

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 506

SEPTEMBER 1976

NEW SECRETARY Is announced last month, [redacted] has taken over the post of Secretary / Treasurer with effect from 1st September 1976, and all enquiries relating to subscriptions, requests for replacement Bulletins, membership enquiries and the like should be addressed to him at [redacted], and not [redacted], who is now enjoying a well earned "retirement".

FORGOTTEN EVENTS.

F.C.V.C. YORKSHIRE SECTION. The next meeting will be held on Wednesday 13th October, from 7.30pm in the Metro Leeds Sports and Social Club, Concordia Street. The Poden films "Birth of a Poden" and "Centenary Cavalcade" will be shown at this meeting.

P.S.V. CIRCLE. The next social meeting will be on Thursday 7th October from 7pm in meeting room no. 1, second floor, Bradford Central Library, Prince's Way, B20., (at the bottom of Manchester Road, car park at rear of Library, approach Manchester Road via Sharoe Street).

MESSAGE DAY for the October issue will be on Saturday 2nd October and all items should be sent to arrive on or before that day to [redacted]. Any items arriving late on this occasion cannot be included due to holidays.

TRANSFER CHANGES.

ALLEGATE & AID TRANSFERS.

1320/61	from	EMERGATE	(Delicensed)	31.8.76
1382		(Delicensed)	to EMERGATE	1.9.76
1077	from	LEEDS	" YORK	"
1220	"	BRADFORD	" KEIGHLEY	"
1230	"	EMERGATE	" KEIGHLEY	"

- NOTES:**
1. 1382 was ex Pateley Bridge and makes its first move since now.
 2. 1230 also makes its first move since now which was 9/11/66.
 3. The transfer of 1077 back to York confirms an allocation that has applied all summer; it is thought never to have arrived at Leeds and was certainly operating in York during August.
 4. 1075, the only 1962 M6G coach still in service, is allocated to Emrogate for special duties only; does anyone know what these duties are, please?

SPORTS VEHICLES

Emrogate: Behind Grove Park during August were 1146, 1201/6. Of these 1201 has been heavily cannibalised and will not return to service.

Leeds: The badly damaged Leyland National, 1456, was moved to the Leyland National "hospital" at Charley on a Pickford's low-loader, on 24th August. Also gone from here is 1144, which was towed to York by 4037 on either 17th or 18th August.

FLEET TOTAL

	<u>W.Y.</u>	<u>W.V.Y.</u>	<u>1.9.76</u>	<u>1.9.75</u>
Licensed:	459	84	523	517
Delicensed:	8	2	10	15
	<u>467</u>	<u>86</u>	<u>533</u>	<u>532</u>

* The fleet total includes 3969/70.

TEMPORARY LOANS

Further to last month's notes, it is now known that 1386 (L) was sent to Derby early on 14th July, but was returned immediately, without having been used, as the need was for double deckers rather than saloons. Although the loaned Lodelkas were used mainly on specials, they were also used on service, and on 24th July 1968 was on Trent service 1 (Derby - Alfreton) and 1742 on service 80 (Derby - Nottingham). The same day 1758/84 were in the Trent Depot. On 23th July 1784 was back in Vicar Lane, Leeds, still with "On hire to Trent" stickers in the window. The two remaining vehicles, 1742/4, on loan, returned to Yorkshire towards the end of the month. An article of the Derby fire appears in the September issue of "Buses", and includes a photograph of 1784 (E).

More mundane is the news that 1248/89 (C) have been at Emrogate during August and are both fitted with Emrogate blinds. 1231 (E) has spent most of the month at Otley.

2. VEHICLE NOTES

August 1976:- 1287/8, 1940/8.
 September 1976:- 3794, 1941, 3172.

OVERHAULS AND HEAVY DOCKS

July 1976:- 1343
 August 1976:- 1318/66/75/98, 1401

REPAIRS AND TUV'S

REBUILDING
 During June, the Leyland engine in 1319 was replaced by a Gardner 6ELK, thus making it a RELL6G. The Leyland engine is being stripped down and the crankcase and any other common parts will be used as spares for Leyland National engines. The unladen weight of 1319 remains at 7-10-0 although the other Gardner engined RELL's in the 1305-17 batch are 7-10-1. At present 1318/20 retain Leyland engines but will probably be converted to Gardner shortly (1320 is at present delicensed).

GENERAL NEWS

Besides York Depot, Leeds have also been indulging in a spate of grey wheel repairs recently.

1001/3/5/8/10 have all had their OMO equipment modified during August.

1162 has been fitted with a short blue handbrake lever on the offside of the cab as on the 1177-82 batch.

1318 has recently been fitted with an emergency engine stop button at the nearside rear corner.

Further to last month's list, 3922/3 and 1937 have all been checked and found to have three piece engine covers.

ADVERTISING NEWS

1452 (L) carries an upper rear advert for Rawcliffe's of Leeds, its first advert. A further D o B lower rear advertisement is for "Watch out for Sandra running to the shops."

New inside adverts include one for "Yorkshire and Humberside to Birmingham National Express" and one reading "Don't ask the Conductor for a fourpenny one. Our drivers and conductors know the fares. So when you get on a bus, please don't just say what you think the fare is; say where you want to go."

New side adverts include "Vernons Pools. If you don't join it you won't win it" and "Open up the fireplace."

3. SERVICE CHANGESM & P 1189

The following applications have been made:-

S.570 EW.25 / 881 76 SKIPTON (BUS STN.) -- BOLTON ABBEY (POST OFFICE)

Mon-Fri: To retine 07.19 Skipton-Bolton Abbey to 07.35

To withdraw 07.50 Bolton Abbey-Skipton.

To retine 08.10 Bolton Abbey to Skipton to 08.03 + operate throughout year.

S.571 EW.25 / 126 73 SKIPTON (BUS STN.) -- SEORT BANK ROAD.

Mon-Fri: To withdraw 06.40 Skipton to Short Bank Road + return.

S.572 EW.25 / 880 75 SKIPTON (BUS STN.) -- EASTBY (MASON'S ARMS)

Mon-Fri: To retine the 07.30 Skipton-Embsay to 07.25

To delete the note "School Terms Only" on the 16.10 Skipton-Eastby & return & operate these journeys on Mon-Fri. only.

NEW LICENSES:-

EW.25/886 BRADFORD (CHESTER ST. BUS STN.) -- MYTHOLMES (BROOK LANE)

- (i) via Morley St.New Victoria St.Godwin St.Sunbridge Rd.Barry St.Gratton Rd. New John St.Westgate.John St.Rawson Square.North Parade.Manningham Lane. Keighley Rd.A650.Keighley-Bradford Rd.Cavendish St.Lawtholme Cres.Bus Stn. Bow St.North St.High St.Bridge St.South St.Halifax Rd.Eaworth Rd.Lees Lane. Mill Key.Station Rd.Bridgthouse Lane.Rawdon Rd.North St.Mytholmes Lane. Return above reversed to North St.Cavendish St.Lawtholme Cres.Cavendish St. then reverse to Westgate. Godwin St.New Victoria St.Victoria Square.Little Eerton Lane.Chester Street Bus Station.
- (ii) Alternative route between Keighley (Railway Stn.)-Mytholmes via Dalton Lane. Bradford Rd.Cavendish St. Lawtholme Cres.Bus Station then via route (i). Return Mytholmes Lane.North St.Rawdon Rd.Bridgthouse Lane.Station Rd.Mill Key. Lees Lane.Eaworth Rd.Halifax Rd.South St.Bridge St.High St.North St.Cavendish St.Lawtholme Cres.Bus Station.Lawtholme Cres.Cavendish St.Bradford Rd.

To operate daily. Vehicle allowance 7.

SERVICE CHANGES cont.)

EW.25/887 KEIGHLEY (BUS STN.) - ILLKEY (BROOK STREET)

- (i) via Cooke St., Cavendish St., North St., Skipton Rd., Keighley Rd., Steeton, Station Rd., Keighley Rd., Silsden, Kirkgate, Bolton Road, A6034, Addingham, Main St., A65, Ilkley, Addingham Rd., Skipton Rd., Church St., Brook St., Skipton Yard. Return above to Skipton Road reversed, North St., Cavendish St., Lawkholme Cres., Bus Station.
- (ii) Alternative route between Keighley and Silsden via Dradishaw Rd. via route (i) to Silsden, Elliott St., Prince St., South View Terr., Haythornes Rd., Dradishaw Rd., Skipton Rd., Bridge St., Bell Sq., Bolton Rd., Kirkgate. Return Keighley Rd., Station Rd., Steeton, Keighley Rd., Skipton Rd., North St., Cavendish St., Lawkholme Cres., Bus Station.
- (iii) Alternative route between Ilkley and Addingham via Station Yard, Brook St., Church St., Skipton Rd., A65, Ilkley, Skipton Rd., Cunliffe Rd., Fawkesworth St., Brook St., Station Yard.
- (iv) Alternative route into Ilkley via Skipton Rd., Cunliffe Rd., Fawkesworth St., Brook St., Station Yard.

To operate daily. Vehicle allowance 4.

On grant:- EW.25/840 (711 Keighley-Mytholmes; 712 Haworth-Silsden, 765 Keighley-Ilkley) will be surrendered.

S.573 EW.25/39 71 SKIPTON-DUCKDEN.

Mon-Fri:- To curtail 10.00 Skipton-Zettlewell at Grassington (arr 10.30.)

To retire the 17.55 Skipton-Grassington to 17.50.

To withdraw the 07.50 Grassington-Skipton.

S.574 EW.25/42 667 BRADFORD-SKIPTON

To revise timetable and route.

S.575 EW.25/834 70 SKIPTON-SILSDEN

EW.25/849 713 KEIGHLEY-STAINBURY

EW.25/850 714 KEIGHLEY-MARSE-OXENHOPE

To revise timetables.

On Sunday 15th August, service 84B York-Kettlewell was diverted between Elubberhouses and Bolton Bridge to operate via Askwith, Denton Road, New Brook St. into Ilkley, then Skipton Rd. to Addingham and on to Bolton Abbey, the reverse route was followed on the return journey. The reason for this diversion was the closure of Bolton Bridge during the building of a parallel footbridge. However, the closure of Bolton Bridge was not until the following Sunday (22nd August) and it is presumed that the diversion on both Sundays although only observed on the 15th. The section between Askwith and Carters Lane on Denton Road, Ilkley, is not covered by service buses at all and is very tortuous and narrow in parts.

With the current fares increase application, Metrocard will increase from £8-50 to £9-00 and Dale-rider Day from £2-25 to £1-30 and Ealf day from 85p to 90p.

Y11A was rerouted at Huntington from 1st August so as to serve Huntington old Village and outward journeys now operate via Main St., Keswick Way and North Moor Rd.

The recent takeover of the Skipton-Bolton Abbey route of Ribble brings the route again under West Yorkshire operation. It was acquired from Old Bill Motors of Skipton in 1929 and abandoned in the winter of 1930, when Laycocks of Barnoldswick took over. It passed to Stephenson's in 1933, and was re-acquired by West Yorkshire from Stephenson's in 1941. However, it was operated by Ribble for WY as it could be conveniently worked (with a petrol saving) with the Ribble Embsey service. At least in the mid 1950's it was shown in the Ribble timetable as being joint with West Yorkshire, but did not appear in the WY timetable and was not operated by WY vehicles prior to the recent changes.

4. OPERATING NOTES

BRADFORD. On Tuesday 31/8 1788 worked all day on 670 Bradford-Leeds, as did 1903(B) on 1/9 and 1760 (B) on 2/3. On 7/9 1769 & 1776 (both B) worked on 670: all these DD's were working SD duties as all daytime services on 670 are marked SD on the running boards. A very rare occurrence was the appearance of 1815 (L) on the 20.30 Bfd.-Leeds 670 on 9/9; this was the first time a Double deck has worked this service since 4/1/75 when 1917 (formerly L) appeared, and the first time a Lodekka has worked this service since 1814 (L) on 12/7/73!

MARROGATE 1087 was on routes 11/11A on 30/7. On 31/7, 1210 (M loan Yk) was on 0910 Marrogate-Scarborough (84) and 3461 on 1710 Marrogate-York (84). W/Y Leyland Nationals are rarely seen on route 84. On 2/8, 1416 (M loan PB) was on routes 24/776.

OPERATING NOTES (cont)

This was the first time that a Leyland National has been noted working for Pateley Bridge Depot. 1007 (E) was on route 129 (Ripon-Earrogate) on 6/8. On 10/8, 1087 was again on routes 11/11 as was 1170 on 11/8. On 12/8, 1205 (U loan E) was on route 78 and 1230 (E) on route 653. On 13/8, 1372 (U loan E) was on routes 7/10/12, and on 16/8 was working for Pateley Bridge on route 24. On 17, 19 and 20/8, 1205 (U loan E) was on route 653. The vehicle which arrives in Earrogate from Ilkley (776) at 13.00 on Mon-Fri then goes on to Scarborough (84) at 13.10. Noted on this duty have been 1060 (E) on 18/8, 1337 (E) on 24/8, and 1285 (E) on 25/8. On 24/8, 1411 was noted on routes 7/10/12 and 1334 (O loan E) on route 674. On 28/8, 1337 (E) was on Earrogate-Berkington (25). On Earrogate-Tadcaster (78) have been the following: 29/7, 1228 (E); 7/8-1221 (E); 12/8-1205 (U loan E); 13/8-1236/8 (both E); 17/8-1445 (O loan E); 28/8-1228 (E) and 30/8-1241 (L loan E).

ULLEY. Unusually, on 14/8 in the early afternoon 1344 (I) was "at home"; on Sundays this vehicle often works a Bridlington duplicate from Leeds.

LEEDS. On 9/8, 1179 (Sk loan L) was on the morning Alwoodly-Leeds (36 dup.). On 29/7, 1046 was on 16.40 Leeds-Red Hall (737) and on 6/8, 1811 arrived in Leeds on 784 just after 08.30. An unusual sight for a Sunday (22/8) was two Lodoktas in Vicar Lane at the same time- 1827 on 16.00 to Keighley (760) and 1760 on 1606 to Bradford (655). Working on Leeds-Bradford (655) during the afternoon of 29/8 were:- 16.06 ex Leeds-1384; 1706 ex Leeds-1785; 1806 ex Leeds-1753. On Leeds-Scarborough (43) have been the following:- 1260 (Yk) on 31/7; 1357 (W loan Yk) on 8/8; 1260 (Yk loan H) on 14 and 16/8; 3330 (Yk) on 18/8; 1287 (M loan Yk) on 29/8; and 3836 (Yk) on 30/8. On Leeds-York (43/434) have been:- 1361 (E loan Yk) on 26/7 (1655 ex Leeds); 1106 (L) on 28/7; 1226 (Yk loan L) on 30/7; 1338 (M loan L) on 9/8; 1005 (L) on 17/8; 1042 (L) on 20/8; 1005 (L) on 24/8; 1211 (L) on 25/8 and 1043 (L) on 27/8 (all on 07.15 ex Leeds). On 14/8, 1355 (L loan K) was on 09.55 York-Leeds; on Mon-Fri the 09.55 is a Leeds working while on Saturdays a Malton vehicle works off route 83 onto this timing, in the hands of a Scarborough based driver. On 11/8 and 25/8, 1229 (L) worked 18.05 Leeds-York. On Leeds-Malton (434) have been:- 3172 (Yk) on 2/8 and 1165 (Yk) on 4 and 6/8. On Leeds-Bridlington (44) have been:- 1247 (L) on 28/7; 1241 (L) on 21/8 and 1023 (B loan L) on 22/8. Noted on the 09.55 York-Leeds (43) have been:- 2/8-1348; 4/8-1447; 6/8-1448; 10/8-1390; 11/8-1349; 12/8-1333; 16/8-1379; 17/8-1005; 18/8-1378; 23/8-1374; 24/8-1005; 25/8-1357; 26/8-1210. On 17.25 York-Leeds (434) have been:- 1024 (L) on 17/8; 1003 (L) on 19/8; 1158 (W loan L) on 23/8.

PATELEY BRIDGE. In the garage on 30/8 were 1156 (PB), 1166 (O), 1167 (H), 1309 (H), with 1381 (PB) working on 36B and 27.

LONG DISTANCE:

Noted in Earrogate on 21/8 were , route 276-1343 (I) Skipton - Scarborough, 1336 (E loan O) Otley-Bridlington and Broadbent of Stamford Bridge CBT 551K Earrogate-Filey. Duplicating route 398 Earrogate-Newcastle was 1334 (O loan E) and operating route 399 Leeds-Sunderland was 1337 (E). An unusual hiring on 28/8 was Wallace Arnold JMX 96H which ran to Middlesbrough at 09.10. On Whitby (291) have been:- 8/8-1979 (B) with WR 381; 22/8-1011 (B) with WR 265; 29/8-1025 (L loan B) with WR 382; 30/8-1079 (B) with WR 258. Of these WR 265 is allocated to Wakefield, Seville Street, 258 to Selby and 381/2 to Castleford! On 30/8, 1217 (E) and 1337 (E) were on Bridlington duplicates and 1221 (H) was returning from the East coast.

YORK. On 22/8, 3961/3/7/8 were all in Scarborough on Private Hire. On 21/8 3431 (Yk) was on York-Tadcaster (87). Noted on a fishing trip entering Tadcaster on the 162 on 8/8 was 1332 (K), having probably been to Ulleskelf. On 2/8, 1386 was on 44. On 3/8, 1761 was on Y2. On 4/8, 1739 (U) was on Y15 and 1341 on 82. On 5/8, 3943 was on 80. On 9/8, 1292 was on 11.25 York-Leeds (43), 1761 on Y2A and 3175 on Y13. Noted on 10/8 were:- 1443 on 84, East Yorks 945 on 11.25 York-Leeds (43), 1378 on 12.55 43 and 3962 on 80. On 11/8, 1758 was on Y20 and 1229 on 434, whilst the following day 1761 was on Y11, 3173 on Y9 and 1403 on 14.55 York-Bredford (43). On 13/8, 1353 was on 11.25 York-Leeds, 3431 on Y15 and 1259 on Y13. On 14/8, 1758 was on Y8, 1289 on 79 and 1334 on 388, 3930 was on 80 on 16/8 and 3430 was on Y2. 1739 was on Y2 on 17/8. On 19/8, 3953 was on Y19. 1364 worked 14.55 York-Bredford on 23/8. On 24/8, 1001 was on 44 and 3838 was on Y15. On 25/8, 3943 worked on Y2. On 26/8, 3821 was on Y15, 1333 on 82, 1386 on 44 and 3432 on 80.

5. SOLD STOCK NEWS.

ME 4023 (Ex 1002, REELEG sold MEC Disposal Centre, Lincoln 25/5/76)

To unknown breaker, Carlton, Earnsley later in 5/76.

ME 4062 (Ex 1006, REELEG sold MEC Disposal Centre, Lincoln 6/76)

To J. Sykes, breaker, Carlton, Earnsley and being broken up 6/76.

2010 VE (Ex 1714, E36E sold Norths, Sherburn 1/76)

To ??, Bradford, 5/76.

Repainting of this vehicle now appears to be complete, leaving it in a rainbow colour scheme of red, green, yellow, orange, dark and light blue, and with "Sillybus" in multi colours on each side, between decks. It is apparently some form of school bus, though evidently not a playbus since all seats are still in position. There are no marks of ownership on the vehicle and the interior decor is unaltered, still retaining West Yorkshire advertisements and fleet number on the side of the staircase. It still parks overnight in Thornton Road Goods Yard, Bradford.

6. TEN YEARS AGO.

New vehicles entering service on 1st September 1966 were SEG 18 (Harrogate), 19/20 (Malton) and 21/22 (Bradford). The last four were the first SEG's to be allocated to their respective depots. All six surviving SGW's were at York, whilst BX 207/8 had moved from Malton to Harrogate.

Leeds depot report recorded that a Leeds-Scholes (48) journey formerly worked by a Harrogate BX on a fill-in duty was being worked by a York BX instead since the Harrogate BX's had been replaced by SEG's, and "SEG's are too long for 48." An unusual appearance was that of SEG 10 on Leeds-Rawdon (53) for one return trip on 24th August, probably the first appearance of an SEG on this route.

Sold stock news recorded that SEW 2 had been cannibalised at Norths; SB 7/10 had been resold to Cozy Coaches, Meadowfield; SGL 9 was running for Scarlet Band Motor Services; CUG 3 had been seen in Redcar Coach Park on 3rd Sep. and CUG 4 had been found at Alleyways Ltd., Birmingham.

Publicity adverts for staff had been featuring the SEG in various locations and the last item of the 6 page issue concerned the Autumn Tour, with an appeal for support (still necessary for present day Tours).

7. GENERAL INFORMATION.LEEDS DEPOT

The anticipated modernisation of Leeds depot started in August, and one of the first tasks was to remove the entire end of the corrugated iron part of the building which adjoins the yard, in readiness for building a new tyre store. Work is also due to start on a new pit provision, and during this time vehicle maintenance work is to be carried out at York and Bradford, by Leeds fitters.

SKIPTON DEPOT.

We have not previously recorded that the Ribbles depot at Skipton closed during June, and all operations are now conducted from the West Yorkshire garage. There are no other alterations to arrangements and generally Ribbles vehicles still operate Ribbles routes whilst WY vehicles operate WY routes. It is likely, however, that a certain amount of interworking will now take place as the two Company's operations are so closely associated.

DALWATER HALF DAY CUTTING, by John Gill.

On Sunday 8th August we decided to make a circular tour from Ilkley using half-day Dalesrider tickets. We caught the 12.10 Ilkley - Harrogate (776), arriving in Harrogate at 13.00 the vehicle being 1362 (K). At Harrogate we boarded 1311 (H loan PB) which departed at 13.20 to Pateley Bridge via Britham Beck's (362) arriving at Pateley Bridge at 14.10. We then had an hour's break at Pateley Bridge before catching the 15.15 Pateley Bridge-Grassington (28), worked by 1309 (K). At Grassington we had a thirty five minute break before boarding 1107 (Sk) on the 16.20 to Ilkley (772), arriving home at 17.40. At a cost of 85p each we obtained £1-70 approx. worth of travel, this could have been more as we could have travelled from Pateley Bridge to How Stean and return during our hour's break at Pateley Bridge. Even so, half price travel represents excellent value and it is a pity to see so few people taking advantage of this facility, only the Pateley Bridge-Stump Cross Caverns, Grassington-Burnsall and Bolton Abbey-Ilkley sections of the route being anything like well patronised.

YORK BUS LANE.

The experimental bus lane in Beetham, which speeded up bus services but fell foul of public opinion, has now ceased and the road markings painted out.

OTHER INFORMATION (cont)

YORK AEC RECEIPTS.

The item which appeared under this heading was incorrect in referring to GP 6250, since this vehicle was never detained for West Yorkshire and was certainly never delivered. All reference to this vehicle should therefore be deleted, and the suggested allocation of fleet number ADE 4 to GW 6261 was also pure speculation on the part of the compilers of the Fleet History.

C.C.P./T.H.L. 16.X.76