

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 360

MARCH 1981

1980/81/82 ORDERS

York-West Yorkshire had 7 VR's (3765-71) on order for 1980/81. Because of the financial situation at York, only 5 (3767-71) will now go there, and the other two will enter service in the main fleet as 1765/6. In exchange, 1965/6 have been transferred to York this month as 3965/6, a move which will save £96,000, less bus grant.

Members may have seen in various publications that a number of chassis originally intended to have Willowbrook bodies, are being sent instead to Plaxton and Duple. The first Willowbrook bodied Leopards for West Yorkshire enter service this month (2594/5) but it is not certain that all 15 dual purpose vehicles on order (2594-608) will now have Willowbrook bodies. The 7 chassis currently stored at various depots are from the 2600-8 series. 2594-9 will definitely have Willowbrook bodies.

As regards 1981/82 orders, full details of which have not been released, the Yorkshire Evening Press of 25th February reported that proposals for 1981 vehicle replacement for York-West Yorkshire had been withdrawn and that an investigation was to be made to see if there were any part-used vehicles available anywhere in the country, for use by the York fleet. The York order was apparently for 6 VR's, which we understand, though not officially, will now be delivered to West Riding as their 462-7.

HARROGATE MEETING - Saturday 4th April, 6.45pm.

As announced last month, a meeting has been arranged for the above date in the Training School, Moss Grange, Park Parade, Harrogate, at which the Company's Chief Engineer, [REDACTED], will give a talk on the Joint Field Trials.

SPRING TOUR - Sunday 3rd May.

It is hoped that full details will be available in time for inclusion with this issue.

BULLETIN PRODUCTION

Members will probably realise that we had one of our "difficult" months in producing the last issue; we apologise for this and in particular for the loss of the last line of some pages. This was the fault of no-one except the stencil manufacturer. The missing items have been re-included this month.

FORTHCOMING EVENTS

HCVG YORKSHIRE SECTION

The next meeting will be on Wednesday 15th April at 7.45pm in the Metro Leeds Sports and Social Club, Concordia Street, Leeds. This will be an auction of motoring items.

PSV CIRCLE

The next Social Meeting will be on Thursday 2nd April from 7pm in Meeting Room no.4, Bradford Central Library, Princes Way, Bradford.

PRESS DAY for the April issue will be on Saturday 4th April and all items should be sent, to arrive on or before that date to [REDACTED]

1. FLEET CHANGES

New Vehicles

2594 PWT 274W Leyland PSU3F/4R 8030714 Willowbrook 802258 DP49F 9710KG
 2595 PWT 275W Leyland PSU3F/4R 8030715 Willowbrook 802259 DP49F 9710KG

Renumbering

1st February 1981:- 2317 to 2539 on regrading to dual purpose.
 1965/6 to 3965/6 on transfer to York-West Yorkshire.

Additional Information

2594/5 were delivered by 27th February to Grove Park and 2594 was in Works on 1st March. Both are in National white livery, with new National Express logo, and have a light grey area, about 6 inches deep, below the windsreen. At the rear they carry "National" in an illuminated plate which, unlike the Plaxtons, has rounded ends. There is no external brightwork and the seats in particular seem slim, with seat squabs that are not contoured. Neither vehicle is fitted with a retarder. The chassis number of 1751 is 3/2665, not 3/2664 as shown in issue 357.

Allocations and Transfers

1759	(new)	to BRADFORD	1.2.81
1285	from CRW	(delicensed)	28.2.81
3922/8/32	" YORK	"	"
1506	(delicensed)	to BRADFORD	1.3.81
2539 (ex 2317)	"	" LEEDS	"
2594	(new)	" LEEDS	"
2595	"	" YORK	"
1247	from LEEDS	" CRW	"
1289	" LEEDS	" KEIGHLEY	"
1965 (as 3965)	" BRADFORD	" YORK	"
1966 (as 3966)	" KEIGHLEY	" YORK	"
2576	" LEEDS	" WETHERBY	"
2586	" WETHERBY	" LEEDS	"

- Notes:-
1. 2539 was delicensed as 2317 from Harrogate.
 2. 2576/86 make their first moves since new.
 3. 1965/6 were the only Series II VRT's in the main fleet; both were ordered for Keighley-West Yorkshire but were not delivered until after that Company's demise. Both vehicles make their first moves since new.
 4. 3922/8/32 are withdrawn due to C of F expiry during March.
 5. 1285 was working for Leeds when withdrawn.

Stored Vehicles

Bradford Outside the depot in early March were 1926, with names and numbers painted out, 1944 and 4055. They have now been joined by 2501 (ex Grove Park).

Harrogate Booking Office trailer 4028 has now gone from the side of Grove Park and may be inside. Only 1936 is now behind the depot.

Keighley There are currently no vehicles stored here.

Leeds 1282/3/4/5/92 are currently all lined up in the yard, with 4058 at the opposite side. Inside are the three Leopard chassis, 4071 and the ex Lincolnshire Ford, VVL 845M.

Skipton There are currently no vehicles stored here.

York In the field on 6th March were 3821, 3922/8/32, none in sale livery.

Withdrawals

28th February 1981:- 1285, 3922/8/32 all to "Held for Disposal".

Sales and Disposals

10th February 1981:- 1155, 1813, 3838, 1925, 3927/9, 2519/21/2/3 all to C.F.Booth Ltd (breakers), Rotherham. The above vehicles include the last LH and the first VR's to be sold to a breaker - all previous VR's have gone to the NEC Disposal Centre. 1813 was the vehicle which went to Bradford College but was later returned in exchange for 1904.

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2. VEHICLE NOTES

Overhauls

March 1981:- 2318

Repaints

February 1981:- 1309/42/9, 2349, 2516, 3953

March 1981:- 2350, 2515/29/86

Livery Changes

Rear Fleetname - 1421/38. In early March, at least 2582/3 had red "West Yorkshire" fleetnames applied above the boot lid. As both are in the new National Express livery, with stickers advertising the London service (see below), the use of "West Yorkshire" rather than "National" looks a little unusual.

New Logo - 1309. In addition, 1384/7 have new logo on the rear peak. DP livery - 2539 on regaining to DP. 2529 remains in National white on repaint.

New National Express Logo - 2329/35/6 are further vehicles with small front fleet numbers. A development of this appeared during February with the application of special stickers advertising specific routes and fares. These are applied on the boot lid and replace the large double N. Vehicles at Keighley (2331/5/45/9), Bradford (2330/6) and Leeds (2328/50, 2560/86/94) have a version with "BRADFORD - LEEDS" above "LONDON" in red and edged in red, all above a large "from £4.00" in blue. Harrogate vehicles (2582/3) have "HARROGATE" above "LONDON" with "from £5.00", all in the same red/blue as detailed above, and York vehicles (2329, 2584/95) have "YORK - SELBY" above "LONDON" with "from £5.00", colours as above. Only vehicles in National Express livery have received the London stickers, but not all vehicles in National white have received the new National Express and London stickers - vehicles retaining conventional National white livery and emblems include 2101/2, 2346/7, 2525-7/9/85, with 2348 and 2587 still to be checked.

Certificates of Fitness

1015-7 all 16/10/87; 1018/9 - 30/10/87; 1419 - 16/12/86; 1420 - 29/10/86; 1422 - 26/11/86; 1423 - 8/12/86; 3433 - 4/11/86; 1434 - 3/2/87; 1435 - 20/1/87; 1436/7 - 9/2/87; 1751-3 all 6/11/87; 1754-6 all 13/11/87; 1757-9 all 30/12/87; 2101 - 24/3/78 (earlier date); 2102 - 4/5/78 (earlier date) (both 2101/2 current dates - 15/3/84); 2531 - 28/10/85; 2533 - 18/11/85; 2534 - 11/11/85; 2535 - 3/2/87; 2536 - 27/11/86; 2538-2/2/87.

Rebuilding

2539 is a further RBLH/Plaxton to be adapted for OMO. Dates of OMO licensing for the other 3 so far treated in this batch are 2535/8 both 3/2/81 and 2536 - 27/11/80.

Unladen Weights

4037 - 8852 Kg; 1285 - 7050 Kg; 1397 - 7633 Kg; 2516/8 - 8598 Kg (ex

8597 Kg) and 3953 - 8866 Kg (ex 8865 Kg). As all of the last 3 have recently been repainted, the extra 1 Kg must be the weight of the paint!

General News

1403 now carries the front grille from 1375. Similarly, Barratt bus 1716 has recently been fitted with the grille from 1972. This differs from 1716's original grille in not having semi-circular out-aways for the towing eyes on each side of the number plate. At Keighley, 1935 has without the grille from withdrawn 1944, and for a time at least was without a front fleet number as a result. In exchange, 1944 is carrying 1935's old grille.

An interesting point to have come to light recently is that 1284, now withdrawn, is fitted with windscreen washers. None of her sister vehicles, 1282/3/5, are so equipped.

1731/2 (both K) were fitted for farebox operation in November 1980.

3458 on overhaul received a "basic" flat rear engine cover, with a grille that is not rubber mounted. The registration number is at the nearside, set very low down, just above the bumper.

1421/38 both have yellow Pay on Entry signs behind the entrance.

2346 is a further vehicle in the 2345-50 batch of coaches to be confirmed as having a Telme retarder. It seems very likely that 2350 is the only vehicle in this batch to have a Ferodo retarder fitted.

2514 (I) is a second Willowbrook rebuild to receive a chrome rear bumper rather than black fibreglass (2518 was the first). 2514 also now lacks a logo on the boot lid.

Advertisement News

The latest Racing at Wetherby target advert is for Apr 20, 21.

A new lower rear advert is for "CHAMPION" sparking plugs.

New inside adverts are for "Be quicker there, have the right Fare" and "Metro National cheap fares for the disabled".

A new side advert, probably at all depots, is for "Join the National Holidaymakers".

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3. SERVICE CHANGES

The following applications have been made:-
N & P 1307

S 64. BV 25/39 71 Skipton - Buckden

On Mon-Fri to withdraw the 0705 Grassington-Threshfield

S 65. BV 25/328 79 Wetherby-York

On Mon-Fri to withdraw the 1600 Wetherby-York and replace it with a 1555 Wetherby-Bilton which would operate School Terms only and to retine the 1740 York-Wetherby to 1745. Introduced 15/3/81.

S 66. BV 25/834 70 Skipton-Silsden

On Mon-Sat to revise route for Skipton-Bradley short workings.

S 67. BV 25/324 797-9 Leeds-Knaresborough

Daily to revise timetable. See later.

S 68. BV 25/482 742 Leeds-Tadcaster

On Mon-Fri to amend Tadcaster (Kirkgate) terminal to be Tadcaster (Bus Station)! See later.

S 69. BV 25/483 741 Leeds-Wetherby

Daily to extend service through to Wetherby (Sandbeck Way). See later.

S 70. BV 25/604 795 Leeds-Whinnoor

On Mon-Sat to revise timetable. See later.

S 71. BW 25/672 36 Leeds-Ripon

On Mon-Fri to retine 1605 Leeds-Moortown to 1600. Introduced 15/3/81.

S 72. BW 25/696 78 Harrogate-Tadcaster

Daily to revise the Tadcaster (Kirkgate) terminal to be Tadcaster (Bus Station)!

On Mon-Sat to revise timetable. See later.

S 73. BW 25/717 55 Harrogate-Great Ouseburn

On Mon-Fri (School Terms) to introduce an additional journey at 0807 Flaxby to Harrogate.

S 74. BW 25/819 781 Leeds-Otley

On Mon-Sat to divert the 0733 Otley-Leeds via Weardley.

S 75. BW 25/913 54 Harrogate-York

On Mon-Fri (School Terms) to withdraw the 0752 Green Hammerton-Knaresborough.

S 76. BW 25/948 64 Harrogate-Chain Lane

On Mon-Sat to retine 0755 ex Harrogate to 0752. Introduced 15/3/81.

On Mon-Fri to withdraw the 0818 Knaresborough-Harrogate. " "

S 77. BW 25/690 731 Leeds-Otley

Daily to revise route in Menston village.

S 78. BW 190/61 7/8 Burton Stone Lane-Tang Hall

On Mon-Fri to retine 1819 from Burton Stone Lane to 1824 and operate 5 mins later between Burton Stone Lane and Beckfield Lane and times unchanged thereafter. Introduced 15/3/81.

On Sats only to retine 1741 from Burton Stone Lane to 1754 and operate 13 mins later to Beckfield Lane and all other times unchanged. To retine the 1758 Burton Stone Lane-Theatre Royal to 1759 and operate through to Rougier Street. Introduced 15/3/81.

N & P 1308

S 79. BW 25/253 57/8 Harrogate-Aldbrough

On Mon-Fri (School Terms) to introduce additional journey at 1703 from Roecliffe to Harrogate.

On Mon-Sat to revise route of 0703 Harrogate-Boroughbridge to operate as normal to Minskip then via Boroughbridge (0744) and Aldbrough (0752) and consequently revise route of 0749 Aldbrough to Harrogate to operate via Aldbrough (0752), and Minskip (0757) then as normal route.

S 80. BW 25/254 21 Boroughbridge-Roecliffe

On Mon-Fri (School Terms) to introduce an additional journey at 1703 Roecliffe to Boroughbridge (see above).

Applications S 61 & S 62 (359) have been granted and came into effect on Sunday 15th March. The Monday to Saturday evening frequency on 655, 755 is being reduced to hourly, all journeys running as service 655. Some journeys during the rest of the day are being retined to improve the service between Shaw Estate and Leeds in conjunction with service 735. Minor changes to services 670, 671 and 760, particularly during the evening peak period are being made.

Also introduced on Sunday 15th March were major changes in the Wetherby area and on the East Coast services. The service between Leeds and Wetherby is reduced to two per hour for most of the day, with one journey per hour extended to Knaresborough. For much of the day Leeds-Wetherby 741 is

extended to Sandbeck Way and Hallfield Estate. Times of some journeys on 78 have changed and a new timetable is introduced on Leeds-Whinmoor 795 which at one stage was going to be withdrawn. Apart from some journeys at peak times, Tadcaster-Boston Spa-Leeds 742 is withdrawn.

The East Coastals have been revised with the reintroduction of through Leeds-Hull (46) journeys, along with two limited stop services between Leeds and Scarborough. Service 842 is limited stop from Leeds to Scarborough; Service 843 is only limited stop from Leeds to York and then continues to Scarborough as a stopping service. These run hourly; buses stopping at each stop between Leeds and York also run hourly, providing an overall half hourly service between Leeds and York. In the evening the limited stop services do not operate between Leeds and York, nor on Sundays. **Except on Summer Sundays and Bank Hols, 54 no longer runs through to Scarborough.**

The leaflet for the East Coastal changes refers to new services to be introduced from York to the North Yorkshire Moors. Called "Moorsbus" the services will run on Sundays and Bank Holiday Mondays from 19th April to 27th September 1981. They will include Castle Howard, Ryedale, Helmsley, Bilsdale, Rievaulx Abbey and the National Park Centre at Danby Lodge. Runabout tickets for the Moorsbus routes will be £2.20 (children £1.00) from York or £2.50 (children £1.20) from Leeds or Harrogate.

Details of the new routes in York, resulting from the M.A.P. survey were announced in the Yorkshire Evening Press on 28th February. They are due to be introduced on April 26th and some changes have occurred since we gave details in issue 357; more may yet occur.

1. Wigginton - Beckfield Lane
- 1A. Wigginton - Danebury Drive (Viking Road) (Evenings/Sundays only)
2. Haxby (Oak Grove) - Danebury Drive (Viking Road) (No Evens/Suns)
- 2A. Haxby (Towthorpe Lane) - Danebury Drive (Viking Road) (" ")
3. Strensall - Foxwood Lane (Evenings/Sundays Only)
- 3A. Strensall - Acomb Hotel (No Evenings/Sundays)
- 3B. Strensall - Woodthorpe (No Evenings/Sundays)
4. Huntington - Foxwood Lane
5. Askham Lane - Clifton via District Hospital (No Evenings/Suns)
6. Askham Lane - Clifton via Bootham
7. Chapelfields - Heslington via Layerthorpe/Melrosegate
8. Chapelfields - Osbalwick/Murton
10. Beckfield Lane - Tang Hall via Layerthorpe/Heworth/Ashley Park
11. Tang Hall - South Bank via Hull Road/Heslington Rd (No Evens/Suns)
- 11A. Danebury Drive - Tang Hall via Hull Road (Evenings/Suns Only)
12. Danebury Drive - Piccadilly extended at peak hours via Stonebow, Heworth and Ashley Park to Tang Hall (No evenings/Suns)
13. York-Nether Poppleton (No Evenings/Sundays)
14. Bishopthorpe-Elmfield Avenue via Huntington Road (Evenings/Suns Bishopthorpe-Pavement only)
15. Copmanthorpe - Elmfield Avenue via Layerthorpe (No evenings/Suns)
16. Crichton Avenue - Fulford (Some journeys extended to Naburn Hosp.)
- 16A. Burton Stone Lane - Badger Hill via Fulford Road/Heslington

Comparison with the original proposals are as follows:- Route 1 was intended to be 5; 2/2A were intended to be 6/6A; 3A/3B were to be 8/8A; 4 was to be 7; 5/6 were to be 1/2; 7 was to be 3; 8 was to be 4; 10 was to be 15; 11 was to be 14; 12 was to be 16; 14/15 were to be 9/10; 16/16A were to be 11/12. Elmfield Avenue which was to have been without a service will now be served by an extension to the Bishopthorpe/Copmanthorpe routes. The proposed Beckfield Lane-Piccadilly/Tang Hall route will now run to Tang Hall whilst the proposed Danebury Drive - Tang Hall will now be Danebury Drive - Piccadilly/Tang Hall. An amazing feature is that the service to Clifton via District Hospital (5) will not operate during the evening and on Sundays, usually the most popular visiting times!

Study of the new routes indicates possible cycles of operation:- 1-10/11; 2/2A-12; 4-5/6; 7-8; 14-15. It is likely that single decker routes will be 13/14/15 and possibly 3A/3B.

4. OPERATING NOTES

In issue 358, we published the first part of Leeds Car 42, which then goes on to carry out (School Terms Only) various Baths Specials in Leeds. It is often worked by a coach in National white, and so for completeness the end of the Rota, after the Bath Specials, is given:- 1635 Vicar Lane-Aberford (743); 1710 Aberford-Leeds (743); 1750 Leeds-Farsley (759); 1825 Farsley-Leeds (759); 1855 Vicar Lane-Garage (-).

Two further Leeds rotas, each containing journeys of interest, are as follows:- Car 10 dated 22/9/80:- 0635 Garage-Vicar Lane (-); 0640 Leeds-Avro (735); 0714 Avro-Shaw Estate (735); 0725 Shaw Estate-Avro (735); 0735 Avro-Otley (NOS); 0755 Otley-Leeds (Vicar Lane) (784); 0845 Leeds-Wetherby (741); 0958 Wetherby-Leeds (799); 1045, 1145 Leeds-Barwick (743); 1110, 1210 Barwick-Leeds (743); 1245, 1445 Leeds-Wetherby (741); 1358 Wetherby-Leeds (799); School Terms Only:- 1545 Wetherby-Boston Comp (NOS); 1605 Boston Comp-Thorner via Bramham (892); 1610 Thorner-Vicar Lane (NOS); School Holidays:- 1558 Wetherby-Leeds (799); daily:- 1645, 1845 Leeds-Wetherby (741); 1758 Wetherby-Leeds (799); the end of the duty is not known. Car 3 dated 26/1/81 (SD OMO Large):- 0710 Garage-Vicar Lane; 0720 Vicar Lane-York Station (43); School Terms Only:- 0825 Station-Rougier Street; 0835 Rougier Street-Knavesmire Secondary Modern School (15) via Station, Nunnery Lane, Prices Lane and Bishopthorpe Road; 0850 Knavesmire S.M.-Rougier Street (15); 0902 Rougier Street-Spare Ground; daily:- 0946 Spare Ground-Station; 0955 Station Road-Leeds W.S.(43); Mon/Wed/Fri:- 1155 Leeds-Otley (784 Dup); 1235 Otley-Leeds (781); daily:- 1350 Leeds-Farsley (759); 1425 Farsley-Leeds (759); School Terms:- 1515 Vicar Lane-Boston Comp (741 Dup); 1610 Boston Comp-Vicar Lane (893); daily:- 1715, 1815 Leeds-Scholes (747); 1737, 1837 Scholes-Leeds (747); 1905 Leeds-Aberford (743); 1940 Aberford-Leeds (743); 2030 Vicar Lane-Wellington Street; 2040 Wellington Street-York Station Hotel (43A); 2225 York Station Road-Leeds V.L. (43); 2340 Vicar Lane-Garage. As well as the route, the fare structure for route 15 is given on this double sided running board.

The two new Willowbrooks spent their first few days on the same rota each day. 2594 (L) was used on a strange duty which apparently includes the 1605 Leeds-Ilwoodley (36 Dup) and return, followed by Leeds-Sheffield (NOS); Sheffield-Halifax (National Express feeder); Halifax-Leeds (NOS). 2595 (Yk) appears to have been used on at least 5/6th March on route 43, including the 0840 Leeds-Scarborough (43). However, on 9th March 2594 was being used on Leeds-Manchester-Liverpool (960) instead of 2567, but 2595 was on 43.

The "gremlins" really hit last month's issue; we managed to miss out a section of the York survey. Under route 43 the following should be added after 1345 to Scarborough - "2533/71/3/7 to Leeds; 2547 to Scarborough; 2550/61 from Leeds. Also 1013 at the War Memorial, Station Rise, showing "43". Route 44 - EYMS 921; 2534 to Leeds. Route 44A - 2580 from Brid. Route 45 - EYMS 190. Route 46D - EYMS 512. Route 54 - 1338 to Scarborough" then 1296 Scarborough to Harrogate, etc, as published.

The United VR, referred to last month, starts on Ripon locals about 1400 rather than 1500.

On Sundays, both the Sunderland (359) and Newcastle (358) vehicles start from Leeds; we suspected that one might have started from Harrogate. Malton work the 1110 Harrogate-Scarborough (54) journey.

The evening Leeds-Addingham (X83) limited stop journey is normally worked by a fairly elderly REEL of Ilkley depot, 1293/5 having been used.

5. UNUSUAL OBSERVATIONS

February

- 2nd - 1314 (Yk) on 1740 Leeds-Scarborough (43).
- 4th - EYMS 506 (VR) on 1425 York-Bridlington.
- 5th - 1252 (L) on 1010 Leeds-York (43A).
- 10th - 2572 (Yk 1 M) on 0720 Ls-Yk (43) and later on 1740 L-Sc for Yk depot.

- 12th - 1495 on 1725 York-Leeds (43A).
- 14th - 1249 (L) on 1615 Leeds-Tadcaster (743) and 1398 (H loan 0) on 731.
- 20th - 1248 (L) on 0730 Leeds-York (43A) and 1387 (B) on Bradford-Sc (43)
- 22nd - 2564 on route 13
- 23rd - 1247 (L) on 1410 Leeds-York (43A)
- 25th - 1313 on 7/8 and 1401 on 12/20. With the large number of SD's in the York fleet, it is unusual to see so many main fleet vehicles on these routes.
- 26th - 1004 (Yk loan W) on 1852 Wetherby-Harrogate (78M).
- 27th - 3458 (Yk) working '7' from Boston Spa High School to Aberford in place of a VR.

March

- 1st - 1412 (L loan W) on 1055 Tadcaster-Wetherby (78A) and Burnley & Pendle VR, 165 on Keighley-Burnley (725).
- 2nd - Nat Trav (E) MHD 770L working for Leeds on Car 81 (poss Liverpool).
- 4th - 1012 on 12 (usually VR/RE/long LN); 1296 on Hilliards Special.
- 5th - 3966 on 21/22 group (newly transferred).
- 7th - 1965 on 12/20 group (newly transferred). Not farebox fitted yet.

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6. SOLD STOCK NEWS

859 HUB (Bedford SB5, returned by Ledgard to Hughes (dealer), 10/64). Further to issue 358, we are informed that this vehicle passed from Gastonia to Wood in 4/78.

ERB 344H (Ex 1090, Bedford VAM70 sold Norths, Sherburn, 10/79).

No reports of this vehicle have been received since sale. On 28th February 1981, however, it was back at Sherburn with a licence dated 19/12/80, expiring 30/6/81. It bears no lettering, and is still owned by Norths, being one of the vehicles that they hire out to firms as required. Its most recent hiring, judging by its dirty appearance, was to a contractor and a clue as to the location may be that the cooling system contains antifreeze bought at Morris's, Shrewsbury.

145 CWR (Ex 3747, FS6B sold Norths, Sherburn, 3/77)

To Double 2 Shirts, Wakefield, 3/77.
Reported by the PSV Circle as being with Norths, Sherburn, by 11/80, but on 28/2/81, 3747 was still at Wakefield with sister vehicle 3746, and was probably at Sherburn in 11/80 only for maintenance.

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7. OTHER INFORMATION

TRADE PLATES

W.Norths, Sherburn - 992 WT (used at Sherburn, not by Parker, Bradford); also 781 WT.

D.Rollinson (breaker), Carlton - 511 HE

Dickinson & Shippey (breaker), Monk Bretton - 613 HE

Paul Sykes Organisation, Barnsley - 770 WA

Wigley (breaker), Carlton - 0318 C, 270 WA

Whiting/Parton & Allen, Carlton - There is definitely some connection between these firms, or loan of towing vehicles, as the latest version is that 0378 C was in Whiting's yard and 422, 608 HE both in Parton & Allen's. Previous versions have had 422 HE & 0378 C with Parton & Allen, 608 HE & 0378 C with Parton & Allen and 422 HE with Whiting!!

PUBLICITY

On 19th February, 1513 (H) was featured in "Emmerdale Farm", showing "Skipton".

NORTH YORKSHIRE COUNTY COUNCIL SUBSIDY

The Yorkshire Post for 10th March reported that the County Council had decided it could support only socially necessary rural services, and had fixed the Company's share at £284,000 - the same figure as last year and a 15 per cent decrease in real terms. The Company had asked for £450,000 and, as an operating deficit of £675,000 is forecast, a number of cuts worth £316,000 will have to be made in addition to the £75,000 already saved by administrative economies and cuts in services already announced. These additional cuts would include further service cuts, the closure of public toilets at Harrogate and Malton Bus Stations and the closure of Knaresborough Bus Station within 3 months. This last item would save £4,000 a year running costs and the site would be leased to a developer, with bus stops on the streets being used instead to pick up and set down passengers. Consideration is also being given to closing Pateley Bridge and Grassington Bus Stations (including, presumably, the "depot" aspect). The proposals have brought home the seriousness of the situation to the local politicians (particularly in Knaresborough!) and the County and Harrogate Council may discuss the subsidy again.

DESTINATION BLINDS

Some years ago we published details of the 20" coach blind fitted in the offside box of CUG's and CRG's. It has now come to light that the destination blind fitted in the nearside box of these vehicles was the same as that listed for CF 1/2 (page 62 of the Destination Blind book). The blinds in CF 1/2 are thought to have been narrower than 20", however, and as such they were still "special" to those two vehicles.

In a similar way, the blinds fitted to 1089/90 were as shown on page 63 of the blind book, but had 1" out off each side to give 28" blinds. They also had "BLACKPOOL" after "BLACKPOOL-FLEETWOOD"; "RIPON" after "SKIPTON"; "SUNDERLAND" after "NEWCASTLE" and "STAMFORD" after "LONDON".

They also both had a white on blue "YORK CITY TOUR" inserted between "EXCURSION" and "WHITEBY".

VICAR LANE BUS STATION

After years of having to periodically rebuild the wall and railings adjacent to the spare vehicle parking area, crash barriers have been erected in early March to prevent any recurrence.

OLD OVERHAULS

Further information has recently come to light:- SGL 1 was not overhauled in 11/57, nor were SGL 10 in 7/61, SGW 1 in 12/55 or SGW 5 in 5/59. SGL 11 was not overhauled in 11/55 or 7/60, but was gone in 3/57. Overhauls not previously recorded are those of SEW 22/31 (both 5/59), DGW 6 in 4/57, KSGL 20 in 2/62 and KSGL 21 in 1/62. In addition, when SEW 20 spent 18 months off the road (from 31/10/66 to 1/5/68), it received a new engine, on 18/5/68.

THE WEST YORKSHIRE "SMA"

by C.H. Clarkson

Between late 1962 and early 1965, 18 Bristol SUL4A buses with ECW B36F bodies and Albion 4 cylinder engines entered service with West Yorkshire.

SMA 1-6 were placed in service on 1/11/62, being allocated to Grassington (SMA 1), Skipton (2), York (3 & 5) and Harrogate (4 & 6). SMA 1 replaced SG 103, the one-man L5G on the 75 Grassington-Ilkley route, SMA 2 on Skipton local and Dales routes, SMA 3 & 5 entered service, one on route 88 York-Copmanthorpe-Tadcaster Stutton La and Y15 whilst the other went to Malton for their local routes. SMA 5 at York was also used on Y14 to Stockton-on-Forest and Y10 to Bishopthorpe. At Harrogate SMA 6 was used regularly on 7 Cornwall Ra-Burn Bridge but SMA 4 soon went to Pateley Bridge, where it worked Car 5 which did an early 23 trip, then spent the rest of the day on 27 Pateley Bridge-Lofthouse/Middlesmoor until working a teatime dup. to

Harrogate and back on 24. Although SMA 4 was physically at Pateley it was SMA 6 that was officially transferred there on 1st April 1963. By December SMA 5 had become the official vehicle at Malton and the only other movement of 1963 had been in July when SMA 3 moved to Harrogate.

The next batch of six buses, YSMA 7-12, entered service for the York fleet in July and August 1963. They had no boot, unlike the earlier batch. They were mainly seen on routes 7 (Leeman Road), 13 (Poppleton-Huntington) and 17 (Heslington) and on Sundays on 10 (Bishopthorpe). Those on 7 & 13 were two man operated. During their lives they occasionally strayed onto longer routes such as Scarborough-Leeds, both for Scarborough and for Malton garages, and onto the Malton local, whilst YSMA 12 even managed 2 days on the City of York Tour in July 1965. It is interesting to note that the SMA's on 92 Malton local were two man operated. These 6 vehicles replaced the L5G's with low indicators, YSG 121-30.

The final batch of six (SMA 13-18) entered service on 1/1/65 and were allocated to Malton (13), York (14), Ilkley (15), Keighley (16/7) and Pateley Bridge (18). The Malton vehicle worked with SMA 5 - the Saturday 95 route was also worked by these vehicles. SMA 14 worked York one man routes, SMA 15 mainly 76 Skipton short workings and to Grassington on Sundays and SMA 18 joined the earlier one at Pateley and sometimes was noted on Car 3 which at that time worked into Harrogate before doing a return trip on 51 Harrogate-Bradford in the morning. Its days duty was concluded on route 23, the 'top road' to Pateley.

The next development was in 1966 when, in March, SMA 1-4 were transferred to Keighley-West Yorkshire to replace 4 LL5G's. This move coincided with SMA 17 re-entering service with a 6 cylinder Perkins engine, renumbered SMP 17 and reallocated to Skipton. The KSMA's worked on such routes as 14/15 Morton/Bingley, 16 Oldfield, 25 Hainworth and 26 Stanbury, with SMA 16. SMA 14 at the same time moved from York to Grassington as a substitute for KSMA 1. Other developments included the moving of SMA 5 to York in Oct. 1965, only to return to Malton in Nov 1966. In 1967, KSMA 2 and SMP 17 were exchanged between Keighley and Skipton and in 1968 SMA 6 moved to Keighley from Harrogate. SMA 13/18 followed from Malton/Pateley Bridge in 1970, giving Keighley the monopoly. However, SMA 18 returned to Harrogate later the same year followed by SMA 15 to Ilkley in 1971.

In the summer of 1971 came the first withdrawals, of YSMA 7/9/11. The survivors were renumbered 2181-4, 1185/6, 3188/90/2, 1193-8 in 1971, but 3188/90/2 were withdrawn at the end of the year. The next to go was 1186 at the end of April 1972, closely followed by 2181-4 at the end of May. Only 1185 of the first batch remained, having spent its entire working life at York and Malton, but this followed at the end of November. The first of the 1965 batch to go was the unique Perkins engine 1197 at the end of Oct 1972, followed by 1193 in Dec, 1194 in Jan 1973, 1195/6 in Feb and 1198 in May.

All 18 vehicles went to Norths, Sherburn, and a number went to other operators for further use. Some, indeed, are still in existence.

THE GARDNER 6LW ENGINE AND WEST YORKSHIRE

by the Editor

Although the Gardner engine has been associated with West Yorkshire since the first Bristols entered service in 1934, one type that the Company never bought in any quantity was the Gardner 6LW.

Technically, the engine shared the same bore (4½ ins) and stroke (6 ins) of the 5LW engine that was much more common in the West Yorkshire fleet, but the extra cylinder increased the swept volume from 7.0 litres to 8.4 litres and the B.H.P. at 1700 RPM from 94 to 112. The 6LW was also heavier, weighing approximately 1,440 lb with flywheel against the 1,250 lb of the 5LW and the maximum torque was 358 lb ft at 1,300 RPM against the 5LW's 300 lb ft. The numbering of Gardner engines is common to all models, and, as would be expected, the higher the engine number, the later the engine was built. As a rough guide, engine number 39275 (a 5LW) was built in 1937

and numbering had reached 90000 by the early 1950's.

The first vehicles for West Yorkshire with 6LW engines were the six pre-war L6G coaches, 640-5 (later EG 7-12), new in October 1939. Our records of engine numbers for the Company's vehicles are by no means complete, and do not cover this batch. However, two engine numbers (44757 and 44993) appear later, when they were fitted to other vehicles and the numbers indicate that they were probably fitted to the 1939 coaches when new.

The next, and largest, batch of vehicles with 6LW engines were the 1952/3 KSW6G's and our records of these are almost complete. The post-1954 fleet numbers are quoted to avoid confusion. On delivery, DGW 1 had engine number 91436, DGW 2 = 91442, DGW 3 = 92545, DGW 4 = 92302, DGW 5 = 92301, DGW 6 = 93382, DGW 7 = 93332, DGW 8 = 93384, DGW 9 = 93778, DGW 10 = 93003.

The final batch of vehicles with 6LW engines were the two Lp6G's, DX 3/4 in 1954. Our records do not show the engines supplied with these two, but we know that engine numbers 94590 and 96194 later appeared in other vehicles. We can only assume that the first was new in DX 3, but as DX 3/4 arrived within a month of each other, the difference between the engine numbers seems excessive and it is possible that DX 4 was new with an unknown engine number, whilst 96194 may have been bought new as a spare engine, perhaps in connection with a development that was planned but never executed by the Company. This was to remove the Gardner engines from DX 3/4 and fit Bristol AVW units instead. The two 6LW's left spare, with those from the L6G coaches and two spare engines would have been used to convert KSW6B's DBW 25-34 to Gardner 6LW, making then KSW6G's numbered DGW 11-20. This mention of spare engines reminds us that normal overhaul procedure on an engine takes place with it out of a vehicle; the vehicle arrives for overhaul, has its old engine removed and an overhauled unit fitted instead. The old engine is then stripped down, rebuilt using new parts and subsequently fitted to another vehicle for further service. Obviously, to enable this to happen, at least one spare engine is required and there is evidence that the Company in fact had at least two and possibly three extra 6LW's. An effort is made to keep engines with vehicles of similar age, but this is not always possible.

This was the case when DGW 2 underwent its first overhaul in 11/54, as it received engine 44757 out of one of the L6G's. This it kept until 9/56 and the engine then went into DGW 8 from 12/56 to 9/58. There is then no trace of the engine until 5/68, when it was overhauled, and fitted in about 6/68 to DGW 4. This retained it when it was converted into a towing lorry (4044) and is still in this vehicle at Norths, Sherburn.

The only other pre-war engine known to have "escaped" from the L6G's was 44993. Nothing is known prior to 9/54 but it was then fitted to DGW 1 until 8/56, followed by DGW 9 until 7/59, DGW 1 (again) to 9/64 and, finally, DGW 2 which kept it when sold.

Of the post-war engines, 91436 remained in DGW 1 until 9/54; it was then fitted to DGW 7 from 1/55 to 1/57 and DGW 6 from 4/57 to 7/58. There is then no trace until it was fitted to DX 4 in 1/64, which kept it until 7/66. The engine, overhauled, was then fitted in 12/68 to the LWL chassis of SBW 23 which was being rebuilt into a towing lorry. It was removed a few years ago, overhauled again, and is still held at Central Works as a spare.

91442 was in DGW 2 until 11/54; it then went to DGW 8 from 12/54 to 12/56 and DGW 3 from 1/57 to 2/60. After an interval it reappeared in DGW 8 in 8/63, was transferred to DGW 10 in 2/64 and sold with that vehicle.

92301 remained in DGW 5 until 3/57; it then went to DGW 4 from 4/57 to 12/59, followed by DGW 6 from 3/60 to 5/62 and DGW 9 from 5/63, being sold with the last vehicle.

92302 was in DGW 4 until 2/55; it then went into DGW 10 from 3/55 to 5/57, DGW 6 from 7/58 to 3/60, DGW 10 from 5/60 to 3/64 and DGW 3 from 4/64 onwards, being sold with that vehicle.

92545 stayed in DGW 3 until 1/57; it then went to DGW 5 from 3/57 to 12/59, DGW 3 from 2/60 to 4/64 and DGW 1 from 7/64 onwards, being sold with that vehicle.

93003 stayed in DGW 10 until 3/55, then nothing is known until it reappeared, in DGW 7 from 11/59 to 7/63. It was then fitted to DX 3 from 11/63 to 5/66, but then "disappeared" again and nothing further is known.

93332 was in DGW 7 until 1/55; it then went to DGW 9 from 1/55 to 11/56, DGW 7 (again) from 1/57 to 11/59, DGW 5 from 12/59 to 9/63 and DGW 4 from 12/63 to 6/68. It was then overhauled and held as a spare engine at Central Works until a couple of years ago, when it was fitted to LML towing lorry 4037, which still retains it.

93382 stayed in DGW 6 until 2/55; it then went to DGW 4 from 2/55 to 4/57, DGW 10 from 5/57 to 5/60 and then, after a gap, reappeared in DGW 6 in 5/62 and was sold with that vehicle.

93384 remained in DGW 8 until 12/54 and it subsequently reappeared in DGW 2 from 10/56 to 10/59. It then went into DGW 4 from 12/59 to 12/63, but then disappeared again until 7/66, when it was fitted to DX 4 and was probably sold with that vehicle.

93778 was in DGW 9 until 1/55; it then went into DGW 6 from 2/55 to 4/57, followed by DGW 8 from 9/58 to 8/63 and finally into DGW 5 from 9/63 onwards, being sold with that vehicle.

94590 is presumed to have been in DX 3 until 6/56; it then definitely went into DGW 1 from 9/56 to 9/59 followed by DGW 2 from 10/59 to 9/64 and DX 3 from 5/66 onwards, probably being sold with that vehicle. This engine and 93382 (DGW 6) are the only two known to have been sold in the same vehicle that they were delivered, though both had been in several other vehicles in the meantime.

96194's history is unknown until 7/59, when it was fitted to DGW 9, in which it remained until removed in 5/63 and fitted to DGW 7 from 7/63 onwards, being sold with that vehicle.

Inevitably, there are a few queries which, if anyone can resolve then, we would be grateful.-

1. As there were two pre-war engines in post-war vehicles from 1954 onwards, which two engines were in the L6G's in exchange? We only know definitely of 12 post-war engines and all are accounted for during 1954-7 in post-war vehicles, except 96194. Does this indicate that there were two extra 6LW's purchased with the L6G's in 1939 or were two spare post war engines bought, which went into the L6G's after 1954 and were sold with them in 1957 after only a short life or, in the case of 96194, removed before sale?

2. DX 4 may have been new with an engine of which we have no trace; this would be removed in 7/56, could have been overhauled and then fitted to DX 3 from 1/57 until 11/63. Possibly the same engine was then fitted to DGW 8 in 2/64 and sold with that vehicle. Is the engine number known?

3. Which engine was in DX 4 between 4/60 and 1/64? It could have been 91436 but it is unusual for a vehicle to retain the same engine on overhaul. The other contender is 44757, which seems the more likely alternative.
