

WEST YORKSHIRE

INFORMATION SERVICE

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EDITORIAL

Following our appeal for more reports last month, there has been an encouraging response from members; to all those who have sent in reports, thank you.

We would also like to thank the several members who responded to our recent appeal for WY timetables and faretables that are surplus; as a result several gaps have been filled which will assist in the compilation of further publications on aspects of the Company's history.

The occasion of the Pope's visit to York on May 31st resulted in a large number of vehicles being used from various Companies. In order not to delay publication of this issue unduly, details of arrangements at York will be given at the end of this issue; we would like to thank all those members (listed individually in the "Papal Supplement") who went to a great deal of trouble to obtain full details for us.

NEW ADDRESS

Will all members please note a change of address for the Secretary, [REDACTED]. As from 13th June he will be at [REDACTED].

SPRING TOUR - Sunday 23rd May

37 members and friends joined 1518(B) for our Spring Tour which first visited East Midlands at Chesterfield. Following the lunch break we travelled to Derby where we were met at the Derby Corporation depot by [REDACTED] who went to a good deal of trouble to answer questions and show us round the very interesting fleet. It had been raining heavily at Derby but fortunately the weather cleared up for our visit to Stevenson's at Spath, near Uttoxeter. Here, the fleet is kept in an open yard and the various interesting vehicles were duly examined. From Spath we returned to Derby where the tea break was taken in the Bus Station prior to our homeward journey via the M1. Our thanks are due to all the operators we visited; to the Company for their usual help in arranging for a vehicle, etc, and to our driver, [REDACTED], who was driving us for the first time and now knows that all buses are not the same.

FORTHCOMING EVENTS

PSV CIRCLE. The next Social Meeting will be on Thursday, 1st July from 7 pm in Meeting Room No. 4, Bradford Central Library, Prince's Way, Bradford.

HCVC YORKSHIRE SECTION. The next Meeting will be on Wednesday, 21st July at 7.45 pm when 3 films from the BP Film Library will be shown - "Motoring in the 30's", "Oil in your Engine" and "The Cattle Carters". The meeting will be held in the Metro Leeds Sports and Social Club, Concordia Street, Leeds

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

1. FLEET CHANGES

Acquired Vehicle.

4077 MTX 155P (601 WT) Seddon Atkinson T36G 8XB/FC 31066 8380 KG

Additional Information

The seating capacity of 252- in its role as a transport for Spastics is C9F.

Although 6 VR's were to have been obtained from East Midland, and negotiations had taken pace accordingly, we now learn that the four vehicles still outstanding are not now available and will not be acquire by WY.

4077 was new in June 1976 to Clytha Transport, Newport, Gwent and was pale blue in colour. It was a tractor unit and accordingly has a 2 speed rear axle, giving a 12 speed transmission, and a Gardner 8LXB engine, no. 198924, rated at 240 b.h.p. It was acquired from CVS Ltd (dealer), Gildersome, in December 1981; during January/February the fifth wheel coupling was removed at Leeds depot and the vehicle received attention to various aspects which included repainting the cab into poppy red with a white band. As a chassis/cab it was then taken to Central Works and at Myrtle Road received a hydraulic "lift" similar to those fitted to 4063 and 4072. It then moved to the Body Shop where sides, of "Grand Piano Lid" shape were made out of wood clad in aluminium, and tool lockers were also fitted. An all-out effort was made during May to complete it in time for the Papal visit and it was in attendance at Acaster airfield as one of the standby Towing Vehicles on the 31st May. On that occasion it was running on Trade Plate 339WR rather than 601WT as the Leeds lorry, 4037, remained at Leeds but once a few minor items have been attended to on 4077 it will be allocated to Leeds. There it will replace 4037, the last Bristol towing lorry in the fleet, it is interesting to recall that the first Bristol towing lorry was Y1005, a G05G allocated to York from 1st April 1950 and the make has featured in the service fleet ever since. The towing lorry fleet has now been completely "remewed" in 3½ years, though with a Leyland Reiver, ERF, AEC Mandator, AEC Mammoth Minor and now a Seddon Atkinson, it could not be said to be standardised.

Rebuilt Vehicle

Following partial seizure on May 25th of its Leyland 50L engine (no. 7611466), VRTSL6L, 1973 was towed from Leeds to CRW on May 27th, where it is intended to convert it to VRTSL6G using the overhauled and uprated Gardner 6LX unit (no. 190389), formerly in 3951. It is understood that the intention is to convert these 3 vehicles (1971-3) to Gardner engines only when they require engine attention, in order not to lose more downtime than necessary. To those eynics who will thus expect the whole conversion to be completed by July, it must be recorded that the reliability of these three vehicles has improved to some extent over the last few months, although the conversion to Gardner engines is no doubt still justified as a long term measure.

Allocations and Transfers

| | | | | |
|------|--------------|----|--------------------------|---------|
| 4077 | (acquired) | to | Leeds | 31.5.82 |
| 3328 | from York | | (delicensed) | " |
| 2520 | (delicensed) | to | Harrogate(Special duties | 1.6.82 |
| 1354 | from CRW | | " York | " |

- Notes:-
1. 3328 is withdrawn because of mechanical problems and had not run for some weeks prior to delicensing. It is the first of the four remaining RELL's at York to be withdrawn and was new to Keighley - West Yorkshire.
 2. RELH/ECW 2520 makes its reappearance as forecast in issue 370. As last year it is only for use for excursions for Spastics.

Stored Vehicles

Bradford

On 28th February all the stored vehicles in the yard except 1302 were started and one at a time moved into the depot and a little later moved back into the yard. On 1st June 1307 was inside the depot on trade plates and on 3rd June only 1302/5/6/T&41/4, 2517 were still in the yard with a DF RE inside.

Harrogate

Still behind Grove Park on 22nd May were 1303/12/8/32/4/6, read with 1309/19/37/47 down the side and 1311, 252- inside.

Leeds

The situation here is unchanged from last month with 1304/20//42/3, 2516/8 in the yard.

Skipton

The situation here is also unchanged, with 1101, 1299, 1315 and 2513 behind the depot.

Withdrawals

31st May 1982:- 3328 to Held for Disposal.

Sales and Disposals

Last month's disposal of vehicles on 31st March 1982 to APT Ltd, shown f as 3942/3, should have read 3942/8; 3943 was sold to Crosville MS in August 1981.

2. VEHICLE NOTES

Full Repaints

March 1982 - 3968

April 1982 - 1388

May 1982 - 1390, 1412, 3460

Lower Half Repaints

May 1982 - 1447/9, 1513/29, 1749, 3950/65.

Both 1513/29 remain in all red livery.

Following repaint, the front fleet number of 1412 is carried on the white band and the unladen weight and seating capacity transfers are on one line beneath the legal ownership panel.

Livery Changes

National Express Livery:-

2575 (white ex red/white).

National Holidays:-

2348. Prior to repaint into full National Holidays livery, this vehicle ran with a "National Holidays" sticker at the front.

MetroBus Fleetname:-

1733 (white). The only VR's still carrying West Yorkshire fleetnames are 1704/7/37/50/7. More VR's to receive white MetroBus fleetnames are 1995/7/9, 1709/49; these white fleetnames do not seem to be very durable and parts of various letters are missing on most vehicles with white fleetnames.

Sale Livery

February 1982 :- 1295/9

Paint Date

2390 - c 3/82

Rebuilding

A further VR to be rebuilt to "VRT3" standard is 3961; it should be noted that although receiving the power steering and extra heaters of the later models, these rebuilds are not being fitted with the sealed engine covers and grilles at 'tween deck level.

General News

The spare Leyland National 2 engine mentioned in issue 373 has now been fitted to 1015(k).

Leyland National 1441 was fitted during May at CRW with twin Kenlowe thermostatic electric fans as an experiment. They were fitted in the position previously occupied by the single mechanical fan and were expected to save both weight and power. However, in late May 1441 suffered partial engine seizure and as a result it was converted back to standard mechanical fan drive at Leeds.

1419/22/3/43/7/9/50/65 are further vehicles with a plain back panel and a nearside registration number; 1462/4 have what is probably an early variant of this in having a plain back panel but a central registration number.

The "early" Leyland Nationals on bi-annual service are having their seats painted; this serves an anti-graffiti function in that the paint can be removed with the graffiti rather than the PVC being marked as hitherto. 1475 now has a "Pay on Entry" sign in yellow/black to the rear of the entrance.

Just twelve months ago, we thought we had completed a "saga" involving the front grilles of 1972 and 1716. A recent sighting of 1991(k) with a front NBC logo (but Metro Bus fleetnames) prompted further investigations, which revealed that it now has the original grille of 1716! This may mean that somewhere there is a VR with 1991's old grille ...

In a similar way, we mentioned in the February 1982 issue that 1367 now carries the front grille from 1307. When 1307 was moved to Bradford it was necessary to fit another grille and this was taken from 1320, which in turn is now without.

1364 has a black rubber windscreen surround.

2346 has been converted at CRW from Telma electro-magnetic to Ferodo friction type retarder.

advertisement News

One of the occasional Editorial visits to Keighley (the only time news from the town is forthcoming) showed that all of 1992/6/9 carry Thomson Local Directories 'T' shaped adverts on the offside. These include the blank staircase panel and 1706(0) is a further vehicle for this advertiser, as reported last month.

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3. SERVICE CHANGES

N+P 1339

S.307 B/ 190/173 YL2 DANEBURY DRIVE - TANG HALL

Mon-Fri to retine 1303 Danebury Drive - Piccadilly to 1305

S.308 BW190/165 Y34 ACOMB PARK - STRENSALL

Mon-Fri (1) to amend 1200 + 1600 Acomb Park to Strensall to operate
4 mins later between Rowntrees + Strensall.
(2) to retime 0702 Strensall to Acomb Park to 0657
(3) to retime 0807 Strensall to Acomb Park to 0812
(4) to retime 0625 Railway Station to Strensall to 0620

S.309 BW190/166 Y24 DANEBURY DRIVE - MAXBY (Towthorpe Road)

Mon-Fri to retime 1211 Towthorpe Road - Danebury Drive to 1213

N+P 1340

S.310 BW190/172 Y5/5A/6 CLIFTON - CORNLANDS ROAD

Mon-Fri to introduce the following addl journey:-
1734 Cornlands Road - Clifton

S.311 BW25/618 678 BRADFORD - WEST ROYD CRESCENT

Sun only to extend the 2255 Bradford - Bolton Woods through to
Shipley (Market Square)

S.312 BW190/178 Y17/18/19 ACOMB(shops)-ASKHAM LANE or HOLLY BANK or NETHER
POPPLETON

To withdraw the following:-

Thur 1035 Foxwood Lane - Acomb Shops
1200 Acomb Shops - Foxwood Lane
Fri 1000 Nether Poppleton - Acomb Shops
1145 Acomb Shops - Nether Poppleton

+ in consequence to amend the terminal points to be Acomb (shops) to
Holly Bank.

N+P 1341

S.313 BW25/116 674 HARROGATE - BRADFORD

Mon-Fri (school terms)

To introduce the following addl journeys:-

1605 Harrogate - Huby
1630 Huby - Harrogate

S.314 BW25/672 36 LEEDS - RIPON

Mon-Fri

To withdraw the following journeys:-

1605 Harrogate - Leeds (Vicar Lane)
1719 Leeds (Wellington Street) - Harrogate

The Telegraph and Argus for 15th May reported that changes were being proposed to services in the Worth Valley. These included cutting the Haworth - Mytholmes; Keighley - Skipton and Bradford - Cullingworth services and the creation of new links from Oakworth to Bingley and Bradford, from Oxenhope to Thornton and Bradford and across Keighley from Haworth to Ilkley. A direct route from Haworth to Bradford via Thornton is to be introduced and Sunday services between Bradford - Skipton and Keighley - Harrogate are to be stepped up. There will also be more buses between Oxenhope and Denholme, Marsh and Haworth, with a shoppers service to be introduced from Harden and Milsden to Keighley.

From Monday 24th May for an experimental period, a reduced price return ticket is being offered from Starbeck to Harrogate Bus Station. Price 50p, the offer applies to weekdays only; presumably there is some reason why it could not have included Sundays. Also from 24th May on a similar basis the return fare from Knaresborough to Harrogate was cut to 75p. Both offers are marketed as "Ride the 50's" and "Make the most of your local bus service".

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4. OPERATING NOTES

Not perhaps an "Operating Note", but what may well prove to have been 4037's last long trip was on 25th May when it went to Wigston, Leicestershire, to tow a vehicle back to Harrogate.

Further to our note last month, the folly of allocating a brand new model of bus to a remote output seems to have occurred to United and Olympian 202 departed from Ripon in favour of a VR (80L, XPT 801V) formerly at Blyth. This is one with anti-vandal fibreglass seats at the rear upstairs and it has been used on 36 along with the other Ripon VR 828.

At Grove Park on 12/13th May was Eastern Scottish XS 748 (MFS 748P); a Seddon/Alexander motorway coach which had presumably failed (as so many do) on the A1.

Also at Grove Park from 10-14th May was Leyland Vehicles Training Centre FRM 499K, a white, blue and grey Leyland National with chrome bumpers. It was there to give supervisory staff up-to-date information on various Leyland units, eg. engines, gearboxes, axles etc. as well as electrical components.

Towards the end of May, 2576(M) and 2579(M) were on extended Tours to the 'Isle of Wight' and Cliftonville respectively. Our records show these to be in "National Express" rather than "National" livery - is this correct?

On 27th May, 2542(YK) was working York City Tour and was passed outside the Station Hotel by 2544(YK) on route 15 to Elmfield Avenue - quite a contrast in duties for the same type of vehicle.

On 15th May Lincolnshire 1962, a VR, was in Leeds showing "Private". National Express route 32- to Cardiff is resulting in National Welsh vehicles appearing in the WY area regularly. On 26th May UC 82-4 (KWO 559X), a Leopard/Willowbrook was noted in Chapeltown Road, Leeds, on this service.

On 1st June a red EYMS, towing lorry (probably the cut down Leyland PD2) was towing a Leyland National 2 up Hull Road, York; on 8th June a Ribble towing lorry was in Leeds.

5. UNUSUAL WORKINGS

April - 30th - 1010(M) on 1825 Scarborough-Leeds (842)
May - 1st - 1373 (I loan L) on 0840 Leeds-Letherby (741)
11th - 2583 (H loan B) on Bradford-Lowestoft (356) and on 13,17,19th
16th - 2576 (M loan YK) on London-York (316)
18th - 1750 (H) loan YK at Rowntree Mackintosh at 0825 showing "1/2as Station".
23rd - 1005 (YK loan L) on 1225 Scarborough-Leeds (842)
24th - 1401 (YK) on routes 14/15
25th - 1005 (YK loan M) on 1825 Scarborough-Leeds (847)
26th - 3941 on route 4
29th - 1003 (YK loan L) on 0920 Leeds-Bridlington (744)
30th - 2569 (W loan L) on 1225 Scarborough - Leeds (842)

6. SOLD STOCK NEWS

Y/G 217G (Ex 2514, RELH6G sold APT Ltd, Lincoln, 9/81)

In the yard of PVS Ltd, Carlton, 9/5/82 with all windows broken.

841 DYG (Ex 4058, F56B sold APT Ltd, Lincoln, 3/82)

Still in the yard of PVS Ltd, Carlton, 9/5/82,

280 BWU (Ex 4054, F56B sold APT Ltd, Lincoln, 3/82)

Gone from the yard of PVS Ltd, Carlton, 9/5/82 and must be presumed to have been broken up.

Y/G 580H (Ex 1938, VRTSL6G sold APT Ltd, 8/81)

Front grille noted at PVS Ltd, Carlton, 9/5/82 and must be presumed to have been broken up by them.

MMT 803D (Ex 4071, FS6B sold Rollinson, Carlton, 5/82)

In Rollinson's yard by 9/5/82, still intact apart from having had the front grille removed (presumably to facilitate a suspended tow from Grove Park).

VY 957 (Ex Y667, Leyland PLSC3 sold United Counties, 6/45)

This has previously been recorded, along with Y666, as having been broken up for spares. However, the Ribble Enthusiasts Club report that the chassis of this vehicle has been acquired from Hollis, Queensbury, by Ribble M.S to be used to assist in the preservation of Leyland Lion CK 3825. Its whereabouts between 1945 and acquisition by Hollis are not known.

VWU 233 (Ex 1062, MW6G sold Norths, Sherburn, 10/73)

To Williams and Farmer Ltd, Gloucester (NPSV), 12/73

It can be assumed that this is the vehicle advertised for sale in the June 1982 issue of "Buses" as "1958 Bristol Single Decker Bus/Coach with 150 Gardner engine, taxed and MOT tested to December 1982, 285- or nearest - Williams and Farmer Ltd, Monk Meadow, Gloucester, GL2 6JL". The suggestion that it may now have a 150 Gardner (ie. a 6HLX) is of interest.

JWU 336J (Ex 1345, RELL6G sold Loo Transport Services, Bradford, 4/82)

More details of the proposed use for this vehicle are now available. The owner plans to convert it into a mobile home, work has already started with the removal of all seats and wardrobes and other fittings are being built. Eventually it is to have a kitchen, bathroom, bedrooms, etc. Extrenally, 1345 is still in red/green sale livery and will be painted two to brown in due course. Two attempts have already been made to steal the vehicle, resulting in damage to the front and offside.

When all the work is complete, 1345 will be available for hire!

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7. OTHER INFORMATION

OTHER BRISTOLS

An interesting and rather sad observation on 9th May was of Lincolnshire FS5G 2385 (OVL 480), which was being broken up in the yard of PVS Ltd, Carlton. This was loaned to WY from 12/7/79 until 10/11/79 and even at that time was the oldest Lodekka in the Lincolnshire fleet. It had the old type of front grille and was the only vehicle running for WY with this type of grille during its period of loan.

DESTINATION BLINDS

The Bradford blind listed on page 11 of the destination blind book as "No code. New 1980" in fact carries a code of "Bfd 1/81".

The Otley blind fitted to the DAW/DGW's ex Ledgard (Page 21 of the destination blind book) in fact had both "Leeds via Otley" and "Ilkley via Otley" on one line and not on two as shown. Some members will recall that due to a shortage of blinds 1265/91 and 1434 were subsequently fitted with this type of blind and ran with them for a time (1265 in particular on a long term basis).

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Experiments in the 1950's (Continued).

Scarlet Formica

YpB 65 - fitted to rear of no. 4 N/S seat in 7/55.

Windscreen Wipers

CUG 5 fitted with Trico suction wiper with pantograph arm; this make of wiper subsequently became standard on 'LS' coaches.

Various vehicles were fitted with Dudley windscreen wipers - DB 61 (6/52); CBW 3 (7/55); DBW 25 (8/55); DBW 5 (9/55); SBW 31 (9/55); DBW 9 (10/55); DBW 8 (10/55). This type, too, later became standard.

DBW 12 - fitted with S.W.F. windscreen wiper in 1/54.

DG 47 - fitted with Lucas C.R. windscreen wiper in 9/50.

Cary-Gregoire Rear Suspension Units

The first of these air suspension units was fitted to EUG 52 on 15/10/56. A tilt test followed on 17/11/56 and the vehicle was relicensed on 1/2/57 at Harrogate. A subsequent report from a driver showed that the steering in particular was much improved and the vehicle held the road well at all speeds up to 50 mph, on wet or dry roads, empty or full. The mileage of the vehicle when fitted was 13,426 and by 7/9/57 it had completed a further 31,718 miles with the equipment fitted. Arrangements were then in hand to fit the second set of equipment to another vehicle; this was done and EUG 19 (the second vehicle fitted) and EUG 52 were still performing satisfactorily with these units in December 1958.

Engine Breathing Duct on 'LS' vehicles

Many years ago we recorded that EUG 30 had a small grille fitted on the side. EUG 26 was also fitted; the ducting was for suction pipes from the sump, gearbox and differential.

Tubeless Tyres

Goodyear 10.00 x 22.5 - 12 ply rating tyres were fitted to the rear wheels of pX 53 on 1/8/57 and by 5/10/57 had completed 13,774 miles.

Cave-Browne-Cave Heating - 413 (3GL 13)

(1) Weight of old equipment removed

Skirting - 26 lbs; old radiator - 154 lbs; Clayton heater - 25 lbs; Heater pipes (15 feet) - 6 lbs; Accessories - 3 lbs. Total - 214 lbs.

(2) Weight of new equipment fitted

Ducting - 224 lbs; Radiator - 43 lbs; Pipes, Cowling, Winging Gear, etc - 15 lbs; Water pipes - 15 lbs. Total - 297 lbs.

(3) Difference = 83 lbs.