

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 366

SEPTEMBER 1981

TYPIST REQUIRED

For several years we have been indebted to [redacted] for the typing of the Bulletin each month. Unfortunately, the present arrangements can no longer continue and we would like to thank [redacted] for the contribution he has made. This means that we are now in urgent need of a typist who is prepared to type on average 10 A4 stencils each month and it must be pointed out that unless an offer is forthcoming it will not be possible to continue production of the Bulletin in its present form. Anyone who can help should write to [redacted]

PERSONAL

We offer our congratulations and best wishes to the Company's new Traffic Manager, [redacted], who joined West Yorkshire officially on 1st September. [redacted] was previously Assistant Traffic Manager (East) of Crosville Motor Services, but prior to that had been with Potteries and London Country.

FORTHCOMING EVENTS

HVCV YORKSHIRE SECTION. The next meeting will be on Wednesday 21st October at 7.45pm in the Metro Leeds Sports & Social Club, Concoridia Street.

PSV CIRCLE. The next Social Meeting will be on Thursday 1st October from 7.0pm in Meeting Room no. 4, Bradford Central Library, Princess Way, Bradford.

YORK HISTORIC VEHICLE GROUP. The October meeting will be on Sunday 4th October, with a visit to Peter Black's museum at Keighley. It is expected that the former 3821 will depart York War Memorial, Station Rise, at 11.45am, Leeds Central Bus Station 12.30pm and Bradford in front of Interchange 1.00pm, arriving at the museum at 1.45pm. No fares can, of course, be charged but donations towards restoration will be welcome. Advance bookings would help with arrangements - to [redacted]

SAMUEL LEDGARD

As some members may already know, Autobus Review Publications are bringing out a comprehensive history of the Ledgard fleet. It will trace in detail Ledgard's bus and coach operations, and contain over 200 previously unpublished photographs. Publication will be in time for Christmas and the price is expected to be around £6.95. Orders are now being accepted and these will be met as soon as the book is available; no money should be sent at this stage. Please send your orders to [redacted]

PRESS DAY for the October issue will be on Saturday 3rd October and all items should be sent, to arrive on or before that date, to [redacted]

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1. FLEET CHANGES

New Vehicles

2600 UWY 78X Leyland PSU3F4R 8030881 Duple 134/5345 DP49F 8993 Kg
 2605 UWY 83X " " 8030913 " 134/5343 " "
 2606 UWY 84X " " 8030914 " 134/5342 " "
 - VUM 613X Vauxhall Astra car. Data Processing Mgr. New 8/81
 - VWI 864X Ford Cortina car. Traffic Manager. " "

Additional Information

2600/5/6 were all delivered during August to Grove Park, 2600/5 on the 24th. They are in dual purpose livery and are identical to 2601. All have Ferodo retarders and Tachographs fitted.

Allocations and Transfers

1291	from CRW	(delicensed)	31.8.81
1299	" Keighley	"	"
2513	" "	"	"
2515/8	" Leeds	"	"
4054/5	" Harrogate	"	"
4066	(delicensed)	to Harrogate	1.9.81
2600	"	" Leeds	"
2605	"	" Ilkley	"
2606	"	" Harrogate	"
1306	from Keighley	" CRW	"
1346	" Harrogate	" Keighley	"
1748	" Otley	" Harrogate	"
1749	" Leeds	" Otley	"
1973	" Harrogate	" Leeds	"
2598	" Ilkley	" "	"

- Notes:-
1. 1748/9 and 2598 make their first moves since new.
 2. For some reason Harrogate still only have one VR.
 3. Leyland engined 1973 joins 1971 at Leeds.
 4. The Lodekka "fleet" is depleted by two, to 8.

Stored Vehicles

Bradford. No vehicles are currently stored in the yard.

Harrogate. Behind Grove Park on 23rd August were 1286, 2514/5.

Leeds. 2518 is in the yard as is 4071.

Skipton. Behind the depot on 23rd August were 1278/95, 1300. 1947 left Bradford on 18th August, then moved to York on the 19th, from where it soon left for Crosville.

York Inside the depot is 4057, with 3239/42/4/61 and 3922/8/30/2/3, 3942/8 in the yard.

Withdrawals

31st August 1981:- 1291/9, 2513/5/8, 4054/5 all to Held for Disposal

Sales and Disposals

16th July 1981:- 1284, 1935	} All to Amalgamated Passenger Transport Ltd on the dates shown. Not all were taken to Lincoln; the following vehicles were taken instead to the Lincolnshire
17th July 1981:- 1282/5	
18th July 1981:- 1271	
21st July 1981:- 1254/93	

22nd Jul

22nd July 1981:- 3234/7	} depots shown:-	Boston - 1271
23rd July 1981:- 3235/8		Grantham - 1248/88
27th July 1981:- 3236/41		Grimsby - 1298
28th July 1981:- 1249/52		Louth - 3240
30th July 1981:- 1245/7		Newark - 1937/8/9
3rd August 1981:- 1937		Skegness - 1280.
4th August 1981:- 1938		All others were taken to Bracebridge
5th August 1981:- 1939		Heath as usual. Not too much
10th August 1981:- 1298	} significance should be attached to	vehicles being taken to other depots;
11th August 1981:- 1248/88		on 12/13th September all were still
15th August 1981:- 1280		stored either inside or outside these
28th August 1981:- 3240		depots still in WY sale livery.

13th August 1981:- 1251, 1946 to D. Rollinson Ltd (breaker), Carlton.
 19th August 1981:- 1945/7, 3931/4/43/9 to Crosville Motor Services Ltd, Chester.
 27th August 1981:- 4051 to W. Hall Ltd, Commercial Vehicle Specialists, 12A Regent Street, Harrogate.
 1st September 1981:- 4050 to F. Spink, General Contractor, 29 Scotton Moor, Ripley Road, Scotton, Knaresborough.

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2. VEHICLE NOTES

Heavy Docks

August 1981:- 1354/97, 1465.

Repaints

August 1981:- 1449/51, 1726. Also 1716 (red parts only).

Sale Livery

by August 1981:- 3239/61, 3933

Paint Dates

1278 - W. Poly 2/72 (not 3/72 as previously reported); 1733 - W 5.80.

Certificate of Fitness

3770 - 12/3/88

Unladen Weights

1300 - 7568 Kg (ex 7658 Kg); 2517 - 8598 Kg (ex 8597 Kg); 3955 - 8930 Kg (ex 9-2-5); 4075 - 1700 Kg; 4076 - 1720 Kg. The extra for 4076 is due to a towing hitch, bracket, light socket etc for towing Booking Office trailer 4028.

Livery Changes

New Logo:- 1465 (also 1360/70/92/400 on rear peak). Only 1308/71 now retain plain white logo.

Rear Fleetname:- 1445/6/52/63 (all in red). The new 26xx Duples carry white rear fleetnames.

Large Fleet Numbers:- 1477. Also 1716 (previously had a small rear number). Both of 4054/5 retained small fleet numbers (now withdrawn). The only vehicles still with small fleet numbers are recorded as 1358, 1993 (rear), 1998, 1711/4. Also 2560, 2328-31/5/6 (front only). Of these, 1358 is suspect and probably has large numbers by now.

Morrison's Supermarket:- 1748, following accident repairs, has been out-shopped in an overall advertising livery for Morrison's Supermarket, in particular the one in the Harrogate

Conference Complex, which opens in October. The base colour is yellow, with black lettering and a nice mural of the Complex appears on the rear engine cover. It is presumed that 1748 will see more general use than the double deck rotas at Harrogate (mainly school specials) previously required.

National Holidays:- 1758/65 appeared during August in "National Holidays" overall advertising livery. These have white as the base colour and multi-coloured lettering to advertise the range of National Holidays.

Polybus:- 1520 re-entered service at the beginning of September carrying a Polybus advert for the "Happy Eater Family Restaurant" now open on the A 64 York-Tadcaster road. This advert consists of yellow sides from the top of the skirt panels to the window bottoms, and a yellow rear panel, with brown lettering and is a very attractive livery.

MetroBus fleetnames:- 1978/9/81/2/7, 1702/4-6/8/12/3/6/7/24/5/7/9, 1736/45/7/54/6/9. In addition a number of vehicles are running with fleetnames painted out; this includes some saloons, none of which had received the MetroBus fleetname as we closed for press. Most of the VR's concerned have had their offside (fuel filler) numbers moved to alongside the filler aperture rather than above. A few, however, manage to retain it in the usual position.

White Band extended across front:- 1465. 3459, which previously had this livery, has received a plain red front centre panel and as a result now has only a 1" strip of white along the bottom of the windscreen.

General News

2101, after accident repairs, now has a later type Plaxton front lower panel and grille surround, due to non-availability of the earlier type. As a result it can now be distinguished at a distance from sister 2102.

1733 (Sk) is confirmed as being fitted up for ordinary OMO.

1300 carries a front grille which formerly had an illuminated OMO sign in it. This must have come from one of 1108, 1378/86/9/91/6/400 but the exact one cannot be identified.

1315 must be one of the few vehicles still in service to retain a depot allocation disc (at the front). It is now painted over red, of course, but would originally have been yellow (at York from new until 1978).

1750-9 are confirmed as being the 10 VR's fitted with Tachographs.

Vehicles with yellow Pay on Entry signs include 1445/6/52/63; 1446 also now has a plain rear engine cover with the number plate to the nearside.

A new £40,000 bus washer, which re-cycles water, is being installed at Barbican Road depot, York. It should be in use in mid-September and replaces the 17 year old washer previously used.

Withdrawn 3261 has a cab interior painted in matt black.

Advertisement News

Several vehicles have appeared in special advertising liveries recently - for details see above under Livery Changes.

The side and rear adverts for F.B.Clark (Plumbers Merchants) have ceased as has that for Sandtex coated paints.

The Tpk cassette tapes adverts have covered "Unwind for Ninety Minutes" and have now progressed to "The Christmas Box".

The inside advert for the Humber Scot express service has ceased, but a new one is for the Castle Howard service.

A new series of Metro adverts has appeared with a theme of "Put your seat on the bus".

1301 (Yk) has received a lower rear advert for Hunter and Smallpage, in yellow. It also has a square "target" advert for North Riding Garage.

A new side advert at least in Leeds is for Radio Aire from 1st Sept. 1971 (L) has a side advert for the Spa Theatre, Bridlington.

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3. SERVICE CHANGES

N & P 1320

New Services

S.138 BW 190/180 Monkgate (St. Wilfrids School) to Haxby (York Road)
via Heworth Green, Dodsworth Avenue, Fossway, Huntington Road, North Moor Road, Strensall Road, Towthorpe, unclass road to Haxby, Station Road, York Road.

Timetable 15.15 St. Wilfrids School to Haxby

Period of operation: Monday to Friday School Terms Only.

Vehicle allowance in accordance with traffic demand.

S.139 BW 190/181 Rowntree & Company to Terry's Factory (!)

via (1) Haxby Road, Wigginton Road, Crichton Avenue, Bur Dyke Avenue, Water End, Salisbury Road, Salisbury Terrace, Kingsland Terrace, Garfield Terrace, Livingstone Street, Salisbury Road, Landing Lane, Poppleton Road, Boroughbridge Road, Beckfield Lane, Ridgeway, Askham Lane, Front Street, Green Lane, Tudor Road, Stuart Road, Gale Lane, Thanet Road, Chaloners Road, Eason View, St. Helens Road, Tadcaster Road, Knavesmire Road, Campleshon Road.

(2) as 1 above to Chaloners Road then Moor Lane and Tadcaster Road to Dringhouses, Technical College.

(3) as 1 above to Boroughbridge Road then Carr Lane, Front Street, Green Lane, Tudor Road, Cormlands Road, Askham Lane.

(4) via Cromer Street, Burton Stone Lane, Clifton, Water End, then as 1 to Chaloners Road then via 2 to Dringhouses Technical College. Timetable as deposited.

Period of operation Monday to Friday.

Vehicle allowance in accordance with traffic demand.

Variations

S.140 BW 25/837 715 Keighley-Denholme

Mon-Fri to withdraw the 0755 and 1630 Keighley to Oxenhope
0818 and 1655 Oxenhope to Keighley

To retime the 1615 Keighley-Oxenhope and 1635 Oxenhope to Keighley to 1620 and 1640.

To retime the 1600 Oxenhope to Keighley to 1610.

To transfer the 1530 Keighley-Oxenhope onto licence BW 25/850 (714).

S.141 BW 25/152 York-Thirsk

Mon to Fri (Sch terms only) to retime the 0835 Skelton to St. Wilfrids Primary to 0830

to introduce an additional journey 1535 St. Wilfrids Primary to Skelton.

S.142 BW 25/835 721 Keighley-Bingley

Mon-Fri to retime the 0640 Keighley-Morton; 0655 Morton-Keighley; 0715 Keighley-Bingley to 0635; 0650; 0710.

to retime the 0742 Bingley-Keighley to 0735

to withdraw the 0815 Keighley-Morton and 0830 Morton-Keighley.

S.158 BW 2
Mon-Fri to

S.143 BW 25/850 714 Keighley-Marsh-Oxenhope
Mon-Fri to introduce an additional journey 1535 Keighley-Oxenhope.

S.144 BW 25/916 43 Malton-Scarborough
Mon-Fri to retime 0700 Scarborough-Malton to 0655
to introduce an additional journey 1700 Scarborough-Malton.

S.145 BW 25/324 796-9 Leeds-Knaresborough
Mon-Fri to amend the 1525 Leeds-Collingham (School Terms Only) to
operate throughout the year and to be extended to Wetherby
Bus Station during school holidays.

S.146 BW 25/140 95 Malton-Wintringham
Mon-Fri School terms only to introduce the following additional
journeys: 0815 Scampston-Malton; 1545 Malton-Scampston and
in consequence introduce a revised route.

S.147 BW 25/915 43 York-Malton
Mon-Fri to retime the 0755 Malton to York to 0750

S.148 BW 25/328 79 Wetherby-York
Mon-Fri to retime the 1625 York-Wetherby to 1635

S.149 BW 25/416 87 York-Tadcaster
Mon-Fri to retime the 1719 York-Askham Richard to 1729 and operate
via Bishopthorpe instead of Dringhouses.
to introduce an additional journey 1800 Tadcaster to York.

S.150 BW 25/913 54 Harrogate-York
daily to introduce a revised timetable.

N & P 1321 (21st August 1981)

S.151 BW 25/672 36 Leeds (Vicar Lane)-Ripon (Bus Station)
Mon-Fri Limited Stop journeys : to revise timetable and route.
See below.

S.152 BW 25/950 52/3 Penny Pot Lane -Carmires Avenue
Mon-Fri Limited Stop service: to revise timetable. See below.

S.153 BW 25/916 43 Malton-Scarborough
Mon-Fri to retime the 1500 Malton-Scarborough to 1505.

S.154 BW 25/347 77 Harrogate-Wetherby
Mon-Fri to retime the 0745 Wetherby-Harrogate to 0740 and reroute
via Hookstone drive, Oatlands Drive and Queen Parade.
to reroute 1630 Harrogate-Sicklinghall via Queen Parade,
Oatlands drive and Hookstone Drive.

S.155 BW 25/696 78 Harrogate-Tadcaster
Mon-Fri School Terms to extend the 1555 St. Aidans School - Spofforth
through to Wetherby, arr 1623.

S.156 BW 25/919 781 Leeds-Otley
Mon-Fri to retime the 0755 Otley-Weardley to 0752
to retime the 0817 Weardley-Otley to 0810.

S.158 BW 25/915 43 York-Malton

Mon-Fri to operate the 1625 York-Malton via Claxton instead of Stockton on the Forest arr Malton 1720.
to operate the 1645 York-Malton via Stockton on the Forest instead of Claxton arr Malton 1740.

Minor service changes affecting most York City routes took place from Sunday 2nd August 1981. It is understood that they were in the nature of a "tidying-up" exercise following working experience with MAP.

From Sunday 23rd August 1981, services 780/2/3/4 and X83 began to operate into Vicar Lane Bus Station (X 83 from Stand 7, the others from Stand 6). On inward journeys 780/2/3/4 now set down in Merrion Street and pick up in Albion Street on journeys from Leeds. The stops in Cookridge Street have been discontinued; WY, Ledgard and G.F.Tate vehicles used Cookridge Street for departures prior to the introduction of the Road Traffic Act in 1930 and the Leeds-Bramhope-Otley-Ilkley services have used this point ever since.

From 24th August the Leeds-Harrogate-Jennyfield Express service (836) timetable was revised and it now picks up in Vicar Lane Bus Station (Stand 5) rather than in Eastgate. Departures are now at 0740 ex Jennyfield, 0755 ex Harrogate to Leeds and at 1653 ex Wellington Street, 1704 ex Vicar Lane to Jennyfield and 1719 ex Wellington Street, 1730 ex Vicar Lane to Harrogate Bus Station only.

More service reductions are planned for the Harrogate area from September 13th or 20th. Apparently every single bus service in Harrogate makes a loss, according to the Yorkshire Evening Post of 22nd August. The Ripon Gazette and Boroughbridge Herald for Friday 21st August reported that consideration was being given to utilising a private operator in the Boroughbridge area if all other attempts to save dwindling services in that district fail. Apparently, as a result of the cuts mentioned above, the last bus from Harrogate will be at 1830 on Weekdays, 2150 on Saturdays and there will be no Sunday service. The suggestion is to ask for the 2150 service on Weekdays and one return journey on Sundays to be retained and to ask WY and United to consider the possibility of linking services. If these efforts failed, it was hoped that Dodsworth's Coaches could provide a trial bus service to operate from when the cuts were introduced. This would of course need licensing and Mr. John Dodsworth had pointed out that to be viable a private service would need to be supplemented by a County Council grant and revenue from at least one peak period service to compensate for the less popular ones. The possibility of the return of Dodsworth's to stage carriage operation is obviously interesting since they sold out this side of their business (the Harrogate-Boroughbridge and Knaresborough-Great Ouseburn services) on 25th March 1931.

At York, the saga of the Woodthorpe bus service continues with the postponement of the public hearing from August 26th to October 28th because of the absence on holiday of two of the protesters. Also in York, the Council planners have ruled out the Leegham's site in Rougier Street as a site for a bus station.

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4. OPERATING NOTES

Leeds double deckers seem to have regular workings on Leeds-Wetherby (741).

Malton still use Leopards on route 94 to Hovingham and Nunnington.

During August, CRW/ vehicle 1291 was at Otley and Harrogate; 1303 was at Harrogate; 1307 was at Leeds and 1314 at York/Malton.

6. SOLD ST
DVTU 679B

1306 seems to have escaped observation, which probably means it was at Bradford or Keighley in view of the normal lack of notes from anyone in these two areas.

RELL's have been working on East Coastals on Saturdays, especially on York and Malton workings. Leeds have been using dual purpose RELL's but 1301 (Yk) has been a regular performer. However, Leyland Nationals (including Flamingo and 1440) and baby Nationals have also taken their turn.

Observations made on the East Coast in early August were:-

3/8: 2537 (B) on 847 Bradford-Bridlington-Scarborough. 4/8: 2537 (B) again on 847. In Bridlington Bus Station at lunchtime was 2596 (L) showing "blank". 5/8: in Valley Bridge, Scarborough, at 1730 were 2573 (M) "842/Scarborough", 2532 (L) "43/Leeds"; and 2533 (L) "-/Leeds". On Westwood Coach Park at the same time were 2598 (I) "-/Excursion"; 2516 (L) "-/Scarborough"; 2579 (M) "842/Scarborough"; 2551 (B) "847/Bradford" and 2586 (Yk loan NT(E)) "273/National Express". 2586 is believed to have been on a Sheffield journey. 9/8: 2599 (L) on 847 (Leeds-Bridlington-Scarborough). 11/8: Observations at Valley Bridge were 2516 (L) departing at 1615 to Leeds (43) and 2539 (L) arriving at 1625 from Leeds (843). At Westwood were 2518 (L) "-/Scarborough"; 2348 (H) "-/Private"; 1401 (Yk) "EXP/Scarborough" and 2537 (B) "847/Scarborough". 15/8 - 1522 (K) in Filey on NT 277 (Keighley-Scarborough), duplicated by 2102 (B).

For some reason the two surviving Willowbrook rebuilds, 2516/7, were in York depot with blank blinds on 5th September. 2516 had a York running sheet and 2517 one for Leeds. By 8th Sept, 2516 was back at Leeds as now is 2517.

An interesting sight in Norwich at 0915 on 13th September was 2599 (L) extolling the virtues of the Leeds-Manchester-Liverpool service to the local population. It was showing "356/Bradford" and was presumably on loan to Bradford for the occasion.

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5. UNUSUAL WORKINGS

- July - 29th - 2586 (L loan Yk) on 0920 Leeds-Brid (44) and 1620 L-Sc (43).
August 2nd - 2537 (B) and 2578 (I) on 847 Brid-Sc; 2548 (H loan M) on 1835 Sc - L (842).
3rd - 2548 (H loan M) on 1855 L - Yk (46).
4th - 2580 (M loan Yk) on 0645 L - Yk (46).
8th - 2599 (L) and 2579 (M) on 1000 Sc - B (840); 1337 (H) on NT route 277, showing "277/Harrogate".
9th - EYMS 202 (Brid loan Yk) on 0920 L - Brid (44); EYMS 987 (National Holidays VR) on Hull-L (746).
12th - 2544 (Yk) on 0809 Tadcaster-Yk (46).
19th - 1475 (K loan M) on 1355 78A Tadcaster-H; 2542 (Yk) on York City Tour.
20th - 2560 (L loan Yk) on 0645 Yk-L (46).
21st - 2542 (Yk) on City Tour.
22nd - 1972 (Yk) and 3967 plus one other York City VR leaving Ripon towards York at 1900, without passengers.
23rd - 2526 (O) and 2563 (B) on B-L-Brid-Sc (847).
25th - 2538 (Yk) on Yk-London (316).
27th - 2542 (Yk) on 0830 Tadcaster-Yk (87B).
30th - 2101 (B) on B-L-Brid-Sc (847).

On 10th August, a WY coach had to be replaced in the Northamptonshire/Bedfordshire area, and United Counties supplied 956 (VVV 956W), a VRT 3, which duly arrived at Grove Park and night stopped. By coincidence, at Grove Park the same night was UCOG 221 (SBD 221M), an RELH/Flaxton, which had been towed in from the Otley area by 4072.

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6. SOLD STOCK NEWS

DWU 679B (Ex 1780, FS6B sold Norths, Sherburn, 6/79).

Reported last month as being in Blackpool with Top Deck Travel, it was seen on 24th August in Marazion Car Park, Penzance and is obviously the vehicle allocated to the British tours run by Top Deck. This being so, it is visiting Salisbury, Newquay, Bath, Aberystwyth, Caernarvon, Blackpool, Windermere, Fort William, Inverness, Aberdeen, Edinburgh, York, Stratford on Avon and London. It was due in York on 7th September and subsequent visits there should be on 28th September and 26th October 1981.

OWT 785/6M (Ex 1179/80, LH6L sold NBC Disposal Centre, 11 & 10/80)

These have now been sold to Silcox, Pembroke Dock, 23/6/81; sale of NBC Disposal Centre vehicles for further service outside the NBC is rare if not unique.

XWX 388, 56G (ex 1910/1, VRTSL6G)

Full details of the conversions to open top are now available. They have leathercloth seats upstairs, and retain front windows (though without push-out vents), together with the first side window and a further small window. These are followed by a higher cill level and a fixed rear window in place of the emergency exit. Downstairs is unchanged. Unladen weight of both is 8580 Kg and they are painted all white with NBC logo but no fleetnames. Legal ownership is APT Ltd and this may account for the fleet numbers (602/3) as APT also own ex United 601/5/9. Both have reflective number plates at front and rear and are used on a Skegness-Ingoldmells service which is additional to the local Skegness open top service which is still in the hands of FS6G's 2350/1. It has been reported that ex 1910 has been upseated to 044/31FD, but there is no evidence of this; seating capacity on both is shown as 70 (39/31).

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7. OTHER INFORMATION

ILKLEY/SKIPTON BLIND The blind referred to last month, fitted to Ilkley Depot vehicles and Skipton saloons is as follows:- diagonal Blank; PRIVATE; SCHOOL SPECIAL/WORKS SPECIAL/GREATWOOD CIRCULAR/LONG MEADOW/SHORT BANK ROAD/ White Blank/SKIPTON/BOLTON ABBEY/BRADLEY/BUCKDEN/CONONLEY/EASTBY/EMBSAY/GRASSINGTON/HARROGATE/HAWES/HEBDEN/ILKLEY/KEIGHLEY/KETTLEWELL/LEEDS/LEYBURN/MIDDLESMOOR/OTLEY/PATELEY/BRIDGE/SKIPTON/SILSDEN/White Blank/BARLEY COTE/BRADFORD/BRAMHOPE/BINGLEY/HAWORTH/KEIGHLEY/BUURNLEY/COLNE/DENHOLME/MORTON/OXENHOPE/RIDDLESDEN/STANBURY/PRIVATE/WORKS SPECIAL/SCHOOL SPECIAL/BIRMINGHAM/BLACKPOOL/BRIDLINGTON/KESWICK/LONDON/MANCHESTER/SCARBOROUGH/SHEFFIELD/NATIONAL EXPRESS/Diagonal Blank. As well as stage carriage vehicles, this blind is also fitted to DP's such as 2528 (Sk). There is no code on this blind, which has been out for several months and is on the thick paper formerly used.

LEEDS BLIND

Comments on the blind listed last month are that although it includes Shaqwell for use on 767/8, it also includes Aberford, Barwick, Parsley and Scholes which were given up in exchange for the Shaqwell routes. Also still present is Airport to which there is now no scheduled service whilst journeys to Wetherby Race Course have to carry paper stickers as "Race Course", which used to be on Leeds blinds, has been omitted for several years now. One exposure not included that could have been is "Leeds (City Square)" for use on 767/8 - vehicles just display "Leeds" and could be terminating at either Vicar Lane or City Square.

PICCADILLY (YORK) DEPOT

Further to last month, the first sailplane flew in August 1931 (not 1981!).

NEW TIMETABLE

The Editor evidently looked cross-eyed at the old and new Harrogate timetables. The Thistle Hill Hospital service was given service number 32 when the Harrogate locals were revised in April 1979; it has now been withdrawn and is not even in the new issue which, incidentally, still costs 20p and not 26p.

OTHER BRISTOLS

Further to issue 365, the ex Potteries RE (JEH 196K) seen in Pudsey is owned by Baildon Motors Ltd, together with identical JEH 186K. They are used on Wednesday to Saturday on free shoppers services to Asda at Pudsey, based on Tyersal/Holme Wood in Bradford (JEH 186K) and Farnley/Swinnow in Leeds (JEH 196K). Departures are hourly from Asda; the Bradford service from 0915-1515 and Leeds from 0925-1525, with an extended evening service on Fridays. Either of these vehicles also works on the Sandoz Chemical Works contract (depart White Cross Monday-Friday 0720/0805) and during school terms on the 0800 departure from Ilkley central car park to Fulneck School, Pudsey. The two vehicles came from Norths and have replaced RELH6G/Plaxton perwent B55F GEM 884N (to Norths in part exchange) and REL6G/B45D HCU 52LG (retained as a spare bus). The two Potteries RELL's park outside Asda together between five minutes past and fifteen minutes past each hour, and are painted in "fire engine red" with black wheels and a grey waistband.

VEHICLE EXPERIMENTS

during the 1950's a great deal of experimental work was being carried out by the Company, in which various vehicles were involved. Some of these we have already recorded and others were of a minor nature. The following additional notes may be of interest, however:-

Exhaust Brakes DB 6 and DG 34 have previously been recorded as being fitted with this item in 8/55 and -/56 respectively. DB 6 was fitted with a Clayton Ootiker; DG 34 was in fact fitted on overhaul on 27/11/56 with an induction operated exhaust brake. There was, however, a further vehicle involved - DB 5 was fitted with an "Ashancoo" unit at about the same time as DB 6. The brakes do not appear to have been very reliable in service - in October 1957 the one in DB 5 had suffered 6 failures in 17 months; that in DG 6 6 failures in 16 months and that in DG 34 8 failures in 10 months.

N/S Front Fibreglass Wing These were fitted during 1957 to DG 1 (July), DB 39 (October), SGW 3 (July) and DB 43, YDB 69. A different version was fitted to SBW 30 in October 1958.

On the same subject, the nearside front wing valances on DG 46 and DB 59 were modified in July 1954. This was to try to stop the tendency of the wing valance to crack. DG 46 was modified with a gusset added in the Body Shop whilst DB 59 was reinforced by double thickness (by Yorkshire Panel).

Different Flooring DG 44 -fitted with 'C' quality lino in lower deck, 5/55. DG 47 - stairs and platform fitted with Jay-Bee "Suregrip" treadplate, 6/55. DB 40 - platform only fitted with Jay-Bee "Suregrip" treadplate in 6/55. DX 10 - fibreglass gangway fitted in lower saloon -/58. DX 4/21 - cork tile gangway fitted in lower saloon -/58. DX 44 - airtread rubber flooring fitted -/58.

(To be continued.)

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