

WEST YORKSHIRE

ISSUE NUMBER 374

INFORMATION SERVICE

MAY 1982

EDITORIAL

It was announced at the Harrogate meeting that we currently have 120 members. It is therefore alarming to find that besides three members of the Committee, only two other members contributed anything towards this issue of the Bulletin. This is a very disappointing number and can only result in less than complete coverage of the Company and its operations. Can we therefore make an appeal for members to take the trouble to report anything they see that seems to them to be different or unusual.

SPRING TOUR - Sunday, 23rd May 1982

We are including brief details this month in case the Bulletin is available before the date of the Spring Tour Departure will be from Bradford (0910) and Leeds (0945) thence to East Midland at Chesterfield. Derby City Transport and Stevenson's (Uttoxeter). Lunch break will be taken in Chesterfield and tea break at Derby Bus Station. Anyone who has not booked already but who would like to take part is advised to be at Bradford Interchange or Leeds Vicar Lane prior to the advertised departure time and if spare seats are available it will be possible to join the Tour.

FORTHCOMING EVENTS

PSV CIRCLE. The next Social Meeting will be on Thursday, 3rd June, from 7 pm in Meeting Room No. 4, Bradford Central Library, Princess Way, Bradford.

HCVC YORKSHIRE SECTION. The next Meeting will be on Wednesday, 16th June at 7.45 pm in the Metro Leeds Sports and Social Club, Concordia Street Leeds 1. This Meeting will be of particular interest to WYIS members as it will be an illustrated talk by [redacted] (one of our Members) on West Yorkshire from its formation until World War II.

PRESS DAY, for the June issue will be on Saturday, 5th June and all items should be sent to arrive on or before that date to [redacted]

1. FLEET CHANGES

Allocations and Transfers

4067		(delicensed)	to	HARROGATE	1.5.82
1417	from	LEEDS		BRADFORD	"
1713	"	BRADFORD	"	LEEDS	"
2328	"	HARROGATE	"	KEIGHLEY	"
2576	"	KEIGHLEY	"	MALTON	"
2580	"	MALTON	"	KEIGHLEY	"

- Notes:-
- 1713 and 2580 both make their first move since new.
 - All five remaining driver tuition Lodekkas are now licensed; 4067 will probably be used at Bradford.
 - The "exchange" of white liveried 2576/80 will be noted; it is believed to be in connection with mileage balancing.

Stored Vehicles

BRADFORD. 1345 left during April but the remaining vehicles here, 1302/5/
6/17/44/6, have now been joined by 1307/35/40/1, 2517, all from Leeds.
All are soted in the yard and only 13-6 is in sale livery.

LEEDS. As a result of the above departures only 1304/20/42/3, 2516/8 are
still at Leeds, all in the yard.

Sales and Disposals

10th February 1982 - 1283	} All to APT Limited, Lincoln (collected from WY premises on dates shown). Some oubsequent disposals have already been given. In a number of cases the vehilces were probably taken direct to Barnsley by PVS Limited.
15th February 1982 - 1291	
26th February 1982 - 3261	
27th February 1982 - 3242	
1st March 1982 - 1286/9, 3239/44, 4054/5	
5th March 1982 - 1278/95	
6th March 1982 - 4-59	
9th March 1982 - 4058	
24th March 1982 - 3922/8	
26th March 1982 - 3930/2/3	
31st March 1982 - 3942/3	
26th April 1982 - 1345 to Mr Reffould, Alco Transport Services, 30/32 Cross Sun Street, Bradford 1.	

2. VEHICLE NOTES

Bi-annual Service

March 1982:- 1761/2/3, 2545
April 1982:- 1441/2/7/50, 1704, 1999

Repaints

March 1982:- 2346, 2529/40/1, 3958
April 1982:- 2575, 1441; also 1368 (lower half only)
May 1982:- 4066 (lower deck only, but with new fleetname transfers).
? 1982:- 1520 (Happy Eater Bus) skirt only (below advert).

Livery Changes

National white livery:- 2581. This has previously been reported as
being in National Express livery after repaint
into white, but it seems likely that in fact it
was painted directly into National livery.

White MetroBus Fleetnames:- 1701

Rebuilding

Further VRT 2's to go to Lincoln for rebuilding to VRT 3 standard by
APT Ltd are 3959, which has now returned, and 3960 which is still there.
Last month's reference to 3968 should have read 3958; the batch seems to
be receiving treatment in strict numerical order.

General News

4066 was being prepared for MOT at the beginning of May and a number
of repairs to bodywork etc carried out. It has had a radio fitted for use
as a control point for the Papal visit to York on May 31st.

Further Leyland Nationals to receive plain rear engine covers with registration plates the left hand side are 1411/41/90. So far recorded are 1411/2/5/41/2/56/80/9/90, 3433/58, but there may be others (and if so can members please report them?).

A 2-piece board exists for use on Moors Bus service 823. This reads "Rievaulx Abbey, Sutton Bank" in black lettering on a white background and is fixed in the demister vents of the nearside windscreen.

11713 has not yet been fitted up for OMO on transfer to Leeds, but is likely to be so treated shortly.

Advertisement News

Most stage carriage vehicles have recently been re-fitted with square "target" adverts for "Please Let Buses Pull Out". This includes Barratt bus 1716.

1706 'O' carries an offside 'T' advert for Thomson Local Directories - this type of advert extends down the blank staircase panel.

1726 (L) carried an upper advert for Flamingo Land.

The latest Racing at Wetherby target is for May 5th.

A lower rear advert at Leeds is for Champion Sparke Plugs whilst an upper rear on Leyland Nationals at the same depot is for Car Care Plan International Golf Tournament, Motor Show and Exhibition at Moor Allerton Golf Club from May 19-23rd. This is carried on at least 1441/51/87 and on all byt 1451 it has been applied over the rear logo.

3. SERVICE CHANGES

N+P 1337

S.300 BW 190/164 Y3/4 STRENSALL-CORNLANDS ROAD

To revise timetable + route + amend terminus at Strensall to read Huntington (Asda)

S.301 BW 190/170 Y14 KEBLE PARK-ELMFIELD AVENUE

To introduce addl journeys between Railway Station + Elmfield Avenue, Mon to Sat evening + all day Sunday.

S.302 BW25/42 667 BRADFORD-SKIPTON

Mon-Fri to retime 0715 Keighley-Kiredale hospital + 073- Airedale Hospital- Keighley to 0710 + 0725 respectively.

S.303 BW25/752 782 LEEDS-SKIPTON

To amend intermediate running times.

S.304 BW25/887 765/712 KEIGHLEY-ILKLEY

To revise route to operate via A65 instead of Sandbends.

N+P 1338

S.3-5 BW 25/752 782 LEEDS-SKIPTON

School Terms Only:- to amend the 16-- Otley-Leeds to commence from Otley Grammar School at 1545.

S.306 BW 25/483 741 LEEDS-WETHERBY

BW 25/696 78 HARROGATE-TADCASTER

BW 25/984 769 LEEDS-BOSTON SPA

To revise outward route between Wetherby + Walton Corner to read High Street-Wetherby By Pass + Walton Road.

4. OPERATING NOTES

Not a West Yorkshire note, but of interest is the news that from mid April United have allocated an Olympian to Ripon Depot. This is 202 (SPY 2-2X) and this has appeared a number of times on Ripon-Leeds(36). However, it seems to have suffered a few teething troubles resulting in the VR still at Ripon (828, P.W 828X) being used on 36 instead.

The Scarborough-Sutton Bank(823) Coors Bus Service via Malton, Castle Howard etc, is worked by the Harrogate car which operates 0900 Harrogate-Scarborough(54) journey and returns at 1835 from Scarborough. A York driver takes over at York on the outward journey.

A further Tadcaster area contract is worked by the Leeds car which does the morning Bramham to John Smiths trip. This is from University Farm, Headley Bar (Tadcaster) to (presumably) Leeds. It seems to leave the Farm between 0755 and 0800. The vehicle then operates along an unclassified road from the Farm to the A1 north of Bramham Crossroads.

On Easter Monday, 1396(B) was in Malton garage, having been exchanged for 2547(M) for the Easter Weekend. On the same day 1401(YK loan M-, 2573(M) and 2580(M) were to be used on duplicates from Scarborough.

2599(L) was noted on 6th April on -63- Leeds-York(746) then later on 1050 Hull-Liverpool(960). However, on 7th April East Yorkshire worked the journey and it would appear that the journey is WY/EY worked on alternate days. On the subject of East Yorkshire, at least 92- of their Leopard/Plaxtons is now in dual purpose livery (ex National white) and resembles the WY 2525-44 batch, at least from a distance.

In Bradford depot on 3rd May was National Welsh UC 8110(KWO 564X) a Leopard/Willowbrook in Air Coach livery, showing "320/National Express". The same day, Crossville ERG 311 (SFM 311M) a RELH6G/EC coach in DP livery was seen entering Leeds showing "Black/960".

On the occasion of the Pope's visit to York on 29th May, approximately 15 saloons are expected to operate a skeleton service within the City, using ticket machines and with a maximum fare of 15p. Outside the City a large number of double deckers (anything from 250-500 having been mentioned) will operate a Park and Ride service from various airfields to the Knavesmire at a fare which includes a car parking fee. Provisional estimates are that about 80,000 people can be expected to arrive by train and 250,000 by car to the special car parks. If the latter figure is confirmed this could involve vehicles leaving the car parks from 2 or 3 am until 1 pm and in the reverse direction from 4 pm onwards, with the frequency building up to a 20 second headway. As soon as each vehicle is unloaded it will return to the airfield for another load of passengers. As any breakdown could cause chaos, it is understood that a number of towing lorries will be distributed at various points in order to deal with any problems.

West Yorkshire are co-ordinating the PSV requirements (planning assistant [redacted] having been appointed traffic co-ordinator for the occasion) and obviously a large number of double deckers will need to be loaned from elsewhere (WY in total only have 123 double deckers). Many of these can be expected to be from nearby NBC Companies but there is a possibility of some Independents being involved.

We would welcome members observations of both vehicles used at York (we would appreciate the help of York members in this) and also any consequent changes to normal operations elsewhere in the Company's area. This is most likely to take the form of single deck operation of double deck routes, but because it is a Bank Holiday it is likely that some double deckers will still be used on the more popular routes, particular those in Wharfedale such as the Ilkley routes.

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5. UNUSUAL WORKINGS

- March 29th - 2567(L) on John Smith's Contract to Bramham/Aberford;
1357 (W loan L) on route 208 Tadcaster Junior School -
Stutton Village.
- April 7th - 2563 (B) on Bradford-Great Yarmouth/Lowestoft (356).
8th - 1354 (CRW loan M/YK) on 1925 Leeds-Scarborough (743)
9th - 1354 (CRW loan M) on 0900 Malton-Leeds (743) with 2572(M)
following 15 mins later.
10th - 1354 (CRW loan YK) on 1300 York-Tadcaster (87).
11th - 2102 (B) and 2578 (I) on Bradford-Scarborough (X43)
12th - 1476 (L) on 0845 Leeds-Scarborough(842) and later Leeds-
Bridlington (746); 1417 (L) on 0945 York-Leeds (746);
1475 (H) on 0910 Harrogate-Scarborough (54); 1004 (YK) on
1420 York-Scarborough (743); 3328 (YK) on 1620 York-
Scarborough (743); 1440 (YK) on 1720 Leeds-Bridlington (744).
13th - 3328 (YK loan M) on 1045 Leeds-Scarborough (842); 1401
(YK loan M) on 1615 Scarborough-Leeds(743); 1353 (CRW loan L)
on 1715 Leeds-Tadcaster (742).
14th - 1396 (b loan M) on 0625 Malton-Leeds (743); 2560 (L) on 1715
Leeds-Tadcaster (742).
15th - 3433 (YK loan M) on 1825 Scarborough-Leeds (842)
18th - 2573 (W) with 2549 (YK) on 1625 Scarborough-Leeds(842) -
presumably 2549 only worked from York.
20th - 1354 (CRW loan M) on 1615 Scarborough-Leeds (743); 2567 (L)
on John Smith's Contract to Bramham/Aberford.
25th - 2580 (M loan YK) on York-London (316)
30th - 3330 on routes 14/15 and 3331 on Naburn Hospital (16A).

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6. SOLD STOCK NEWS

- BYG 851H (Ex 1944, VRTSL6G sold APT Ltd, Lincoln, 3/81)
To Ensignbus, Purfleet, by 3/82.
Tillingbourne (Sussex) Ltd, Sevenoaks -/82.
- XWY 977G (Ex 1926, VRTSL6G sold APT Ltd, Lincoln, 4/81)
To Ensignbus, Purfleet, by 3/82.
- WVY 516G (Ex 1936, VRTSL6G sold APT Ltd, Lincoln, 3/81)
To Ensignbus, Purfleet, by 3/82.
- AYG 941H (Ex 194-, VRTSL6G sold APT Ltd, Lincoln, 6/81)
To British Rail, -/82 as a mobile engineering training centre.
Fitted out downstairs with a workshop, washroom and kitchen with hot
and cold water. Upstairs has a classroom, projection room and storage
and the vehicle is painted in the advanced passenger train livery of red
grey and yellow with a BR emblem in the route number box, "Training Vehicle"
in the destination box and descriptive lettering on the between decks panels
along the sides.
- RWY 822 (Ex 1644, LD6B sold Norths, Sherburn, 2/73)
To Ratby Engineering Co. Ratby, Leics, 3/73.
D J Roberts, Bradford, 11/79.
This was advertised in the June 1981 issue of the Bulletin for sale
for further preservation. However, it is still (May 1982) in the old
Goods Yard at Halifax and has now suffered fire damage to the interior
of the lower deck, (presumably due to vandalism). The condition of the
bus has now deteriorated and unless it is bought from [redacted] quickly
by someone keen to see an early Lodekko preserved, it seems destined for
scrap.

ERB 343H (Ex 2101, Bedford VLM 70 sold Norths, Sherburn, 10/79)
Seen in Whitby on 4/4/82 in use as staff transport, current ownership unknown. Still painted all white with Fleetnames painted out in off white. This is the first report since sale.

841 DYG (Ex 4058 sold APT Ltd, Lincoln, 3/82)
At PVS, Carlton, 12/4/82, still complete but with most windows smashed.

280 BWU (Ex 4054 sold APT Ltd, Lincoln, 3/82)
Also still at PVS, Carlton, 12/4/82 and in a similar condition to 4058.

JWU 336J (Ex 1345, RELL6G sold loco Transport Services, Bradford, 4/82)
Seen in early May on Canal Road, approaching Bradford from the Shipley direction and painted in red/green sale livery. It has also been seen parked at the bottom of Bolton Road, Bradford.

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7. OTHER INFORMATION

OTHER BRISTOLS

Garforth Comprehensive School have replaced their SUL41 ex Western National (sold to Norths) with an LH6L/B43F from the same source (POD8-7H, fleet No. 739).

Not a Bristol, but a vehicle with slight WY connections, is VVL 845M, a Ford RI014/Duple C45F which was formerly Lincolnshire 1617. This was stored at Leeds depot from before Christmas 1980 until March 1981 and apparently then passed to Ensign (dealer), by whom it has now been exported to Jamaica!

DHW 992C is an ex Bristol O.C MW5G, now with the 17th S.W. Scouts, Armley, Leeds.

Out of use at Top Farm, West Hardwick near Pontefract is 600 ENG, an MW5G ex Eastern Counties LM 6-2. This is owned by Duckitt (farmer) and has been reported as being sold back to Norths by 6/30 - this report was obviously incorrect.

PHN 831, an LS5G ex United EU2, now preserved has been kept at Whitby and Halifax, but is now on the premises of Brooksbank, Featherstone (4/82).

JNG 636D, an MW5G ex Eastern Counties LM 636, last recorded with Sykes, Barnsley, 7/79, was in Parton and Allen's scrapyards at Carlton during April with lettering for "4th EFS Sea Scouts" (location unknown).

MONTPELLIER TRAVEL

The Coach Tour Office in Montpellier Parade, Harrogate, has recently been altered and has opened as "Montpellier Travel", a Travel Agency which combines the earlier concept of coach tours to local beauty spots with the fast-growing overseas holiday trend. The new office deals with the full range of travel requirements and is therefore more wide-reaching than the earlier booking office which has existed for a number of years.

50 YEARS AGO

The Telegraph & Argus of 5th May included an item under the above title reporting that the recently introduced Bradford - Harrogate bus service via Yeadon Moor was proving popular. It was thought that this popularity was due to the Airport then recently opened on Yeadon Moor.

THE BRISTOL 'BVW' ENGINE

by B.J. Smith

When West Yorkshire took delivery of its 1959 intake of Lodékkas, it introduced the Bristol BVW engine to the fleet; this was to remain the Company's standard engine for double deckers until it's last Lodékkas arrived in 1966.

A replacement for the AVW unit, the BVW was slightly larger (8.91 litres) and slightly more powerful (106 BHP average), and was of a totally new design.

One of the main changes was the integral construction of the crankcase and cylinder block, which was of "Chromidium" high grade cast iron. Cylinder liners were of the knock-in flanged type, and they were wet liners, which meant that they actually came into contact with the engine coolant around their outer diameters. To prevent seepage of the water into the sump, twin rubber sealing rings were fitted at the lower end of the liners, and in the case of failure of the uppermost rubber ring (which was always in contact with the coolant), water would drip out of little "tell-tale" holes in the nearside of the cylinder block.

Another change in design eliminated the timing chain, this being replaced by a set of helical timing gears. A gear on the front of the crankshaft drove an idler gear, which in turn drove two more gears - one for the camshaft, the other for driving the compressor and fuel pump.

The crankshaft was of nickel-alloy steel construction, "Tocco" hardened. All seven main bearings were pre-finished shells requiring no boring at all. A "Metalastik" rubber-bonded torsional vibration damper was fitted at the front end of the crankshaft, ahead of the fanbelt pulley.

Cylinder heads were iron alloy castings, and were paired, each head covering three cylinders. The inlet ports were fitted with choke tubes (removable for cleaning), the function of which was to control air swirl, and promote efficient combustion. The overhead valves were operated by rockers mounted on the heads, and these were pushrod-operated from the camshaft, mounted in seven bronze bushes halfway down the crankcase on the offside.

Pistons were of aluminium alloy, with three cast iron compression rings (the top one being chrome plated) and a cast iron oil scraper ring above the gudgeon pin, with a further similar scraper ring below the pin. Connecting rods were manganese Molybdenum steel stampings, with replaceable "Glevite" brass little-end bushes, and pre-finished big-end bearing shells, which, like the main bearings, required no boring.

As already mentioned, the compressor and fuel injection pump were driven via an idler gear from the crankshaft, and on early BVW engines, the compressor was in fact an exhaustor, of Bristol design, which created the vacuum needed for the brakes. Later engines were fitted with a choice of 7 cu.ft. or 10 cu.ft. compressors which supplied air for the brakes under pressure, and these could be of Westinghouse or Clayton-Pewandre manufacture.

Fuel injection pumps were either of C.A.V. "N" type or Simms "P" type specification, and were driven directly from the end of the compressor/exhaustor via a flexible coupling. Early engines had couplings made of steel shims, but these were superseded on later units by a rubber coupling. A lift pump of either C.A.V. or Simms manufacture, was mounted on the side of the injection pump. This drew fuel up from the main tank, via two "Purolator" paper element filters.

Electrical equipment, as far as West Yorkshire was concerned, standardised on C.A.V. units. The axial-type starter motor was supported by a two-strap bracket mounted on the lower rear nearside of the engine.

On early units, the generator was usually a dynamo, although alternators were fitted to quite a few engines for assessment. In either case, the generator was supported by two straps beneath the injection pump mounting bracket on the nearside of the crankcase. Drive was via a belt from the crankshaft pulley, to an adjustable pivoting pulley assembly, mounted on the timing case. Connected to the back of this, was a tubular drive shaft to the generator, incorporating "Metalastik" rubber-bonded bushes, to allow for any misalignment between the belt adjuster pulley and generator.

Alternators obviously proved their worth, as all later engines had them fitted, but although still belt-driven from the crankshaft, mounting and drive differed somewhat. The alternator actually had its own pulley, and was now strapped into an adjustable pivoting cradle, mounted on the front nearside of the engine, thus still adjusting the drive belt, yet disposing with the drive shaft and pivoting pulley unit.

After a few teething troubles, the BVW proved to be quite reliable in service, and although it lacked the finesse of a Gardner unit, it did put up quite a good show in the longevity and economy stakes. In many ways, it is a shame the BVW has all but gone (just 5 driver tuition Lodekkas remaining).

CONTINENTAL TOURS

It will be apparent that this year, West Yorkshire are entering the Holiday Tour and Continental Tour market for the first time in earnest. The following is a sample itinerary for one such outing - a 3-Day Excursion to Holland, departing Friday 7/5/82, returning from Holland Sunday 9/5/82 arriving into home towns on Monday 10/5/82:-

FRIDAY

Depart Skipton, 1315 hours travelling via Ilkley (1345), Otley (1400), Harrogate (1430) and York (1530). Direct from York to Hull, King George IV Dock arrive 1645. Refreshments available in the departure lounge and embarkation from 1700 onwards. Ship sails at 1800 for Holland (Europort). On board meals are included in the price - 5 course dinner, english or continental breakfast and early morning tea. Entertainment available. Sleeping in reclining seats; blankets and pillows available. Cabin accommodation at extra charge.

SATURDAY

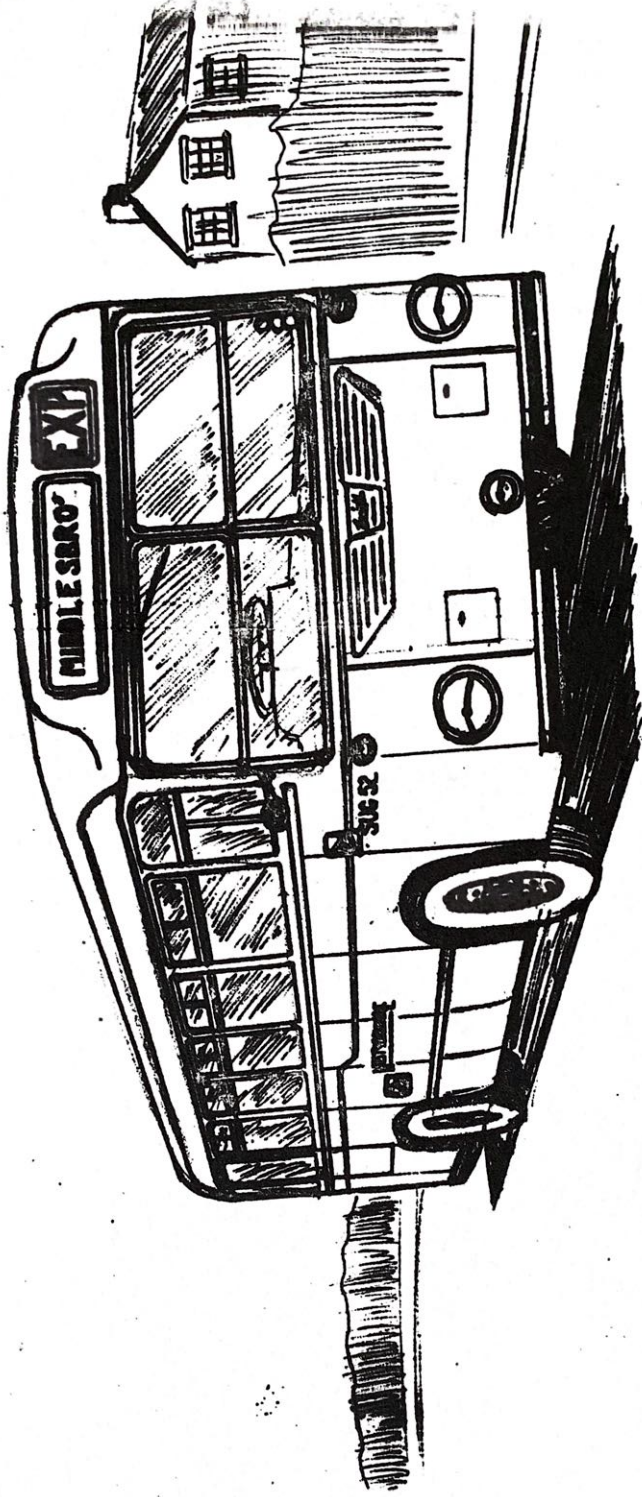
Arrive Holland. After early breakfast, ship arrives 0800 and disembarkation takes place immediately. Thence direct to hotel at Breda to check in for overnight accommodation at Bra'bant Hotel. Then depart for tulip fields at Keukonheuf via Dordrecht, Rotterdam, Haarlem arrive 1100. Depart 1400, direct to Amsterdam arrive 1500. Anyone not wishing to stay in Amsterdam can go on to Volendam. Coach departs Amsterdam for Breda at 2100 for overnight stay.

SUNDAY

Depart 0900 via motorway, Rotterdam to The Hague, arrive 1100. 2 hours free time in The Hague then rejoin coach to visit one of famous dutch potteries at delft. Depart delft 1500 via Rotterdam to Europort, embarkation at 1700. Ship sails 1800 for Hull.

MONDAY

Ship docks at 0800; emigration from 0800 onwards. Depart quayside approx 0900. Coffee break in Beverley then return to home town.



1956 ECH DM4F-BODIED BRISTOL LS 56

Sketch
3/62