

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 328

JULY 1978

Hon. President  
Hon. Vice President  
Hon. Chairman

Hon. Secretary  
Hon. Publications Officer

Hon. Tours Secretary

Bulletin Production Team  
Hon. Editor

### LEEDS DEPOT OPEN DAY

Some members will already know which vehicles were on display on Sunday 18th June, but for the record 1161, 1488, 1703, 1827 and 2518 were over the pits, 1177 on the vehicle lift in the garage, new learner bus 4058, tree lopper 4025 and preserved ex Company vehicles JUB29, K383 and CP 1 all parked in the garage. Golden National 1473 was working a free bus service from Vicar Lane to the Garage.

### FORTHCOMING EVENTS

#### AUTUMN TOUR - Sunday 1st October, 1978

For our Autumn Tour this year we are hoping to visit the Hull area. The plan is to use a Lodekka from Bradford via Leeds and York to Pocklington (EYMS Depot) and Hull (EYMS Depot and Works and Hull Corporation Depot and Works.) It may also be possible to visit Phillips Coaches at Skiptonthorpe, who are believed to still have SGL 7 on the premises. Costs are not yet known but should not exceed £1.50, and may be less if good support is obtained. A booking form is enclosed with this issue and should be returned as soon as possible to [redacted] at the above address. Timings will be given next month.

PSV CIRCLE The next Social Meeting will be on Thursday 3rd August, from 7pm in Meeting Room No 1, Second Floor, Bradford Central Library, Princes Way, Bradford.

HVCV Yorkshire Section The next meeting will be on Wednesday 9th August and will be an outside visit to the Middleton Railway. There will be no Concordia Street meeting on this date.

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

TRANS PENNINE RUN The tenth run will take place as usual on Sunday 6th August and as usual programme sellers and marshalls are required both en route and at Harrogate. Anyone willing to assist should write to [redacted]

WANTED Our Chairman would like to buy a copy of Buses Annual 1972. Anyone with a copy that they no longer need is asked to contract [redacted]

1. FLEECE CHANGES

		<u>NEW VEHICLES</u>		
1703	YWY 829S	Bristol	VRTSL6G 3/1330	ECW 23291 H43/31FD 9106kg
1704	YWY 830S	Bristol	VRTSL6G 3/1331	ECW 23292 H43/31FD 9106kg
	JCX 771S	Ford Cortina		Secretary Harrogate June 1978
	KBT 109S	Austin Maxi		Area Architect Harrogate June 1978
	AWW 263S	Ford Escort		Divisional Building Inspector Harrogate June 1978

ADDITIONAL INFORMATION

1702 - chassis no 3/1326; unladen weight 9106kg  
 4058 is not yet in service and does not at present carry an unladen weight. 4057 shows 7-14-2  
 1703 was delivered as 2002 and 1704 was probably 2003 on arrival, but these numbers were altered before entering service. 1703 arrived during April and 1704 on 29th April, both to Grove Park, and 1703 had moved to Leeds by 18th June for the Open Day, and probably remained there until licensed.

RENUMBERING

It is understood that the new numbering scheme will only affect coaches/dual purpose vehicles, and will attempt to differentiate more between the two types. Full details will not be given until the vehicles concerned start to receive their new numbers, probably over the winter. The Company Fleet List recently published gives 1001/7 renumbered 2501/2. 2502 is the only one believed to carry its new number, and the July Fleet Disposition still refers to 1001/7. The exclusion of 1005 will be noted; it is understood that those RELH'S remaining with Synchronesh gearboxes rather than semi-automatic (this involves 1005/10/1) will be excluded from the new scheme since their remaining life will be short.

ALLOCATIONS AND TRANSFERS

1207	from CRW Spare	(delicensed)	30.6.78.
1218	Harrogate	"	"
1225	Wetherby	"	"
4026	Harrogate	"	"
1703	(New)	to Leeds	1.7.78.
1704	"	Otley	"
1240	Leeds	Wetherby	"
1254	Keighley	Harrogate	"
1270	Otley	Harrogate	"
1386	Bradford	Leeds	"
1402	Harrogate	Bradford	"
1473	Leeds	Keighley	"

NOTES:

1. 4026 was the last LD6B to serve the Company and had spent exactly 7 years in this role as a permanent learner bus.
2. 1473, the Golden National, continues its Tour of different depots.
3. 1704 is the first new double decker at Otley since 1946/7 were new there on 1/11/69.
4. The Company Fleet List shows 3176 as licensed at York whereas in fact it is delicensed and performing towing duties on trade places 602 WT. Similarly, 3749, is only shown as delicensed, whereas it is withdrawn and held in reserve.
5. 1218 is the first of the 1966 RELH'S to be withdrawn.

STORED VEHICLES

HARROGATE At the side of Grove Park are 1218, 4033, 1448 and an ERG (either 1003 or 1008). At the back are 1076/8, 1204/11/3/4/7, 3793, 1805, 4026/7.

LEEDS In the yard are 1009, 1208/12.

30th June 1978:- 1009, 1218, 4026, all to held in reserve

	<u>FLEET TOTAL</u>			
	<u>WY</u>	<u>YWY</u>		
Licensed:-	<u>453</u>	<u>85</u>	<u>1.7.78.</u>	<u>1.7.77.</u>
Delicensed:-	<u>3</u>	<u>1</u>	<u>538</u>	<u>525</u>
	<u>456</u>	<u>86</u>	<u>4</u>	<u>5</u>
			<u>542*</u>	<u>530</u>

\* The Fleet Total excludes 1009, 1218.  
The 3 delicensed main fleet vehicles are 1151, 1207/25; whilst the York-West Yorkshire is of course 3176.

2 VEHICLE NOTES

June 1978: 1103, 1320/48.

July 1978: 1351/3

OVERHAULS

June 1978: 3819

HEAVY DOCK

May 1978: 1224

June 1978: 1007

REPAIRS

PAINT DATES

1702/3 - both IP 4/78; 1978 - K 2/77; 1988 - K9/77

CERTIFICATES OF FITNESS

1702/3 - both 13/4/85; 1704-27/4/85; 1812-3/1/82; 1101/13/7  
19/5/83; 1102-25/5/83; 1319-9/6/83; 1342-7/3/83; 1343/6-11/5/83;  
1344/5-23/5/83; 1025-23/2/85 (1024 and 2515 - 8 retain the same C of F's after rebuilding).

REBUILDING

1028 duly returned from Willowbrook and was converted to OMO and renumbered 2517 in Works during June.  
Both 4057/8 carry their rear "Learner" lettering over the rear indicator instead of on the back panel as on previous conversions.  
A small "L" is carried just above the number plate.

UNLADEN WEIGHTS

1320-7602 kg. This is a conversion of 7-10-0 (the figure when with a Leyland engine), rather than 7633 kg, the conversion of 7-10-1 for Gardner engined vehicles in this batch. 1351/3-7658kg; 1103-7517kg; 3819-7903kg; 2516-8 are all 8527kg and 2515 therefore appears to be the only one to carry 8587kg. 1348 remains 7-10-3 after overhaul.

LIVERY CHANGES

Dual Purpose Livery 2502  
New Logo:- 1103/4; 1320/48/53; 1351, 1224, 2502  
1442, possibly following repairs, carries the new logo at the front only, with the white band under the windscreen and the fleet number on the white. The remainder of the bus is unchanged. The recently repainted Plaxton RELH's remain in National White; their regrading to dual purpose was only connected with their use and they need to retain National livery for use on long distance routes. 1465 (SK) has had the front Leyland motif replaced by the new NBC logo.

GENERAL NEWS

The recently published Company Fleet List which some members may have bought at the Leeds Open Day shows that 1239/45/7-58 are regarded as being fitted with "Country" type seats. These are the seats with curved backs first fitted to 1215, which is not however shown in the Fleet List as having these seats. 1980 has been fitted at Bradford with "Pantograph" type wipers like the latest VR'S.1971 also has this style, but 3969/70 have the earlier style. Where is the dividing line, please?  
1025 has been fitted with a new mesh grille at the front in an attempt to combat difficulties with boiling.

Dates fitted for OMO - 1024-14/2/78; 1025-28/2/78; 2515-5/5/78; 2516-10/4/78; 2518-7/6/78.

1805 has now had its engine removed for use as a spare. AEC Matador 4022 was off the road for a time during June and LH'S 1156 and 1170 deputised in between being used on service. 4022 is now repaired. Withdrawn 1009 has had its seats exchanged with another vehicle. 3924/42/55 are more vehicles noted with their centre rear engine cover divided laterally into two. 1770 (B) has a plain mesh radiator grille, which is painted black.

ADVERTISEMENT NEWS

A new inside panel advertises Open Days at Bradford, Leeds and Harrogate depots as part of the 50th anniversary of the Company. The side advert "Cover yourself with Pearl Assurance" has ceased in York after many years of operation. 3797 is the only vehicle in York to sport a new side advert entitled "Don't buy a house without a chimney". 3921 and 3924 have the more familiar Solid Fuel Advisory Service advert "Come Home to a Real Fire". 1154 has a lower rear advert for "The Cornhill Tests".

3. SERVICE CHANGES

The following applications have been made:-

NEW SERVICE

S729 BW 25/932 Keighley (Bs. Stn) - Braithwaite(Avenue Top)  
Out via Lawkholme Cres. Bow St. North St. Devonshire St. Brewery Rd. Highfield Lne. Cartmel Rd. Redcliffe St. Highfield Rd. Whin Knoll Ave. Braithwaite Rd. Braithwaite Ave. West Lne. High St. North St. Cavendish St. Lawkholme Cres. Inward via Bow St. North St. High St. West Lane. North Dean Rd. Broster Ave. Guard House Traffic Island. Braithwaite Ave. Coronation Way. Coronation Mount. Braithwaite Ave. West Lne. High St. North St. Cavendish St. Lawkholme Cres. Alternative route between Keighley and Braithwaite:- Outward as above route to North St. then High St. West Lne. Braithwaite Ave. Coronation Mount. Coronation Way. Braithwaite Ave. Inward. Braithwaite Rd. Whin Knoll Ave. Highfield Rd. Redcliffe St. Cartmel Rd. Highfield Lne. Brewery Rd. Devonshire St. North St. Cavendish St. Lawkholme Cres. To operate throughout the year.  
Vehicle allowance: 2 with duplication.  
On grant BW25/853 702 Spring Bank - Braithwaite Circular  
BW25/844 703 Keighley - Guard House  
BW25/856 704 Thwaites Brow-Braithwaite Circular  
Will be surrendered.

S 730 BW25/933 Keighley (Bus Stn) - Thwaites Brow  
via:-

- 1) Outward Lawkholme Cres. Cooke St. Cavendish St. Hanover St. East Parade. Coney Lne. Park Lne. Parkwood Rise. Park Lne. Long Lee Lane. Thwaites Brow Rd. Inward as above reversed. to Long Lee Lane. Park Lne. Coney Lne then as above to Cavendish St. Cooke St. Lawkholme Cres.
- 2) Outward as route 1. Inward via outward route reversed to Park Lne. Parkwood St. Thwaites. Thwaites Lne. Dalton Lnn. East Parade. Cavendish St. Cooke St. Lawkholme Cres.
- 3) Outward via Lawkholme Cres. Cooke St. Cavendish St. East Parade. Dalton Lne. Thwaites Lne. Thwaites. Parkwood St. Parkwood Rise. Park Lne. Long Lee Lne. Thwaites Brow Rd. Inward Thwaites Brow Rd. Long Lee Lne. Park Lne. Coney Lane. East Parade. Hanover St. Cavendish St. Cooke St. Lawkholme Cres.  
To operate throughout the year.  
Vehicle allowance 2 with duplication  
On grant BW 25/856 704 Thwaites Brow - Braithwaite Circular  
will be surrendered.

5731

S731 BW 25/934 Laycock (Institute) - Spring Bank  
Outward via Laycock Lne. Braithwaite Ave. North Dean Lne.  
North Dean Rd. West Lne. High St. North St. Cavendish St.  
Lawkholme Cres. Cooke St. Cavendish St. Hanover St. Low St.  
Coney Lne. Park Lne. Hainworth Wood Rd. Inward outward reversed  
to Cavendish St. Lawkholme Cres. Bow St. North St. High St.  
West Lne. North Dean Rd. North Dean Ave. Braithwaite Ave. Laycock  
Lne.

To operate throughout the year.

Vehicle allowance 2 with duplicates

On grant BW25/853 702 Spring Bank. Braithwaite Circular  
and BW 25/858 701 Keighley - Laycock will be surrendered.

#### VARIATIONS

S732 BW25/887 765 Keighley - Ilkley

Mon-Sat: To divert the 2000 Keighley-Ilkley journey via  
Airedale Hospital and operate 5 mins later from Silsden  
Church.

This is to operate for an experimental period of 3 months from  
5th June 1978.

S733 BW25/834 70 Silsden - Skipton

Mon-Fri: To retime the 1820 Silsden-Skipton journey to 1815  
and operate via Airedale Hospital for an experimental  
period of 3 months from 5th June 1978.

To amend the alternative route via Farnhill.

T106 BW25/90 From Low Harrogate.

To introduce an additional excursion:-

191. Local Tour of Harrogate (Morning) 70p from Bus Station.  
via Station Parade. Victoria Ave. West Park. Parliament St.  
Crescent Rd. Montpellier Rd. Low Harrogate. Royal Park. Crown  
Place. Cornwall Rd. Penny Pot Lne. B6161 Skipton Rd. Ripon Rd.  
Cheltenham Parade. Station Parade. York Place. Knaresborough  
Rd. Starbeck High St. Forest Lane Head. High Bard End. Knaresborough  
High St. Gracious St. Briggate. White Head Way. B6163. A661 Follifoot  
Rudding Lne. Wetherby Rd. Hookstone Brive. Hookstone Rd. Leadhall  
Lne. Green Lane. Whinney Lne. Lady Lne. Beckwith Head Rd. Otley  
Rd. West Park. Parliament St. Crescent Rd. Montpellier Rd. Low  
Harrogate.

Due to lack of patronage, new service Y12A to York District  
Hospital, which only commenced on 19th Mars. was withdrawn from  
24th June.

We have full details of the special service from Leeds to Thorp  
Arch Trading Estate (X41) introduced from 10th April, but in an  
effort to keep this issue to a reasonable size due to holidays,  
these are being held over.

Starting 25th June 1978 the 0730 York-Harrogate (84) ceased  
calling at Upper Poppleton and other timing changes took place.  
S702 was introduced from 5th June 1978 and buses from York and  
Thirsk diverts from the normal route between Sowerby, Crown  
and Anchor and Thirsk Market Place. A note on the leaflet  
says that this is for a 6 month experimental period and  
continuation on a permanent basis depends on support. From 25th  
June certain journeys on 3, 5, 7 and 12 were retimed and  
rerouted to provide improved services to the CEGB at Beckwith  
Knowle, Otley Road. Vehicles are not running into the CEGB  
but are terminating/starting at Plantation Road. At Wrose,  
Bradford, one outward and one inward bus stop on route 676  
have been combined with Metro bus stops instead of being separate  
as previously.

### TEN YEARS AGO

Only three new vehicles were recorded as entering service in the July 1968 Bulletin; two Ford Zephyr V6 cars (for Chief Engineer and Traffic Manager) and a Ford Corsair (for the Assistant Traffic Manager). Two buses, SUG 17/25, and three cars had been withdrawn.

A revised livery had been introduced on SUG'S, which was red with a cream band. DAW4 had been repainted red but had not re-entered service due to engine trouble.

United Had started to work night through to Leeds on 36 from 16th June, having previously been confined to the Ripon-Harrogate section. At Leeds, DX59 the official learn bus, had not been in use for these duties and a large number of other vehicles had been used instead. United R32 and R68 had been noted working into Leeds on the new joint service. During June a Yorkshire Woollen coach on a private hire was replaced by SMG 6 on the outward journey. The vehicles were changed back on the return journey, no doubt much to the relief of the passengers.

A large amount of Sold Stock News was again given, much of it several years old that had only just come to light. To round off the 6 page issue, details were given of the special blind fitted in Ex Ledgard Ford CF1.

### OTHER INFORMATION

#### Study of 1470

June - 2,7,8th - route 11; 9th - routes 1/2 in morning and routes 10/7A in afternoon; 10,12,13,15-17, 19-21/5/6/7th - route 11.

TICKET MACHINES Further to last month's Ten Years Ago, Almex machines are not in general use on Harrogate local services, but it is understood that the whole or at least West Yorkshire County part of the Company will be changing over to Almex machines in the near future. The first stage of this will be the planned conversion of Ilkley and Otley OMO duties to Almex, on Sunday July 16th. This will involve routes 650/1/3/4, 697, 765, 772/8/9/80/1/2/3/4 as well as odd school and works specials.

FLEET HISTORY PART II Page 44 - YDG 55-65 (Y368-78) were CWX 656-66 not CWY. Page 52 - SUG 68 did carry 1045 in service. withdrawals - SUG 68 should read 1045. Page 53 Disposals - SUG 68 should read 1045. Page 74 K624, Y634 (WW4276/64) were B10A not B10A2. Page 75 Y1005 (WW4264) was B10A not B10A2.

### BUS DRIVER OF THE YEAR

The first round of this competition took place at Woolley Edge Service Station on the M1 on Sunday 21st May, 1978. 17 Competitors from the WR/YWD group attended and were run off as one group, with 7 competitors from WYRCC run off separately.

Vehicles present were 1375 (WYRCC Competitors) and WR/YWD 1, 3 (Spectators), 786 (Fault finding, VR), 789/98/7 (Manoeuvring tests VR). West Yorkshire took 1st and 3rd place overall and WR/YWD 2nd and 4th. 1st and 2nd of the WY and 1st and 2nd of the WR/YWD groups go forward to an extra knock-out at the Leyland bus and truck factory on 16th July prior to the final at MOTEC, High Ercall, Near Telford on 17th September.