently been erected/fitted at Rilton Lane End on route 36, and at Pool for routes 51/53/76, to mark the start/end of the National area. The sign reads "Metrocard boundary stage" on a normal new type bus stop, and similar signs have been either erected or fitted at the other county boundaries detailed in the last Issue.

TREE LOPPER. The Company's tree lopper, 4025, celebrated its 37th.birthday on the 1st,December,1974. It is almost certainly the earliest Bristol K type still in existence (only the 41st.to be built) and accordingly gained a mention in the "Bristol's Buses" by P.Hulin. This records that the vehicle has now covered over 1,100,000 miles.

YORK DEPOT. Some time ago,the doors from York Depot into the field,previously sliding wooden doors,were replaced by a roller shutter version.

LEEDS DEPOT. Work is currently in progress inside Leeds Depot on replacing the old bus washer,complete with its coloured lights and vehicle types,which included "D.G", "ED" & "DB" to the end!

STAFF ADVERTISEMENTS. An advertisement in the York Evening Press in late November and early December was for Female Office Cleaners (full or part-time) and Female Bus Cleaners (full time). Applications to Depot Engineer,Barbican Road,York.

"BUSES" MAGAZINE. [redacted] has available for disposal a complete set of "Buses" magazines for the years 1967-73. All enquiries and offers should be made direct to [redacted].

7. OTHER INFORMATION, (cont.)

HARROGATE CAR ROTAS, (MONDAY to FRIDAY) - Introduced 21.10.74.
(continued from December Issue 285).

CAR ROTA No.59, (Single-decker, OM0.)

07.10 Grove Park - Bus Station (-),arr.07.15; 07.25 Bus Station -Pannal (7),
arr.07.43; 07.44 Pannal - Bus Station (7),arr.08.03; School Terms only: 08.05
Bus Station -Benny Pot Lane (10.dupl.),arr.08.20; Penny Pot Lane -New Park
School (810),arr.08.28; 08.30 New Park -New Inn (894),arr.08.45; 08.45 New Inn -
Bus Station (360),arr.09.01; Tuesday only; 09.10 Harrogate - Blubberhouses
(22A),arr.10.00; Blubberhouses -Harrogate (22),arr.10.40. Wednesdays only:
09.10 Harrogate -Great Ouseburn (18),arr.09.57; 10.00 Great Ouseburn -
Knaresborough (18),arr.10.52; 10.35 Knaresborough -Brearton (20),arr.10.55;
11.00 Brearton -Knaresborough (20),arr.11.20; 11.20 Knaresborough -Harrogate
(2 dupl.),arr.11.35; TUESDAY & FRIDAY ONLY: 12.00 Bus Station -I.C.I. (853),
arr.12.15; 12.15 I.C.I.-Bus Station (853),arr.12.25; DAILY: 12.50 Harrogate -
Pateley Bridge (23A),arr.13.42; 13.45 Pateley Bridge -Harrogate (23A),arr.14.57;
SCHOOL TERMS ONLY: 15.10 Harrogate -Boroughbridge (15A),arr.15.52; 15.57
Boroughbridge -Knaresborough (2 dupl.),arr.16.25; DAILY: 16.25 Knaresborough -
White Cross (14A),arr.16.42; 16.42 White Cross -I.C.I.(-),arr.17.05; 17.25
I.C.I.-Knaresborough (351),arr.17.40; 17.40 Knaresborough -Harrogate (1 dupl.)
arr.17.55; 18.00 Bus Station -Beckwithshaw (5),arr.18.15; 18.15 Beckwithshaw -
Bus Station (5),arr.18.32; 18.42 Bus Station -Grove Park (-),arr.18.47.

CLARKSON STEAM BUSES.

Members may be interested in the following description,which has recently come to light concerning Clarkson steamers,and how to operate them. It was quite a complicated operation to start one. First, a little paraffin had to be poured through a small funnel to prime an auxiliary burner, which was lighted by dropping a match through a small hole in the top of the main burner. Half a dozen matches might be dropped in with no effect,but,when at last the paraffin-saturated asbestos-coated auxiliary burner had been started it had to be kept going by means of turning the handle of a geared fan-blower,which directed the flame on to the vaporising coils of the main burner, which was supplied with paraffin at a pressure of 40 lb.,per square inch. The knack of successfully starting the main burner was in knowing just when its vaporising coil was hot enough to produce paraffin gas to feed the main burner. If the liquid paraffin was turned on too late, clouds of suffocating white smoke would belch out of the boiler and would explode with a sheet of flame and a muffled roar from the firebox when a match was put to the main burner. If, on the other hand, the paraffin was turned on before the main burner coils were red-hot, no vaporisation took place,and a fresh start had to be made.

On the road,however, sometimes the big burner got partly out of control, in spite of a special automatic device which was supposed to stop the flame "hunting" or "surging". This sometimes happened in windy weather,with a terrifying display of flames and black smoke,enveloping the whole of the under-gear at the front end of the bus. The burner would eventually settle down when protected from the cross-wind by fences or buildings.

Another common Clarkson fault was due to water from the boiler feed-pump getting into engine oil, and causing the engine to seize up solid. For some reason,this pump was enclosed,together with the engine,in an oil-tight casing, so any leaking water eventually drowned the cylinders. The driver's nightmare, should the engine seize up, was that the great weight of his loaded bus would snap the driving chains and leave him with his utterly unreliable "wrap-round strap" brakes.

Many bad accidents were caused in the early days, both on steamer and internal-combustion engine buses, by brakes which were often unreliable or of too small dimensions to effectively stop the vehicle and its human load.

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FLEET DISPOSITION AS AT 1ST JANUARY 1975.

BRADFORD

1017, 1028, 1029, 1042, 1043, 1052, 1055, 1075,
 1180, 1181,
 1201, 1202, 1205, 1206, 1227, 1228, 1232, 1239, 1279, 1284, 1292,
 1302, 1304, 1307, 1314, 1338, 1339, 1350, 1352, 1358, 1359, 1363, 1364,
 1365, 1376, 1380, 1383, 1384, 1387, 1388, 1389, 1392,
 1402, 1403, 1417, 1418, 1419, 1420, 1421, 1422,
 1704, 1705, 1708, 1722, 1724, 1726, 1727, 1750, 1751, 1752, 1753, 1755,
 1759, 1760, 1767, 1769, 1771, 1779, 1780, 1781, 1782, 1783, 1784, 1785,
 1786, 1787, 1788, 1789,
 1801,
 1901, 1903, 1904, 1905, 1906, 1907, 1913, 1922, 1939, 1940, 1941.
 Service Stock:- 4043, 4044, TWW 801, 191 DWY, CWY 641H
 Stored (delicensed):- 1019, 1020, 1026, 1027, 1080, 1081, 1257, 1274.
 Held in Reserve:- 1070.

GRASSINGTON

1169,
 1204, 1233.
 Service Stock:- UYG 7.

HARROGATE

1007, 1033, 1034, 1035, 1037, 1074, 1086, 1087, 1097,
 1115, 1116, 1138, 1141, 1142, 1146, 1167, 1168, 1170,
 1213, 1214, 1217, 1219, 1220, 1221, 1222, 1223, 1230, 1231, 1234, 1235,
 1236, 1237, 1238, 1250, 1251, 1252, 1255, 1259, 1287,
 1303, 1308, 1309, 1310, 1311, 1312, 1316, 1319, 1320, 1342, 1343, 1347,
 1360, 1361, 1362, 1375, 1398, 1399,
 1400, 1411, 1416, 1437, 1438, 1439, 1443,
 1702, 1713, 1714, 1778,
 1802, 1803, 1806, 1810,
 1916, 1938, 1946, 1948, 1949.
 Service Stock:- 4022, 4023, 4024, 4021, 4C26, 4027, 4029, 4034, 4039, 4040,
 4041, 4042, 4049, TWW 804, 192 DWY, 8718 WW, TWX 749L, WWR 602L, WWR 603L,
 eYG 567M, UWY 634N, GWX 216N.
 Central Repair Works Spares:- 1137, 1703
 Stored (Delicensed):- 1011, 1050, 1051, 1056, 1076, 1079, 1088, 1256, 1258,
 1261, 1263, 1266, 1272, 1273, 1318, 1354, 1413, 1415, 1423, 1444, 3460, 3461.
 Held in Reserve:- 1071.
 Held for Disposal:- 1121, 1135, 1678, 1699, 1720.

ILKLEY

1010, 1091.
 1152.
 1244, 1262.
 1313, 1317, 1395.
 1436, 1442.
 1808, 1809, 1811.
 1937.
 Service Stock (Stored):- 4028.

KEIGHLEY

1016, 1031, 1032, 1036.
 1101, 1102, 1103, 1104, 1108, 1109, 1110, 1111, 1159, 1160.
 1280, 1281, 1293, 1294, 1295, 1299.
 1300, 1301, 1305, 1306, 1332.
 1425, 1426, 1427, 1428, 1429.
 1695, 1696, 1733, 1734, 1735, 1736, 1737, 1739, 1740, 1741, 1742, 1743,
 1744, 1745, 1757, 1762, 1763, 1764, 1765, 1766, 1773, 1777, 1799.
 1800, 1804, 1812, 1822, 1823, 1824, 1825, 1826, 1827.
 1908, 1909, 1910, 1911, 1912, 1914, 1915, 1925, 1926, 1944, 1945.
 Service Stock:- 4033, 4046, 4048, TWW 806.
 Stored (Delicensed):- 1047, 1048, 1264, 1271, 1275, 1758.
 Held for Disposal:- 1093.

NOTE. The transfer of 1206 from Bradford to CRW Spare shown in this month's Allocations and Transfers is incorrect and should be disregarded until clarified.

LEEDS

1001, 1002, 1003, 1008, 1009, 1024, 1025, 1041, 1045, 1046, 1049, 1053.
1144, 1177, 1178.
1203, 1207, 1208, 1211, 1215, 1218, 1224, 1225, 1229, 1240, 1241, 1242,
1243, 1245, 1247, 1286, 1290.
1340, 1341, 1346, 1348, 1349, 1351, 1353, 1355, 1356, 1366, 1367, 1368,
1369, 1377, 1378, 1385, 1386, 1390, 1391.
1412, 1414, 1440, 1441.
1712, 1721, 1723, 1725, 1756, 1770, 1772, 1774, 1776.
1805, 1807, 1814, 1815.
1917, 1918, 1923, 1935, 1936.
Service Stock:-4037, 4047, TWW 802, TWW 805.
Stored (Delicensed):-1004, 1005, 1021, 1022, 1023, 1073, 1267, 1277, 3458.
Held in Reserve:- 1068, 1700.
Held for Disposal:-1095.

MALTON

1038, 1039, 1040.
1153, 1154, 1155, 1162.
1335, 1336, 1337.

OTLEY

1166, 1182.
1248, 1249, 1253, 1254, 1265, 1270, 1278, 1289, 1291.
1393, 1394.
1434, 1435.
1706, 1754, 1768, 1775.
1920, 1921, 1947.

FATELEY BRIDGE

1156, 1157.
1381, 1382.
Service Stock:- NWU 177D.

SKIPTON

1143, 1151, 1179.
1269.
1373, 1374.
1738.
1919.
Stored (Delicensed):-1014.
Held in Reserve:-1066.

WETHERBY

1158, 1161.
1209, 1212, 1216, 1282, 1283, 1285, 1288.
1357, 1379.

YORK

1006, 1044, 1054, 1015.
3105, 3106, 3107, 1145, 1163, 1164, 1165, 3171, 3175, 3176.
1210, 1226, 1260, 3296, 3297, 3298.
1315, 3328, 3329, 3330, 3331, 1333, 1334, 1344, 1345, 1370, 1371, 1372,
1396, 1397.
1401, 3430, 3432, 3433, 3457.
3687, 3688, 3689.
3728, 3729, 3730, 3731, 3732, 3746, 3747, 3748, 3749, 1761, 3790, 3791,
3792, 3793, 3794, 3795, 3796, 3797, 3798.
3813, 3816, 3817, 3818, 3819, 3820, 3821, 3828, 3829, 3830, 3831, 3832,
3833, 3834, 3835, 3836, 3837, 3838.
1902, 1924, 3927, 3928, 3929, 3930, 3931, 3932, 3933, 3934, 3942, 3943,
3950, 3951, 3952, 3953, 3954, 3955, 3956, 3957, 3958, 3959, 3960, 3961,
3962, 3963, 3964.
Service Stock:- 4032, 4045, TWW 803, NWU 540K.
Stored (Delicensed):- 1018, 1077, 1078, 3172, 3173, 3174, 1268,
1276, 3431, 3459.
Held in Reserve:- 1061, 1064, 1065, 1069, 1072, 1094, 1096, 1122, 1124,
1127, 1136, 1139, 1147, 1148, 1149, 1150, 3684, 3690.
Held for Disposal:- 1063, 1084, 1123, 1126, 1129, 1130, 1131, 1132, 1133,
3685, 1701, 1707.

SUMMARY OF FLEET AS AT 1ST JANUARY 1975

	C	SD	DD	TOTAL
WEST YORKSHIRE :	65	239	105	409
KEIGHLEY-WEST YORKSHIRE:	--	24	28	52
YORK-WEST YORKSHIRE :	--	25	63	88
	65	288	196	549

SUMMARY OF VEHICLE TYPES

Ford Transit	:1115/6			2
Bristol MW6G	:1073-81/6-8/91/7, 1137/8/41-6			22
Bristol RELL6G	:1201-45/7-95/9-317/32-403, 3296-8/328-31			192
Bristol RELL6L	:1318-20			3
Bristol RESL6G	:1101-4/8-11, 3105-7			11
Bristol RELH6G	:1001-11/4-29/38/9			29
Bristol RELH6L	:1031-7/40-56			24
Bristol LH6L	:1151-70/7-82, 3171-6			32
Leyland National	:1411-23/5-9/34-44, 3430-3/57-61			38
Bristol FS6B	:1695/6/702-6/8/12-4/21-7/33-45/50-89/99-815/22-7, 3687-9/728-32/46-9/90-8/816-21/8-38			132
Bristol VRTSL6G	:1901-26/35-41/4-9, 3927-34/42/3/50-64			64
			Total =	549

HELD IN RESERVE

1061/4-6/8-72/94/6, 1122/4/7/36/9/47-50, 3684/90, 1700 Total = 23

HELD FOR DISPOSAL

1063/84/93/5, 1121/3/6/9-33/5, 1678/99, 3685, 1701/7/20 Total = 19

SERVICE STOCK

Fleet No.	Regn.	Trade Plate	Chassis Make	Chassis Number	Body Type	Unladen Weight	Into Service
4022	TWW	133	598 WT	AEC Matador	08539533		Towing Lorry 7-14-0 1/2/58
4023	2012	YG	-	Bristol FS6B	178014		Learner Bus 7-19-9 20/11/73
4024	2228	WW	-	Bristol FS6B	155078		Learner Bus 7-8-1 20/11/73
4025	BWY	991	-	Bristol K5G	42.41		Tree Lopper 6-6-0 1/1/60
4026	OWX	176	-	Bristol LD6B	108232		Learner Bus - 1/7/71
4027	OWX	181	-	Bristol LD6B	116057		Learner Bus 7-9-2 6/11/70
4028	BWR	285H	-	Peak Trailers	3636989		Booking Off. 1-18-3 1/8/63
4029	2015	YG	-	Bristol FS6B	178028		Learner Bus 7-13-1 1/9/73
4032	FWX	820	602 WT	Bristol L5G	67C 7		Towing Lorry 5-10-0 11/11/64
4033	FWX	818	600 WT	Bristol L5G	65197		Towing Lorry 6-7-0 1/8/65
4034	GWX	189C	--	Bedford TK	121644		Stores Lorry 3-9-3 1/8/65
4037	KWU	383	601 WT	Bristol LWL6G	87007		Towing Lorry 8-14-1 1/7/69
4039	BWR	284H	-	Ford Transit	BC05/JR/50858		Eng. Van - 1/8/69
4040	BWR	285H	-	Ford Transit	BC05/JA/53613		Traffic Van - 1/8/69
4041	NWT	697K	-	Ford Escort	?		Insp's Van - 1/2/72
4042	NWT	698K	-	Ford Escort	?		Depot Van - 1/2/72
4043	NWT	699K	-	Ford Transit	BC05/ ?		Depot Van - 1/2/72
4044	LWR	424	599 WT	Bristol KSW6G	94023		Towing Lorry 6-12-0 1/7/72
4045	WWT	497L	-	Ford Transit	BD05/NJ/53045		Depot Van 1-55 1/2/73
4046	WWX	442L	-	Ford Transit	BD05/ ?		Depot Van 1-56 12/3/73
4047	PWW	878M	-	Ford Escort	?		Depot Van 0-16-11 12/73
4048	PWW	879M	-	Ford Escort	?		Eng. Van 0-16-1 1/1/74
4049	GWX	217N	-	Ford Escort	?		Spare Van - 1/11/74
-	OYG	567M	-	Rover 3500	-		Car (white) - 19/10/73
-	WWR	602L	-	Triumph 2000	-		Car (blue) - 1/4/73
-	WVR	603L	-	Triumph 2000	-		Car (blue) - 1/4/73
-	TWX	749L	-	Ford Cortina XL	-		Car (green) - 1/11/72
-	GWX	216N	-	Ford Cortina	-		Car (blue) - 1/11/74
-	UWV	634N	-	Ford Cortina	-		Car - 1/10/74
-	NWU	540K	-	Ford Escort	-		Car (blue) - 1/2/72
-	OWY	641H	-	Ford Escort	-		Car (blue) - 1/3/70
-	TWW	801/3-6	-	Lewin	-		Sweepers - 1957
-	TWN	802	-	Barford Atom '15'	-		Snowplough - 1957
-	UYG	7	-	Barford Atom '15'	-		Snowplough - 1958
-	191/2	DWY	-	Barford Atom '30'	-		Snowplough - 1963
-	NWU	177D	-	Barford Atom '30'	-		Snowplough - 1966
-	8718	WW	-	Stakatrak	-		Forklift - 1960

Notes:- 1. 4023 formerly ran as DX 116/716; 4024 as KDX 94/2694; 4025 as 359/DG 13; 4026 as DX 32; 4027 as DX 37; 4029 as DX 119/1719; 4032 as Y245/YSG 130; 4033 as Y243/YSG 128; 4037 as 446/SEW 23 and 4044 as 858/DGW 4.

2. We still require chassis numbers for 4041/2/3/6/7/8/9.