

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 257.

AUGUST, 1972.

AUTUMN TOUR OF NORTH YORKSHIRE - Sunday, September 24th, 1972.

We are pleased to be able to report that bookings for this Tour are coming in very well indeed, and in view of the fact that a 36-seater is to be used, bookings are such that "early application is advised to avoid disappointment". The pick up point in York will be York Station (not Rougier Street).

DON'T DELAY - BOOK TODAY!

TRANS-PENNINE RUN.

I would like to thank all members of the W.Y.I.S., who played a part in this event, either as marshalls or programme sellers, and also the Company for making the Information Bureau available as the Control Vehicle. (E.D.)

CHANGE OF ADDRESS.

Will members please note that the address of our Publications Officer,

P.S.V. CIRCLE. The next Meeting will be on Thursday, 7th. September, from 7-00 p.m., in the Bradford City Transport Staff Canteen, Forster Square.

H.C.V.C. YORKSHIRE SECTION. The next meeting of this Club will be on Wednesday, 13th. September, at 7-30 p.m., in the Leeds City Transport Social Club, Concordia St. Leeds; it is hoped Mr. Roberts will, finally, give his talk on "A Winkleigh Weekend".

W.Y.I.S. Members will be welcome at both of the above meetings.

PRESS DAY for the September Issue will be Saturday, 2nd. September, and all items should be sent to arrive on or before that date to

1. FLEET CHANGES

NEW VEHICLES.

1369. RWT 763 K. Bristol RELL6G. 3/1774 ECW 1910 B53F 7-10-3.  
1370. RWT 764 K. Bristol RELL6G. 3/1775 ECW 19110 B53F 7-10-3.

REBUILT VEHICLE.

4044. LWR 424 (599 WT) Bristol KSW6G. 94023 ECW/WY 5955 6-12-0.

ADDITIONAL INFORMATION.

1369 was delivered during July, and 1370 on 28th. July. Both were taxed in order to retain "K" registrations, but neither entered service until August 1st. Both were delivered without fleet numbers, which were added at Works.

The chassis number of 1368 is 3/1773.

The unladen weight of 1709 is now 7-8-0. (ex. 7-18-0.)

It is understood that the chassis of 2108/10 (8/347 & 350) were built by Bristol for West Yorkshire, and only 2109/10 (8/348 & 349) were built for the Keighley fleet.

ALLOCATIONS AND TRANSFERS.

4044.	(Rebuilt)	to BRADFORD.	1.7.72.
1215.	from WETHERBY	(Delicensed)	31.7.72.
1242.	" BRADFORD	"	"
1264.	" ILKLEY	"	"
1291.	" OTLEY	"	"
3297.	" YORK	"	"
1664.	" HARROGATE	"	"
1908.	" KEIGHLEY	"	"
3175.	(Delicensed)	to YORK.	1.8.72.
1213.	"	" WETHERBY	"
1239.	"	" BRADFORD	"
1711.	"	" BRADFORD	"
1714.	"	" HARROGATE	"

**1. FLEET CHANGES, (cont.), ALLOCATIONS & TRANSFERS, (cont.)**

1369.	( New )	to LEEDS.		1.8.72.
1370.	"	" YORK	"	"
1098.	from LEEDS	" YORK	"	"
1261.	" LEEDS	" ILKLEY	"	"
1287.	" YORK	" OTLEY	"	"
1801.	" BRADFORD	" KEIGHLEY	"	"

- Notes :-**
1. All vehicles are relicensed at their former Depots except 1213 (ex.York.)
  2. This is the first move since new for 1287 & 1801.
  3. As a result of this month's delicensing and withdrawals, there are only two RWY registered Lodekkas in stock (1646/51), of which neither is running, and only five TWY Lodekkas (1659/64/6-8), of which 1666-8 are still running, although none are likely to survive much longer. There are now six LD type Lodekkas in service in the main fleet, (1666-8/79/81/3) and three in the Keighley fleet (2675-7), otherwise all Lodekkas now in traffic are of the FS type.

STORED VEHICLES.

- BRADFORD.** 1711 returned to Bradford on 30th. July, on trade plates 605 WT. 1644 is stored on the ramp at the rear of the Depot.
- HARROGATE.** Behind Grove Park on 8th. July were 1047/8, 1649/51/9/60/2/5, of which only 1662 was in Sale livery. On the same day, Taylor's yard behind Works was empty. Since then, 1662 has gone to York, 1659 has moved inside, and behind the Depot is now 1047/8, & 1649/51/60/5. One is down the side; by a process of elimination, this must be 1664. 1661 was moved to York on the 3rd. August.
- LEEDS.** Inside on the 9th. August were 1215/6.
- SKIPTON.** The field behind the Depot is currently packed with vehicles comprising 1186, 2181/2/3/4, 2639/40/70 (total 8). In early July 1137 was also in the field, but this now in Works.
- YORK.** In the field behind the Depot on 28th. July were 1149/50, 3672/3, 1646/1652/5/6/7/8/61/2/82, of which 1652/5/6/7/8/61/2/82 are in Sale livery.
- The delicensed withdrawn RWY/TWY Lodekkas are thus stored as follows :-  
 1644 (B), 1646 (Yk.), 1649 (H), 1652 (Yk.), 1655 (Yk.), 1656 (Yk.), 1657 (Yk.), 1658 (Yk.), 1659 (H - inside), 1660 (H), 1661/2 (both Yk.), 1664 (H - down side of Grove Park), 1655 (H), 1666-8 still running. H = behind Grove Park, Yk. = York field, and B = Bradford Depot ramp. Can members please report any changes to this list ?

WITHDRAWALS.

31st. July, 1972 :- 1644/9/58/60/1/5, (1665 has been delicensed since 30/9/71). There are now 19 vehicles held awaiting disposal, these being 2181/2/3/4, 2639/40/70, 1644/9/52/5/6/7/8/60/1/2/3/82, and all of these have been withdrawn on or since 31st. May, 1972.

SALES AND DISPOSALS.

10th. July, 1972 :- 1045, 1609/54/63/80/98, 2669/71 & 3674, all to W. Norths (FW.) Ltd., Sherburn-in-Elmet, (total 9); By 15th. July, all were at Sherburn with the exception of 1680.

FLEET TOTAL.

	W.Y.	K.W.Y.	Y.W.Y.	1.8.72.	1.8.71.
Licensed :-	381	52	77	510.	526.
Delicensed :-	19	-	3	22.	35.
	<u>400</u>	<u>52</u>	<u>80.</u>	<u>532. *</u>	<u>561.</u>

\* The fleet total excludes 1644/9/58/60/1/5.

**2. VEHICLE NOTES.**

OVERHAULS AND HEAVY DOCKS.

- June, 1972 :- 1713, 1212, 3797 & 2738.  
 July, 1972 :- 1213, 2733, 3689, 1239 & 1714.  
 August, 1972 :- 2159 & 1908.

REPAINTS AND TUV'S

- May, 1972 :- 1336.  
 June, 1972 :- 1025, 1709, 3950/2, 4039 & 1655 (Sale livery).  
 July, 1972 :- 1091/2/3, 1129/33/6/45/6/52/69, 1215/7/52/70/7/83, 1702/8, 3730/97 & 1652/6/7/62/82, (all Sale livery).  
 August, 1972 :- 1138, 1203, 1773, 2294, 2763, 1811/3 & 1649/58/60/1/5, (all Sale livery).

2. VEHICLE NOTES; (cont.)

CERTIFICATES OF FITNESS.

2677 - 12/8/75 (Note: last one expired 12/8/70); 1211 - 20/5/77 (Last expired 20/5/72); 1701 - 20/4/76; 1348 - 21/7/78.

REBUILDING.

The long awaited re-appearance of D.G.W.4 as a towing lorry finally took place, as briefly announced last month, at the end of June. The result, 4044 is the first towing vehicle to be cut down from a bus since 1020 (J05G) was treated in 1953; subsequent conversions being completely rebodied. In appearance, 4044 is like K.1003, 1004 (Leyland TD2's) and Y.1005 (G05G), in that it retains two bays of the lower deck, and thus has accommodation for fitters. The vehicle is in all over green livery, without a grey roof, and carries a crane fitted in the gangway over the back axle. The platform has been removed, and steps fitted in the bulkhead, leading into the lower saloon (nearside) and "LWR 424" in a glass plate and a slot for trade plates in the offside bulkhead. The general appearance (no doubt not coincidental) is almost identical to the Brighton, Hove & District cut down K5G, EAP 4, which was illustrated on page 348 of "Buses Illustrated" No.137 (August, 1966). With 4044's entry into service, all main Depots once again have a full size towing lorry, and for the first time in many years all are fitted with cranes.

GENERAL NEWS.

1368, new last month, has a different type of fixing to the roof for the screen behind the driver.

1939 (B) now has a 3-piece engine cover.

A visitor to Myrtle Road on 6th July was Lincolnshire CFU 508, a K6A, now a stores lorry, which returned a set of coach seats out of one of the MW5G's to Works. They were probably out of 1048, since this was the only vehicle of the five not to be used for seat exchanging with the 1141-6 batch.

2184, now withdrawn, carried an offside fleetname which read simply "West Yorkshire", with no "Keighley -" before it.

1126 (B) now carries a front radiator grille of "SRG mesh", and without the raised aluminium surround.

Some of 3927-34 have now had the ends of the destination blind glasses blanked off and narrower destination blinds fitted.

Recent repaints into Sale livery have used a darker green than previously, and appear to have more of a gloss finish.

1135 and several other MW6G's have appeared with a two-line destination in their single line indicator, which in, as may be imagined, minute lettering, reads "Woodlands, Otlands". These vehicles have, of course, already had their 41" indicators reduced to 31", so the latest blinds are probably the ultimate in size reduction of indicators.

ADVERTISEMENT NEWS.

At least two new side adverts. have appeared recently for "Barclay card". One reads "Barclay card helps me keep a rein on my finances", and the other reads "Barclay card holders are able to control their finances".

Several VR's carry an upper rear advert for the Royal Lancashire Show at Kirkham.

1923 (L) has now regained its lower rear Britannia Metals advert.

Recent ceasings include the Interflora side advert, and Tetley Bitter target.

Two new lower rear paper adverts, read "If only I'd worn my seat belt", and "Put heart into your car - Castrol GTX".

3. SERVICE CHANGES.

The following applications have been made to the Traffic Commissioners :-  
N. & P. 1079.

STAGE CARRIAGE.

S.142. - 1/2. - BACHELOR GARDENS - KNARESBOROUGH.

Sundays: To extend the 22.23 Bachelor Gardens - Knaresborough to Carmires Avenue, and start the 22.55 Knaresborough (Bus Station) from Carmires Avenue at 22.55.

S.143. - 36. -- LEEDS - RIPON.

All journeys from Harrogate to Ripon to depart from Harrogate (Bus Station) and time point at Pannal to be advanced by 2 minutes, and arrival time in Ripon retarded by 2 minutes. This was introduced from July 2nd.

### 3. SERVICE CHANGES. (cont.) - STAGE CARRIAGE, (cont.)

The application for a "Shoppers' Special" (S.126) was granted on July 20th., and is to start on September 25th. The service is now to continue until the 24th. March next year, and will benefit people living in the Knox Avenue, Oakdale, Kingsley Drive, Leadhall Estate and St.Hilda's Road areas. At present we have no details of the vehicles to be used, although some Companies who run similar services are using Ford Transit Minibuses, bought for this purpose.

### 4. OPERATING NOTES.

**BRADFORD.** On 20/7, 1338 (B) worked the 07.55 Harrogate - Bradford (51 OMO), and on 24/7, 1786 (B) worked this duty. On 3/7, 1290 (L.Loan B) worked Bradford - Scarborough (43), and on 16/7, 1243 (B) was used. On 8/7, 2300 (K.Loan I) was on 53/63. The allocation of vehicles to services 53/63 will possibly have changed with the withdrawal of the Harrogate - Otley section of the 06.00 Harrogate - Bradford from 5/6. This has been re-timed to leave Otley at 06.40 (as on Saturdays) from 12/6. An additional journey is the 07.55 Otley - Bradford via Esholt. None of these are shown in the timetable, but appear on notices at Bradford and Ilkley. 1122 was in Ilkley on 24/7, showing "Private". On 25/7, 1168 was on Ilkley-Bradford (63) and 1127 was on this route on 31/7. On 3/7, 1338 was on the 07.15 Bradford - Shipley Glen (60), and on the same day 1126 was on the 16.15 Bradford - Menston (65). On 4/7, 1717 was on the 16.45 Shipley - Knoll Estate (61), which also works the 16.32 Dockfield - Shipley (60A), the one remaining journey on 60A, and then does the 16.45, 17.15 & 17.45 Shipley - Knoll Estate (61), which are now shown in the timetable. On 4/7, 1683 was on the 15.36 Leeds - Bradford (55A). On 7/7, 2281 worked the 06.55 Bradford - Ilkley (63). On 18/7, 1155 was seen leaving Chester Street at 13.30 showing 50 and with a Yeadon sticker; it re-appeared to work the 13.55 Scarborough (43); on the same day, 1225 was on the 22.36 Leeds - Bradford (55N). On 24/7, 1768 was on the 16.25 Bradford - Ilkley (63), and 1941 on the 16.35 Bradford - Baildon (58), a regular VR working. On 25/7, 1168 was on the 15.50 Ilkley - Bradford (63), an Otley duty. 1727 worked the 16.25 Bradford - Ilkley (63) on 26/7, and on the following day 1715 was on the 16.25 Bradford - Ilkley (63), and 1699 was on Baildon at tea-time. 1773 (O) was seen at Baildon Bridge at 09.45, showing Harrogate/53 at the rear. On 31/7, 1140 was on the 16.25 Ilkley (63A) as a changeover. On 1, 2 & 3/8, 1130 was on duplicate to the 15.50 Ilkley - Bradford (63); this car is thought to work the 17.10 Bradford - Ilkley (X.63), and on 3/8, 1681 (K) was on the 16.55 Bradford - Belmont (58) with a sticker on the windscreen instead of the bulkhead.

**HARROGATE.** 1251 (H) was used by the "Harrogate Adult Training Centre" to visit Topcliffe Air Display on 8/7. 1095 (H) was working on Leeds - Harrogate (36) on 21/7, at 12.35. On 12/6, 3174 was noted on Boroughbridge at 16.00. 1668 was on Learner duties on 28/6, and on 7/7, 1073 was on Birstwith (24). An unusual visitor to Harrogate on 12/7 was veteran Leeds Corporation A.E.C. Regent Learner bus No.5 (LUA 424). Observations in Knaresborough on 24/7 found 1092 on the 14.10 Harrogate - Scarborough (84); 1129 on the 17.10 Harrogate - York (84), 3692 on the 17.05 York - Harrogate (84) and 1096 passing through the town at 17.30 towards York with passengers, but blind set to blank. On 25/7, 1755 was on Penny Pot Lane (10) at 17.10, and 3838 was on the 13.10 Harrogate - York (84). On 26/7, 3953 was noted on the 17.05 York - Harrogate (84), and 1011/9 were in Knaresborough Bus Station on Excursions at 18.00. Pateley Bridge appears to have some Monday to Friday workings on Harrogate - Tadcaster (78), one of these being the 07.55 Harrogate - Tadcaster, and return; on 13/7, 1121 (P.B) was on this turn. Also on this route recently have been :- 1/48 (H) on 20/6, 1342 (H) on 30/6, 1215 (W) in place of 1357 on 4/7, 1702 (H) on 6/7, 1802 (H) on 7/7, 1702 (H) on 12/7 & 13/7, 1949 (H) on 14/7, 1704 (H) on 17/7, 1810 (H) on 18/7, 1702 (H) on 25/7, and 1724 (H) on 26/7. On 13/7, 1666 was working Boston Spa - Harrogate (78M). 1700 (B) was on Learner duties in Harrogate on 14/7. Vehicles noted at the Great Yorkshire Show included 1014/64, 1201/5/8/21/3/6/7/34/43/69 and Urded 6054.

**ILKLEY.** On 25/7, 2293 was on 34 at 15.50. On the same day in Ilkley Depot were 2295, 1130, 1937 and a Lincolnshire RELH. On 2/7, 3/7 & 7/7, 2281 (K) was used by Bradford Depot on route 63, whilst on 10/7 it was on the same route for Ilkley Depot. By 28/7 it was still on loan to Ilkley, mostly on routes K.5, 57. 1194 (I) re-appeared in service during the month, but has been used by Skipton Depot on route 72. 1142 (H) worked the 17.10 Ilkley - Harrogate (76) on 5/7, whilst on four other occasions during the month 1157/8 (P.B) have been

#### 4. - OPERATING NOTES, (cont.)

- 5 -

ILKLEY, (cont.) noted on this journey. Unusual vehicles on Leeds - Skipton (34) have included 1140 (O) on 8/7 & 14/7, and 2160 (K.loan Sk.) on 8/7. On 7/7, the 16.30 Ilkley-Keighley (K.5), which is part of Ilkley Car Rota No.6, was worked by 2300 (K). On 27/7, the 07.45 Ilkley-Leeds (34M) was worked by 2295 (K.loan I) in place of the usual double-decker.

KEIGHLEY. On 16/7, 2281 was on Harrogate - Bradford (53); on 29/7, 2280 was on 51, and on 28/7, 2293 was on Skipton (34). Keighley vehicles have continued to work for Ilkley recently, including - 30/6, 2281 & 2300 on 63; 2293 on 34; 1/7, 2329 on K.5 & 63B; 3/7, 2281 on 63 & 2332 on 34M; 6/7, 2293 on 34, 2329 on 63B & K.5 & 2300 on 76; 7/7, 2293 on 34 & 2300 on K.5; 8/7, 2300 on 63; 10/7, 2300 on 63B & K.5, & 2281 on 63; 11/7, 2295 on 34; 13/7, 2300 on 63B & 2281 on 63; 17/7, 2280 on 63B & 2281 on 63; 18/7, 2293 on 34; 19/7, 2280 on 63B & K.5, & 2281 on X.63; 21/7, 2293 on 34; 24/7, 2281 on 63B & K.5, & 2295 on 63; 26/7, 2281 on 63B & K.5 & 2293 on 34; 27/7, 2293 on 34, & 2281/2332 on K.5; 29/7, 2293 on 34.

LEEDS. A rare sight on the tea-time Leeds - Rawdon (55) on 11/7 was 1069 (O), showing "Blank/Blank", and carrying a conductor; equally rare, however, was the appearance on the same duty on 18/7 of 1198 (H.loan O). SUL's are very rare visitors to the Leeds area, particularly now that the Keighley ones have been withdrawn. In Leeds Depot on 13/7 were Lincolnshire 1402 (VVL 731), an RELH, and 1667 (KVL 453 H), a dual-purpose LH. 1667 returned again on 27/7, but this time in company with 1404 (WVL 515), an RELH. On 19/7, Ribble 1010 was noted in Roseville Road Depot, and had evidently failed near Leeds, as it was about to be towed back to Lancashire by Ribble BD.2 (140 CK), a Leyland PS.2 converted to a recovery lorry. 1247 (L) was an unusual vehicle on Leeds - Bradford (30) on 20/7. On Leeds - Scarborough (43) during July have been 3104 (K.loan M) on 2/7 to 4/7, 3105 (K.) on 7/7, 1287 (K.loan M) on 16/7, and 1277 (L.loan M) on 20/7 & 23/7, but by 26/7, 1277 had returned to Leeds. On 1/7, 1196 (probably K.loan L) was on Leeds - York (44), and also on this route have been 1344 (K.) on 3/7, 1334 (K.) on 10/7, 3171 (K.), on 20/7 & 3101 (K.) on 25/7. On 26/7, Ribble 350 (OCK 350 K), a Bristol RE, was noted on Morecambe (X.88), having previously worked a journey to Leeds/Bradford Airport on X.35. On 26/7, 1945 (I.loan K) was on Keighley - Leeds (31). Last month's note referring to 1243 (I) on 76 should have read 1243 (B), although this makes the accuracy of the fleet number doubtful. Further to last month's notes on the 18.25 Ilkley-Leeds (33), the car working this on Saturdays is Leeds Car 8, as follows - 06.00 Leeds - Keighley (31); 07.13 Keighley - Leeds (31); 09.45 Leeds - Knaresborough (40); 11.00 Knaresborough - Leeds (40); 12.04 Leeds - Yeadon (35A); 12.40 Yeadon - Leeds (35A); 13.20 Leeds - Thorne (42); 13.55 Thorne - Leeds (42); 14.45 Leeds - Knaresborough (4); 16.00 Knaresborough - Leeds (40); 15.04 Leeds - Yeadon (35A), then NoS to Otley, and the 17.58 Otley - Ilkley (34) and 18.25 Ilkley - Leeds (33). A further rota is var 93, which works the 07.10 Leeds - Yeadon Airport (X.35); 07.35 Airport - Wellington Street, then 08.30 & 15.30 Leeds - Southport (X.17), and 12.00 & 19.00 return. On 3/7, 1704 (H.loan O) was on 35, and on the same day 1773 (O) worked the 12.55 Leeds - Ilkley (33) for Leeds, but on the following day was behind Otley Depot with 1168, & 1707 (both H), and 1768 (B). On 8/7, these had been joined by 1198 (H). On 6/7, 1726 (B) was on 31 for Leeds. On 31/7, 1701 (B) was on 31 working either the 07.13 ex.Keighley or a duplicate to that car, whilst during the evening peak, 1713 (H) was on service 30, and 1704 (H) was in Horsforth, working towards Leeds, but showing "Otley/34". On 30/6, Leeds Corporation 93 (MUB 193 F) was in Ilkley on Private Hire. On 1/7, 1304 (B) was noted on X.35 leaving Yeadon Airport at 3.10. On 16/7, 1244 (I) was on the 17.25 Skipton - Leeds (34). On 30/7, 1143 (L) worked X.71 with a two-man crew; on 6/8, 1145 (K.loan L) was on this route, and on the following day worked on Leeds - Airport (X.35). On 2/8, United 2689, an MW, was on the 12.15 Ripon - Leeds (36). 1773 (L) was on the forecourt of Grove Park on 5/8, and returned to Leeds on the following day on 36. 1208 (L) was an unusual vehicle on 35B on 7/8.

OTLEY. Behind Otley Depot on 16/7 were 1278, 1265, 1140, 1708, 1706, 1775, 1946, 1271, 1813, 1198, 1168 ("22 Otley"), 1773, 1166 & 1756.

YORK. On 26/6, 3796 was on Y.14 at tea-time, a very unusual event; this route used to be a Y5G haunt many years ago, when they were not on Y.7. On the same day 3747 was on 82, which is now an OMO route and usually has RELL's or MW's. 1210 was on Y.7 on 30/6. MW's have now re-appeared on town duties again in place of double-deckers, which have usually been covered by LH's and RELL's recently. Two observations were 1124 on 30/6 and 1129 on 24/7, both on Y.9/9A, though others have been noted. On 27/7, 1185 (SUL4A) worked the 17.33 Rowntrees - Hull Road (Works Special). 1210 seems to work a Cokes Works - South Bank fairly regularly at 12.33.

p.t.o.

4 - OPERATING NOTES, (cont.)

YORK. (cont.)

This used to be a YDB turn when only 5 remained and then became an old type YDX turn. On York -Wetherby recently have been 1336 (M.loan Yk.) on 30/6, and 1760 (Yk.) on 6/7. Observations in York on 28/7 found the following :- 3106 on Poppleton (13); 1164 showing "York/43B), 3688 on Viking Road (6), 1096 heading towards the Depot showing "Private",and 1014/8 parked near Station Road, with 1018's indicator showing "West Yorkshire/Torquay" and carrying a "Torquay-Paignton" sticker.

LONG DISTANCE.

On 8/7, 1146 was at Grove Park, showing "X.88" and carrying a "Morecambe" sticker. On 10/7, Sunderland & District 345 was on X.97 or 98 in Leeds. On X.98 on 24/7 was United 4157, an old type RELL (of the 1201-33 type). 1070 (Yk.) has been getting around during July; on 2/7 it was noted in Pontefract on the South-West Clipper, though possibly only as far as Barnsley, on 16/7 it was seen approaching York, carrying "Leeds" and "Edinburgh" stickers, and on 29/7 it was passing through Tadcaster showing "Morecambe". On 19/7, in Skipton, 1144 departed at 10.07, showing X.87 with a Kendal sticker, and 1077 & 1063 left for Blackpool at 10.10 & 10.13 respectively, presumably on J.3. Observations on 29/7 found 1072 at Charlestown on the 08.30 Keighley - Scarborough (X.77), and three Anderton's coaches on hire, 1065 & 1070 from Baildon at about 09.35, possibly to Morecambe, as X.88 is 09.49 at Shipley, and at Wellington Street on the same day, 1019/36 were on the 10.35 Birmingham (Y.S); 1084 on the 10.35 (S.O) Bradford - Newcastle (X.97); 1134 arrived at 11.15 showing Harrogate/Y.99, and departed empty, East Yorkshire 897 (Floetline) was on the 12.05 Hull (46); 3104 left at 12.45, destination unknown; Hebble 49 on the 12.45 Luton, Hebble 2 w.e. on the 13.00 Birmingham (Y.S), Hebble 50 on the 13.00 Coventry (via M.1), 1308 (L) on the 14.05 Hull (46), and several bus bodied Northern Group vehicles, including 2304, which arrived at 12.40 from Newcastle, and Sunderland & District 367 later in the afternoon. Also on 29/7, 1002 arrived at 15.13, having worked the 12.00 ex. Southport (X.17). 1141 (H) worked to Bridlington (EXP.) on 15/7 & 29/7. Noted on Whiby (X.91) on 29/7 were United 1144, with West Yorkshire 1091/2 (both H). 1077 (H) worked Harrogate - Blackpool (J.16) on 20/7. On 1/7, the Skipton - Scarborough (X.76) was worked by Bibby's of Ingleton, 1355 Riv & PNL 798, the former showing "Filey", "Scarborough", and the latter "Bridlington", "Scarborough". On 20/7, 1004 (L) worked the 13.15 Leeds - Newcastle (X.98) and United 6052 worked a duplicate to this as far as Darlington. On 21/7, 1094 (H) was on 1004's duty. On 22/7, 1097 (L) worked on Leeds - Blackpool (J.2) at 10.40. On 31/7 & 3/8, United 6022 worked the 11.55 Leeds - Mid'lesbrough (X.99). On 5/8, 1092 (H) was on Whiby - Leeds (X.91). On 5/8, 1146(H) was on the forecourt at Grove Park showing "Leeds/X.88", and on the same day 1034 was detailed to take a party to Southampton, then run dead to London, and return to Harrogate on the night service to Yorkshire. 1320 worked on X.97 towards Newcastle on 5/8, showing "Blank/X.97"; on the same day Venture 285 was seen at Harewood, heading towards Leeds but carrying a "Rhyl" sticker.

5. SOLD STOCK NEWS.

BWV 346 B (Ex.4029 Land Rover, sold R.L.Diesels, 6/72.)

Noted on the premises of R.L.Diesels on 8/7/72, still painted green, but with fleet numbers painted out.

Still at Norths', 15/7/72 :-

(Old numbers for convenience) - SEW.17/22, SMC.1/5/55/6, SUG.15/21/22/5/8/9/6, SUG.34/63/6/8/9/7/3, YSMA.7-12, DX.2/4/6/8/9/11/3/4/9/25/36/8/50/4/63/98, KDX.69/71, YDX.74, & UUA 796 (Total 44). Gone from Norths' are DX.30 (ex. Clayforth, 5/72), and SUG.65 (see below), DX.80 (not seen at Sherburn), SMG.61, CUG.19, DX.53 & KDX.43. The last two were engineless, so have probably gone for scrap; SMG.61 had been there since 4/71, and probably met the same fate, as did DX.80.

TAT 118, (Ex.SUG.65, LS5G, sold Norths, Sherburn, 5/72.)

To L.Smith, Armley, Leeds, 7/72, as P.S.V.

JYG 723, (Ex.SGW.8, LL5G, sold Norths, Sherburn, 3/66.)

To Silverwing, Hull, 7/66.

This has now passed to Advance Roadways, Howden, 7/72, (correction to last month).

5. SOLD STOCK NEWS, (cont.)

- MFY 114, (Ex.DX.5, LD6B, sold Norths, Sherburn, 9/70.)  
To P.V.S., Canvey Island, 11/70.  
This has now been noted running in the Northern Traffic Area, present owner-ship unknown. It was seen at Penrywell Estate, Sunderland, on 17/6/72, still in Sale livery, and in poor condition.
- JWU 898, (Ex.KSCL.21, LB5G, sold Norths, Sherburn, 6/69.)  
To Simon Carves, Stockport, (Contractor), 9/70.  
To Way, (Dealer & breaker), Cardiff, 5/72.
- OXV 137, (Ex.EUG.95, LS5G, sold Norths, Sherburn, 9/71.)  
To Williams, Llangollen, 11/71.  
Although technically incorrect (it is now an LS5G), the following advertisement in the "Commercial Motor" for June 9th., is believed to refer to this vehicle :- "Bristol LS6G, Gardner 39-seater Coach, ECW front-entrance, re-upholstered. Certificate of Fitness, 1973, £540; [REDACTED]."
- RWW 984, (Ex.SMG.59, LS5G, sold Norths, Sherburn, 6/69.)  
To R.Bowey, (Contractor), Gosforth, 7/69.  
In scrapyard, Wardley Colliery, 2/72.
- YG 2196, (Ex.551, Leyland TS4, sold Tye, York, 10/8/49).  
To Caravan, Leeds Bridge, York, 1950-1970.  
For full story, see Issues 233 & 242.  
The vehicle was sold to a passing scrap dealer, who cut the vehicle up in situ, and removed the remains for scrap, about 1970.
- OX 151, (Ex.SMG.39, LS5G, sold Reliance, Sutton-on-the-Forest, 5/69.)  
Scrapped on 5/8/72 being scrapped behind Reliance's premises. The "chassis" is earmarked for use as a farm trailer, owned by a [REDACTED], who also owns the chassis of ex.SUG.27 (see Issue 234.)
- JYG 728, (Ex.SGW.11, LWL5G, sold Reliance, Sutton-on-the-Forest, 6/66.)  
The front end of this vehicle, which was down the side of the garage in 4/69, (see Issue 217), has now gone.
- YORK TRAM. The York tram on the moors near Yearsley (see Issues 181 & 212) now appears to have gone, although this has to be confirmed.
- JYG 735, (Ex.SBW.20, LWL6B, sold Norths, Sherburn, 6/69.)  
This has been reported as being with Greensitt & Barrett, (Contractors), Newcastle, who already own SGW.4. However, SBW.20 was stripped for spares at Norths, and then sold for scrap, (see Issues 228 & 236.)  
Can anyone clarify the situation, please? (i.e. which vehicle do Greensitt & Barrett now have?)
- 334 HAC, (Ex.4051, Land Rover, sold R.L.Diesels, Harrogate, 6/72.)  
To Cars & Commercials, Franklin Road, Harrogate, 7/72, to be tidied up and then resold.
- OWX 164, (Ex.DX.20, LD6B, sold Norths, Sherburn, 9/70.)  
To Wray, (Ideal), Hoyle Mill, 5/71.  
We are now informed that the vehicle scrapped by Wray (see last Issue), was actually United 103 (WHN 703).  
= DX.20 is still thought to have been withdrawn by Wray, however. = = =

6. TEN YEARS AGO.

The August, 1962, Issue ran to  $3\frac{1}{4}$  pages. No new vehicles had entered service and none had been withdrawn.

The overhauls make interesting reading :- April, 1962 - SUG.22; May, 1962 - SEW.29 & SUG.52; June, 1962 - YDG.55; July, 1962 - DB.61 & YDB.73.

General News recorded that SB.13 no longer carried the special B.K.S. head and side-boards.

Under Operating details, a survey was made of operations at Bradford Chester Street on 14/7/62, and also noted that "a number of 'foreign' vehicles have been seen on Bradford duties recently, including KDB.57 on the 8.25 a.m. Bradford - Keighley (67) on July 12th., SG.142 (Yk.) on the 8.35 a.m. Whitby (91), possibly to York only, on July 13th., KDG.18 (K) on Bradford - Denholme - Keighley (57), and later on 67 on July 17th."

6. TEN YEARS AGO, (cont.)

At York, DB731's long reign on the Scarborough route seemed to have ended, as it was being used mainly on Thirsk (80) and Wetherby (97), and associated duties. Most Depots were providing Lodekkas or semi-luxury vehicles for the coastal services, but DB20 had been seen on the York-Leeds service on June 29th.

Other Information gave the news that "A new Bristol single-deck chassis, the RE, had been produced. Details appeared in the July edition of "Bus and Coach" and in "Modern Transport". It seems hard to realise that although the new RELL's are thought of as the latest models, the basic design is 10 years old, and even the oldest West Yorkshire examples, 1201-3, are now about 8 years old.

7. OTHER INFORMATION.

REGISTRATION NUMBERS.

- JWU 873 D is a green Mini Countryman, (JWU 873 was SGL.3.)
- JWU 888 J is a maroon Jaguar 4.2., (JWU 888 was SGW.1.)
- MWY 112 K is a Mini Clubman G.T. (MWY 112 was DX. 3.)
- CWT 196 K is a Vauxhall Viva, (CWT 196 was YDG.83.)
- CWT 861 H is a Leyland or A.E.C. truck, owned by A.I Transport, Leeds, (CWT 861 was SG. 11.)

NEW TIMETABLE.

Further notes to last month are that confirmation has been received that service 39 runs through to Knaresborough on Sundays; route 36B is shown on the map; the new Leeds-Southport (X.17) via M.62 is shown on the index on Express Services, but not in the timetable; Service 71A now shows Skipton-Grassington-Leyburn-Hawes, and X.71 is Leeds-Bradford-Skipton-Hawes. There is no table 426, although it is shown in the index as Ribbles routes 580/1/2 (Skipton-Lancaster-Morecambe).

There is no mention of route 55A. A possible disappointment to many will be the omission now of the Town Maps, but perhaps it proves difficult to keep pace with town development plans.

"NEW VEHICLES CAN PAY BETTER THAN SECOND-HAND."

An article under the above title appeared in "Motor Transport" for the 4th August. Written by [redacted], the proprietor of Hedingham & District the article compares the relative merits of buying new or second-hand vehicles, of particular interest to W.Y.I.S. members is the fact that YWT 292 (ex.SUG.77) is the second-hand vehicle used in the exercise, and for this reason, the article is shown below, although we are unfortunately unable to reproduce the photographs accompanying the article, which showed STW 771 K, a new Bedford YR4/Marshall, YWT 292 in Sale livery, after collection from Norths', (showing "Bridlington"), and YWT 292/4 at Hedingham after repaint.

"For many years we had employed used vehicles for all our stage services. These services were very much of a rural nature, and so the daily mileage of each machine did not exceed one hundred. The increase in the bus grant scheme last year made us re-examine our whole vehicle policy, and we arrived at some interesting conclusions.

"We carried out an experiment as follows :-

At the end of last year, West Yorkshire Road Car Co.Ltd., had withdrawn some 1959 Bristol MV buses. They were fitted with 41-seater dual-purpose ECW bodies and, as the Certificate of Fitness had expired, they had been stored awaiting disposal for some months. They were in a dirty condition, and the engines were at the end of their mechanical life.

"We bought four of these machines, and one of them was selected for use in our experiment. As we intended to overhaul the bus completely, the one in worst condition was selected - YWT 292. The actual cost of re-certifying the machine is given in the attached table, and each item shows the main parts which needed attention. It was up-seated to a 43-seater by fitting normal bus type seats, and on re-certification, it received a new four-year ticket, and it must be assumed that at the end of the four years the machine will be sold for scrap. For the purpose of the exercise we have assumed that it will fetch £ 127.50 at the breakers. This means that each year the vehicle is written down by the sum of £ 350.

"The vehicle bought under the bus grant scheme cost £ 8,085 delivered. With a 50 per cent grant, the net cost to us was £ 4,042.50. As it is a lightweight machine we have assumed that we shall replace it after the first five years. On this basis, the annual written-down value is £ 408. This figure is based on the assumption that when we sell the vehicle, it will fetch £ 2,000. We feel that this is a realistic figure, as we think there will be contract operators willing to use such a vehicle at this price.

7. OTHER INFORMATION, (cont.)

"NEW VEHICLES CAN PAY BETTER THAN SECOND-HAND", (cont.)

"Had we extended the period of use from five to seven years, the length of the Certificate of Fitness, the annual written-down figure would be £ 361, assuming that its sale figure was then £1,500.

"We concluded that the point had been reached when it was no longer advantageous for an operator to purchase a time-expired vehicle, or for a large operator or Corporation to invest heavily in putting a ten-year-old machine up for a new Certificate of Fitness. Though the refurbished bus has the slight advantage on the annual written down price, it must be assumed that it will require more maintenance than the new bus. Neither will it have such public appeal as its bus grant competitors, with better lighting, better heating and a more modern looking interior. "

<u>New Vehicle.</u>	<u>Reconditioned Vehicle.</u>
Purchase Bedford YRC chassis, with 45-seat Marshall body. £ 8,085.00.	Purchase 1959 Bristol MW5G, with E.C.W. body. £ 500.00.
Less 50 per cent Bus Grant, £ 4,042.50.	Reconditioned engine fitted, £ 469.25.
Nett, £ 4,125.00.	Set of seats for 43 passengers £ 118.25.

Seven Year Certificate of Fitness.  
Assuming that at the end of five years the vehicle is sold for £ 2,000, the annual depreciation will be :-

over 5 years	$\frac{£ 2,042.50}{5}$	=	£ 408.00
or	5		
over 7 years	$\frac{£ 2,542.50}{7}$	=	£ 361.00.

Preparation for Certificate of Fitness, cleaning, repairs £ 168.00.  
Painting exterior & interior £ 80.00.  
Set of tyres, 6 @ £ 32.00. £ 192.00.  
£ 1,527.50.

Four-year Certificate of Fitness.  
Assuming that at the end of four years the vehicle will be scrapped, at a value of £127.50, the annual depreciation will be :-

$$\frac{£ 1,400}{4} = £ 350 \text{ per annum.}$$

SUMMER SERVICES, 1939. by John Gill.

The last pre-War timetable issued by the West Yorkshire Road Car Co. Ltd., was for the period May 27th. to September 3 th. 1939. This timetable however, never saw its full course, as the initial war-time emergency cuts were introduced on September 10th., a week after the outbreak of World War II. The following notes are written from that timetable, to show various aspects of how pre-war services had finally developed, and should be read in conjunction with the lists of routes published in previous Bulletins.

1. G.P.O. Boxes : G.P.O. Postboxes were carried on vehicles as follows :-

Monday to Friday.

- Route 24 - 6.15 p.m. Pateley Bridge - Harrogate.
- " 31 - 8.52 p.m. Thackley Corner - Leeds.
- " 36 - 8.05 p.m. Harrogate - Leeds.
- " 37 - 3.00 p.m. Harrogate - Leeds.
- " 38 - 8.35 p.m. Knaresborough - Leeds.
- " 42 - 7.53 p.m. Tadcaster - Leeds, and 8.28 p.m., Bishopthorpe - Leeds.
- " 47 - 7.45 p.m. Aberford - Leeds.
- " 48 - 8.25 p.m. Scholes - Leeds.
- " 51 - 8.30 p.m. Harrogate - Bradford, (Canal Road end).
- " 57 - 8.50 p.m. Keighley - Four Lane Ends.
- " 58 - 9.10 p.m. Baildon - Bradford.
- " 68 - 9.00 p.m. Ilkley - Bradford. (Canal Road end).
- " 70 - 6.55 p.m. Grassington - Skipton.
- " 97 - 9.00 p.m. Wetherby - York.
- " 8 (KWY) 7.05 p.m. Sutton - Keighley.
- " 12 " 7.05 p.m. Marchup - Keighley, and 7.10 p.m. Haworth - Keighley.
- " 12 (XVY) 6.45 p.m. Strensall - York Station.

Saturdays.

Route 70. & Route 12 (KWY), as on Monday - Friday.

Sundays.

- Route 43 - 6.20 p.m. Malton - York.
- " 84 - 5.54 p.m. Slingsby - Hovingham.

7. OTHER INFORMATION, (cont.)

SUMMER SERVICES, 1939, (cont.)

2. Several journeys waited for theatres or cinemas, and footnotes to this effect were shown in the respective timetables, viz :-
 

Route 17	- 10.50 p.m.	Harrogate - Knaresborough	{ waits for theatre Mon.-Sat. }
" 18	- 10.50 p.m.	Harrogate - Woodlands	{ " " " " " " }
" 24	- 10.00 p.m.	Pateley Bridge - Lofthouse	{ (Waits for cinema, Thurs. ) }
"	- 10.00 p.m.	Pateley Bridge - Harrogate	{ " " " " Mon-Fri. }
Routes 51/52	- 10.45 p.m.	Harrogate - Boroughbridge	{ waits for theatre Thurs-Sat. }
3. "Yorkshire Services" routes were numbered in the timetable as follows :-
  - YS.1. Hull/Keighley/Bradford/Scarborough/Harrogate - London, via Barnsley, Doncaster, Newark, Grantham, Biggleswade, (Daily).
  - YS.2. Hull/Keighley/Bradford/Scarborough/Harrogate - London, via Barnsley, Sheffield, Mansfield, Nottingham, Leicester, Kettering, Bedford, (Daily).
  - YS.3. Hull/Keighley/Bradford/Scarborough/Harrogate - Birmingham, via Doncaster, Nottingham, Tamworth, (Daily).
  - US.4. Hull/Keighley/Bradford/Harrogate - Birmingham, via Barnsley, Sheffield, Chesterfield, Derby, Lichfield. (Daily).
  - YS.5. Bridlington - Birmingham, via Filey, Scarborough, York, Leeds, Barnsley, and then as YS.4. (30/6/39 to 18/9/39 only.)
  - YS.6. Hull/Keighley/Bradford/Scarborough/Harrogate - London, via Barnsley, Sheffield, Mansfield, Nottingham, Leicester, Northampton, St. Albans, (30/6/39 to 18/9/39 only.)
  - YS.7. Bradford - London, via Leeds, Doncaster, Newark, Grantham, Huntingdon, Royston, Enfield, Wood Green, (30/6/39 to 18/9/39 only.)
  - YS.8. Hull/Keighley/Bradford/Harrogate - London, via Barnsley, Sheffield, Mansfield, Nottingham, Leicester, Northampton, Dunstable, St. Albans, (27/5/39 to 30/6/39, and 18/9/39 to 30/9/39.)
  - YS.9. Halifax - London, via Barnsley, Sheffield, Derby, Leicester, Kettering, Bedford, Luton, St. Albans. (30/6/39 to 18/9/39 only.)
  - YS.10. Barnsley - London, via same route as YS.2. (30/6/39 to 18/9/39 only.)
  - YS.11. Bradford - London (Night Service), via Leeds, Barnsley, Sheffield, Nottingham, Leicester, Northampton, Dunstable, St. Albans, (27/29/30th May, then Daily 30/6/39 to 18/9/39.)
- YS.13. Newcastle, Darlington, Leeds, Sheffield, Derby, Birmingham, Coventry, (Daily).
4. "Summer Only" Services. The following services ran only in the Summer period:-
  - Bradford - Bolton Abbey (Routes 63/75). Daily (hourly): July 1st.-Sept.9th.
  - Ilkley - Myddelton Lodge. Mon-Fri.(5), Sats.(7), Suns.(7).  
Sat.-Sun. 27th May to 1st July, then Daily to Sept.9th.
  - Ilkley - Moor Top. Mon-Sat.(17), Suns.(16). Sat.& Sun. 27th May to 1st July, then Daily to Sept.9th.
  - Bradford - Whitby (91). Daily (2), every two hours from Leeds. N.B. the route between Bradford & Leeds was via Leeds Road, Thornbury, Pudsey & Stanningley.
  - Liverpool - Scarborough, Daily (1). May 27th to Sept.24th.
  - Blackpool - Scarborough. Saturdays (1), June 17th., to Sept.16th.
  - Leeds - Keswick, Daily (1). May 27th., to Sept.24th.
  - Leeds - Pudsey - Blackpool, (J.5), Whit.Sat.& Tues, then Sats. only to July 29th. then Daily to Sept. 2nd., then Sat. only, Sept.9th., to end of Blackpool Illuminations (one journey each way.)
  - Leeds - Ilkley - Skipton - Blackpool (J.9), (with connections from Harrogate (22), and Bradford (J.6). Daily (1), May 27th., to Sept.30th.

Whilst the following "Winter" Services were extended,  
Route 22, Harrogate - Blubberhouses/Skipton - Blubberhouses ran through from Harrogate to Skipton.

Route 26, Harrogate - Markington was extended to Fountains Abbey, and ran on Mon-Fri., and Sundays, as well as Saturdays.

Routes 44/45, Leeds - Bridlington, increased from 2 journeys Daily to 8 Daily.

Skipton - Hawes ran on Sats.& Suns., as well as Tues. from July 1st. to Sept.9th.

Route 75, Ilkley - Grassington had a much increased frequency.

Liverpool - Middlesbrough, was extended to Redcar.
5. "Outstations". Examination of the Winter, 1938/9 and Summer 1939 timetables show that vehicles were garaged overnight at Buckden (1) and Easingwold (2).

REMEMBER : HAVE YOU BOOKED FOR THE NORTH YORKSHIRE TOUR ?

TML/RJ. 16.8.72.