

WEST YORKSHIRE

INFORMATION SERVICE

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

PERSONAL

Our congratulations are offered to [REDACTED], the Company's Traffic Manager, on his appointment as General Manager (Designate) of the re-organised Midland Red (South) Company. We would like to thank [REDACTED] for the generous help he has given to the WYIS during his time with West Yorkshire and to wish him well in his new post.

Best wishes for a long and happy retirement are extended to [REDACTED], the last pre-war driver at York, who retired during June after 44 years with West Yorkshire.

AUTUMN TOUR - Sunday 20th September 1981.

Arrangements have been made for our Autumn Tour, on the above date. Departure times will be 0830 from York, 0915 from Leeds and 0945 from Bradford. We will then be visiting Keighley Depot, followed by visits to Ribble's Burnley Depot and Burnley and Pendle at Burnley, with lunch in Burnley. In the afternoon, we have been given permission to tour the Ribble Works and Preston Depot, followed by Fishwicks at Leyland and Ribble's Blackburn Depot, with a short break in Blackburn. Return will be approx 2000 (Bradford), 2030 (Leeds) and 2115 (York). As a special attraction the vehicle to be used will be a VR, probably either 3965 or 3966 which were ordered for Keighley-West Yorkshire, delivered to West Yorkshire and are now with York-West Yorkshire.

The fare will be in the region of £3 to £3.50, dependent on support- we hope that members will approve of the Tour we have arranged by sending in their bookings quickly on the form enclosed with this issue. There is every likelihood that, because of the Tachograph regulations, this will be the last opportunity to take a double decker so far out of the WY area.

FORTHCOMING EVENTS

HVCV YORKSHIRE SECTION The next meeting will be an outside visit to Filtrate Oils on Wednesday 19th August. Details are not yet available but anyone interested should ring [REDACTED] for more information. There is no meeting at Concordia Street during August.

PSV CIRCLE The next Social Meeting will be on Thursday 6th August from 1900 hours in Meeting Room no. 4, Bradford Central Library, Princes Way, Bradford.

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

TRANS PENNINE RALLY This will take place on Sunday 2nd August and as usual programme sellers and Marshalls are required both en route and at Harrogate. Anyone who can assist as a Marshall en route or a programme seller en route or at Harrogate should contact [REDACTED].

[REDACTED]. Anyone who can help as a Marshall at Harrogate should turn up at the Stray on the day (as early as possible) and report to the Chief Marshall there, [REDACTED].

1. FLEET CHANGES

New Vehicles

Nil

Additional Information

The Leyland National 2's new last month, 1514-21, are all fitted with Tachographs.

Allocations and Transfers

1946	from BRADFORD	(delicensed)	30.6.81
4059	(delicensed)	to HARROGATE	1.7.81
1302	from CRW	" BRADFORD	"
1313	" "	" LEEDS	"
1440	" BRADFORD	" YORK	"
1468	" LEEDS	" BRADFORD	"
1476	" YORK	" LEEDS	"
4062	" LEEDS	" HARROGATE	"

- Notes:-
1. As reported last month, 1946 did not run after early June.
 2. 1302 is reallocated to its old depot after only one month. It may not have physically left.
 3. 1313 ran for Leeds during June (and they repainted it).
 4. 1440, the Flamingoland bus, continues its tour of main depots, whilst 1468 returns to its original depot after one month.
 5. With the relicensing of 4059, there are now 5 out of the 10 driver training Lodekkas licensed, though 4059 is not being used for driver training at present (see Vehicle Notes-General News) and 4055 is also out of use at the time of writing.

PSV Licences

Members may well be aware that individual PSV licence discs are no longer displayed on individual vehicles, but that a green disc is used instead. These discs are not exclusive to a particular vehicle and if, for instance, it is off the road for repairs, the disc could be used on another vehicle. Each Company is allocated a Public Service Vehicle Operators Licence number which is found on each disc - the licence no. allocated to WY is PB 359.

Stored Vehicles

Bradford In the yard on 7th July were 1251/4/86/9/93, with 1946 inside the depot. None are in sale livery.

Profit 1900

Harrogate Still behind Grove Park are 1247-9/52/71/80/8, but 1245 has now been moved to the side of the Depot.

Leads In the yard on 7th July were 1282-5, 1935 and 4071. All were in full livery (and 1284 had a birds nest inside the front indicator box), but some of 1282-5 were subsequently painted into sale livery. Inside were 1287/94/6 with all names and numbers painted out, but not in red/green sale livery. They were nevertheless ready for sale; further details next month. Also inside were 4055/8 and Video Bus 4059.

York The reason why 3243/81 were not in the yard last month is now apparent (see below), but it will be noted that 3924 was still at York at that time- the date of last month's check was not quoted but was 13th June.

Withdrawals

30th June 1981:- 1946 to Held for Disposal. Also car MWX 156P.

Sales and Disposals

4th June 1981:- 1250/90/2, 1906, 3924, 2501 all to D. Rollinson (breaker), Carlton. See also Sold Stock News.

8th June 1981:- 1223, 3243/81 } all to Amalgamated Passenger Transport,

24th June 1981:- 2524 } Bracebridge Heath, Lincoln (formerly NBS

30th June 1981:- 1940/1 } Disposal Centre). Collected on dates shown.

1st July 1981:- MWX 156P (car) to [REDACTED]

Temporary Loans

More dates for the loaned VR's to SYPTE are available, this time from the PSV Circle.

1935 arrived with SYPTE on 21/3/81, returned to WY 26/3/81; back to SYPTE 31/3/81; back to WY 3/4/81; to SYPTE 8/4/81 and finally back to WY 22/4/81 (no wonder we couldn't keep up with it!).

1937 went to SYPTE on 20/3/81 and returned 9/4/81

1938 " " " " 21/3/81 " " 1/4/81

1939 " " " " " " " " 9/4/81

3934 " " " " 26/3/81 " " 6/4/81

3942 " " " " " " " " 22/4/81

They comment that "it would appear that 3931 was not hired" - this agrees with our information.

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2. VEHICLE NOTES

Heavy Docks

June 1981:- 1444/52/4/69/70, 3461

July 1981:- 1450

Repaints

June 1981:- 1014, 1715, 2564

July 1981:- 1107, 4070

Partial repaints have been taking place on York vehicles recently- these range from odd panels to almost half the vehicle, together with wheels.

Livery Changes

Rear Fleetname:- 2558/61/4 - on the narrow strip of white above the rear beading and below the rear window.

Also 1452/69/75 in red on the white waistband. 2528/33 do not have white fleetnames on the rear panel.

Poppy Red Livery:- 4070
Logo on Rear Peak:- 1107, 1376/91. The reason why 1107, a Keighley car, has one is because it was repainted at Bradford. This may be the reason why 1106 also has one in this position (see last month).

Paint Dates

We still need paint dates for 1733/51, 3767-71, to complete our records.

Unladen Weights

1305- 7-10-1; 1364- 7-12-1; 1388- 7-10-1. In all probability these vehicles have never carried a Metrie unladen weight.

General News

Further to the survey on illuminated OMO signs carried out last year, 1389 is a further vehicle to have had this removed. Yellow "Pay on Entry" signs are carried by 1468/75/93. 4059, relicensed on 1st July, has been in Central Works to have video equipment, etc, fitted, and carries "Video Bus" notices instead of "Driver Under Tuition". It is touring the depots showing 2 NBC films to staff. 1751-4 have received modifications to their instrument panels during June. To conclude last month's item concerning 1972, it has received attention at Central Works during June and is now back in use. Better late than never is the news that photographic evidence now proves that YDB 86 was fitted with flashing trafficators, thus correcting the information in issue 233 and other Bulletins of that period.

Advertisement News

The lower rear adverts for "Hutton Bros Used Cars" has ceased at York, whilst the side adverts there for "National Holidays" have given way to the seasonal adverts for the Futurist/Spa theatres. A new version of the TDK cassette advert is "unwind for 90 minutes". 1520 has received a lower rear advert "Newitts for Tennis". 3964 has received a painted side advert for "Clarks of York", the shoe people. Curiously its other side advert is "This is a plug for one of our baths" from Clarks bulders merchants. Without carrying out a full survey, painted adverts appear to be extinct at Leeds now, and quite rare at other depots. The advert of vinyl adverts seems to have spelled doom for the painted versions. Interior adverts ceased include Wendy Wools, Humber Scot and Disabled Persons Concessions in York. A new interior advert for the summer is "South West Clipper".

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3. SERVICE CHANGES

N & P 1316
The following applications have been made:-
S.123 BW 25/949 52/3 JENNYFIELD-WOODLANDS HOTEL

Mon-Fri (School Terms) to introduce the following additional journeys:-
0848 Harrogate-St. Georges Rd
1603 St Georges Rd-Harrogate
On grant, BW25/530 (route 3) will be surrendered.

S.124 BW25/696 78 HARROGATE-TADCASTER

Mon-Fri to retime the 1535 Thorp Arch Trading Estate to Wetherby to 1505.

S.125 BW190/169 14/15 ELMFIELD AVENUE-BISHOPTHORPE/COPMANTHORPE

On Mon-Fri to introduce the following additional journeys:-

1210 Pavement-Bishopthorpe

1230 Bishopthorpe-Pavement

Never out of the news for long, York became the focus of attention again during June with the announcement of the results of a report produced by consultants engaged by WY. The proposals include the reintroduction of the Bootham bus lane, new bus lanes for buses entering York along Blossom Street, The Mount and Layerthorpe and allowing a limited number of buses to use Parliament Street, Davygate, Blake St and Lendal. Buses would run into Parliament St because that was where passengers wanted to go; inbound buses from St. Leonards would run down Blake Street and Davygate into Parliament St and going the opposite way would go back along Davygate, turn left into St. Helen's Square, then right into Lendal and right again at the end of Lendal. No buses would go over Lendal Bridge, instead they would be routed over Ouse Bridge. That would include buses from the Haxby Road area which would be taken via Penley's Grove St, Foss Bank and Peasholme Green to Pavement. Lowther St and Penley's Grove St would need to have their one way traffic system reversed. These moves would avoid congestion in Gillygate. Suggestions were to put a road down the middle of Parliament St and pave the present carriageways. York has some of the slowest bus operating speeds in the country- in 1976 the average speed of a bus trip in York was 9 mph compared with 10 mph for a cycle trip and 17 mph for a car trip. An increase of only 1 mph would bring a 3 per cent increase in revenue (£79,000).

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4. OPERATING NOTES

The York City Tour on Sunday-Friday alternates between 2584/6. On Saturdays the Tour coach goes to the Isle of Wight for a week and the returning coach goes on to the City Tour for the week. Sometimes drivers change over half-way and one man stays south for more than one week. The week commencing 7th June, 8 York drivers were away on extended tours, 2577 (one of the DP's regraded as a coach) being one of the vehicles involved.

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5. UNUSUAL WORKINGS

June 4th - 1345(Yk loan M) on 1955 Leeds-York (46); 6th - 2536 (K) on Skipton-Scarborough service; 15th - 3960/4 on route 16/16A with conductors; 14th - 2576 (K) used to Church Fenton Air Display; 2578 (I) & 4 IN2's (1508/17/8 + 1 other) on Private at Tadcaster; 20th - 1333/6 on Private at Weeton; 3331 on 0800 Leeds-Brid (44), 1449 (I) on 0920 Leeds-Brid (44); 25th - 2328/48, 2583/98 all on Private at Brid Harbour; 27th - 1349 (I) on Leeds-Brid (44).

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6. SOLD STOCK NEWS

AWR 401B, CWT 170H, XWV 960G (ex 2501,1290,1906 all to Rollinson 6/81)
All in Rollinsons yard, 13/6/81. 1906 completely scrapped, 1290 all except chassis and front end scrapped and 2501 just grille and windscreen missing.

XWV 388G (ex 1910, VRTSL6G sold NEC Disposal Centre, Lincoln, 11/80.)

Probably this month's most interesting item is that this has appeared with Lincolnshire as an open topper, painted all white and running at Skegness!! No further details are available yet; the vehicle is newly in use.

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Gardner 5LW engines fitted to West Yorkshire LL5G's

In an earlier article, we covered the history of the relatively few Gardner 6LW engines owned by West Yorkshire. When we come on to the 5 cylinder Gardner, we are immediately faced with a problem. Over the years, something in excess of 400 of these engines were bought by West Yorkshire, but our records only cover just over 150, many only partly. To list even these would result in a very dry article, and it is proposed to deal with them in a different way. As stated in the 6LW article, engines are generally kept with vehicles of similar age, and so in this article we will deal with the 1951/2 LL5G's, including those with 8ft wide bodies. It may be possible in a further article to cover the rebodied pre-war K5G's.

The LL5G's involved are, of course, SGL 1-17, KSGL 18-23 and SGW 1-8, a total of 31. They were new with the following engines:- SGL 1 = 82137; SGL 2 = 82123; SGL 3 = 83219; SGL 4 = 83254; SGL 5 = 83349; SGL 6 = 83251; SGL 7 = 83228; SGL 8 = 83184; SGL 9 = 83220; SGL 10 = 83083; SGL 11 = 84071; SGL 12-15 had 84073, 84123, 84127, 84174 (order not known); SGL 16 = 84104; SGL 17 = 84112; KSGL 18 = 83316; KSGL 19 = 83328; KSGL 20 = 83327; KSGL 21 = 84074; KSGL 22 = 84022; KSGL 23 = 84023; SGW 1 = 84150; SGW 2 = 84163; SGW 3 = 84151; SGW 4 = 84158; SGW 5 = 84313; SGW 6 = 84164; SGW 7 = 84165; and SGW 8 = 84276.

Subsequent histories for these engines, so far as are known, are as follows:-

- 82123 stayed in SGL 2 until 9/10/52 then no further trace.
82137 " " SGL 1 " 17/10/52 " " " " until fitted to SGW 4 from 29/9/56 to 26/6/61. Then no further trace.
- 83083 in SGL 10 until 24/8/53 then into SGW 1 from 6/10/53 until 1958. No further trace.
- 83184 in SGL 8 until 12/5/53 then no further trace.
- 83219 in SGL 3 until 1/9/52 then into SGL 4 from 19/9/52 to 15/11/54; SGL 6 from 4/1/55 to 18/3/57 and SGL 3 from 10/4/57 to 10/3/65. No further trace.
- 83220 in SGL 9 until 24/3/54 then into KSGL 19 from 7/5/54 to 10/9/57 and to SGL 7 from 21/3/58 and sold in that vehicle.
- 83228 in SGL 7 until 30/9/53 then into SGW 3 from 2/12/53 to 8/7/57; KSGL 19 from 10/9/57 to 11/9/62 and finally KSGL 18 from 4/3/63, being sold with that vehicle.
- 83251 in SGL 6 until 11/3/53 then into SGL 5 from 10/4/53 to 7/7/55; DG 14 from 19/8/55 to 16/12/58 and finally KDG 17 from 22/4/59, being sold with that vehicle.
- 83254 in SGL 4 until 19/9/52; then into SGL 16 from 18/4/53 to 13/9/55; SGL 8 from 14/10/55 to 22/2/60; SGL 9 from 22/8/60 to an unknown date and finally SGW 4 from 11/11/64, being sold with that vehicle.
- 83316 in KSGL 18 until 22/9/54, then into SGW 6 from 10/12/54 to 13/5/58 and finally SGW 1 from ?/58 and sold with that vehicle.
- 83327 was in KSGL 20 until 27/7/54, then in KSGL 18 from 22/9/54 to 3/12/58 and in SGL 4 from 9/1/59 onwards, being sold with that vehicle.
- 83328 was in KSGL 19 until 7/5/54, then in KSGL 21 from 8/7/54 to 20/8/57; SGW 6 from 13/5/58 to 3/5/65 and finally KSGL 20 from 27/8/65, being sold with that vehicle.

83349 was in SGL 5 until 10/4/53, then nothing is known until it was fitted in SGL 11 on 24/7/63 and was sold with that vehicle.

84022 was in KSGL 22 until 26/8/55, then into SGL 16 from 13/9/55 to 2/6/59 and into SGL 8 on 22/2/60, being sold with that vehicle.

84023 remained in KSGL 23 until 8/11/55, then into SGL 17 from 30/11/55 until 24/11/59 but there is then no further trace.

84071 was in SGL 11 until 20/8/53, then into SGL 7 from 30/9/53 until 21/3/58, KSGL 20 from 24/4/58 until 7/2/62 and SGL 6 from 12/6/62 onwards, being sold with that vehicle.

84073 was new in one of SGL 12-15, but nothing definite is known until it was fitted to DG 45 on 29/5/59, which retained it when sold.

84074 remained in KSGL 21 until 8/7/54 but nothing further is known.

84104 was in SGL 16 until 18/4/53; there is then no further trace until it was fitted to SGL 10 on 13/10/65 and was sold with that vehicle.

84112 was in SGL 17 until 30/10/53, then into SGW 4 from 26/11/53 to 29/5/56, SGL 11 from 14/6/56 to 24/7/62 and finally into SGW 2 on 14/11/62, being sold with that vehicle.

84123 was new in one of SGL 12-15, but nothing else is known until it was fitted to SGL 11 from 20/8/53 to 25/5/56, then into SGW 2 from 29/1/57 to 14/11/62 and finally into SGW 3 from 20/2/63 and was sold with that vehicle.

84127 was new in one of SGL 12-15 and was then fitted to SGL 10 from 24/8/53 to 25/2/57, SGW 5 from 28/5/57 to 14/3/63 and SGL 10 from 8/5/63 to 13/10/65. Nothing further is known.

84150 stayed in SGW 1 until 6/10/53, then went into SGL 17 from 30/10/53 until 30/11/55. After a gap it reappeared in SGL 17 on 24/11/59 and was sold with that vehicle.

84151 was in SGW 3 until 2/12/53, then SGL 9 from 24/3/54 to 24/5/57, KSGL 21 from 20/8/57 to 15/1/62 and SGW 9 from 1/62 and was sold with that vehicle.

84158 stayed in SGW 4 until 26/11/53, then SGW 2 from 3/12/53 to 29/1/57, SGL 10 from 25/2/57 to 8/5/63 and KSGL 23 from being sold with that vehicle.

84163 was in SGW 2 until 3/12/53, then in SGW 7 from 23/3/54 to 26/1/60 and KSGL 23 from 6/4/60 to 17/1/64. There is then no further trace.

84164 was in SGW 6 until 10/12/54, then SGW 8 from 17/2/55 to 7/12/60 and SGW 4 from 26/6/61 to 11/11/64. No further trace.

84165 was in SGW 7 until 23/3/54, then SGW 5 from 16/7/54 to 28/5/57, SGL 16 from 2/6/59 to 22/7/64 and KSGL 21 from 9/2/65 onwards, being sold with that vehicle.

84174 was new in one of SGL 12-15, but there is otherwise no trace until it appeared in SGL 3 on 10/3/65 and was sold with that vehicle.

84276 was in SGW 8 until 17/2/55 and then disappeared until fitted to SGW 7 on 26/1/60 and was sold with that vehicle.

84313 was in SGW 5 until 16/7/54 and after a gap was fitted to DG 30 on 29/10/57 and subsequently to YDG 89 on 12/5/60, being sold with that vehicle.

Garner 5LW's (contd)

Besides the engines new in the LL5G's, other earlier engines were fitted to LL5G's over the years. These, together with their earlier and later history, were as follows:-

- 33966 was in DG 46 from 27/7/50 to 10/3/52, then SGL 3, 1/9/52 to 27/9/54; SGL 4, 15/11/54 to 9/1/59 and SGL 5, 12/5/59 to 2/10/64. Then no further trace.
- 34222 in SGL 2, 12/10/54 to 26/9/57; YDG 55 from 27/12/57 to 31/5/62 and YDG 84 from 3/10/62 to 12/11/65, then no further trace.
- 34223 was in KDG 16 from 22/11/49 to 16/4/53; SGL 8 from 12/5/53 to 14/10/55; KSGL 23 from 8/11/55 to 6/4/60; KSGL 22 from 22/6/60 to 6/3/64 and SGL 16 from 22/7/64 and is still in this (now preserved) vehicle.
- 47481 was fitted in SGL 2 from 26/9/57 onwards.
- 66562 was fitted in SGL 1 from 17/10/52 to 2/11/54 but there is then no further trace.
- 67459 was in SGW 3 from 8/7/57 to 20/2/63 and SGW 5 from 14/3/63 onwards, being sold in that vehicle.
- 67915 was in SGL 5 from 7/7/55 to 12/5/59 then no further trace.
- 68071 was in SGL 1 from 27/12/62 onwards and was sold with that vehicle.
- 69415 was fitted to YDG 82 from 28/1/59 to 8/9/61 and KSGL 20 from 7/2/62 to 27/8/65.
- 71027 was in YDG 55 from 10/6/51 to 3/11/54 then in DG 14 from 3/12/54 to 19/8/55. After a gap it reappeared in SGW 8 on 7/12/60 and was sold with that vehicle.
- 75275 No trace until fitted to SGL 5 on 2/10/64, which retained it when sold.
- 75512 No trace until fitted to KSGL 22 from 26/8/55 to 22/6/60 then no further trace.
- 75513 fitted to DG 14 from 2/11/50 to 8/10/52 then after a gap to SGL 6 from 18/3/57 to 12/6/62, then into KSGL 19 from 11/9/62 and remained in this vehicle when sold.
- 79689 was fitted to SGL 2 from 9/10/52 to 12/10/54 then into SGL 1 from 3/11/54 to 27/12/62 then no further trace.
- 80457 was fitted to SGL 6 from 11/3/53 to 4/1/55 then after a gap into KSGL 22 On 6/3/64 and retained by that vehicle when sold.
- 80458 Fitted to KSGL 20 from 27/7/54 to 24/4/58 then KSGL 18 from 3/12/58 to 4/3/63 then no further trace.
- 80470 was fitted to SGL 3 from 27/9/54 to 10/4/57; SGL 9 from 24/5/57 to 22/8/60; KSGL 21 from 15/1/62 to 9/2/65 and finally into SGW 6 from 3/5/65 and sold with that vehicle.
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OTHER BRISTOLS

An interesting visitor to the Chester Festival of Transport, held on Chester Racecourse on 27/28th June was Bristol FLR6LX TRB 576F. For those who cannot see the connection between this and West Yorkshire, this vehicle, as Trent 748, spent from 10th July to early October 1979 working from Leeds Depot during the vehicle shortage there. It is now a mobile "Pizza Bar", entitled "Pennine Pizza" !

The ex Western National FLR6B, 2005 (810 KDV), now with a showman, was in Grange Park, Wetherby, on 22nd June.

Also at Wetherby, an interesting sight on 26th June was 107 CWO, an MW6G with new style C39F body, ex Red and White UC 8162 (originally UC 762). This was being carried on the back of a lorry and had no wheels and several windows missing. The lorry was using Trade Plates 202 WA and, in company with ex PMT PVT 108F on suspended tow behind another lorry, was heading south down the A 1.