

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 380

NOVEMBER 1982

PERSONAL

We regret to have to record the death on 27th October of [REDACTED], the Company's Coaching Superintendent. [REDACTED] has been helpful to the WYIS for many years and was known personally by a number of us. His untimely death will leave a gap that will not be easy for the Company to fill and it is a mark of the esteem in which he was held that a large number of mourners travelled in 6 coaches from all parts of the Company's area to the funeral at Rawdon on 1st November. We extend our condolences to his family.

(Editor)

FORTHCOMING EVENTS

PSV CIRCLE

The next Social Meeting will be held on Thursday 2nd December from 7.00pm in Meeting Room no. 4, Bradford Central Library, Princes Way, Bradford.

HCVS YORKSHIRE SECTION

The next meeting will be on Wednesday 15th December at 7.45pm in the Metro Sports and Social Club, Concordia Street, Leeds. At this meeting, [REDACTED] will be giving a show on the subject of historic commercial vehicles.

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

FLEET CHANGES

Hired Vehicle
- FHS 752X Volvo B10M/61 ? Duple Goldliner III

Additional Information

The above vehicle is owned by Parks of Hamilton and is being used, from Friday 8th October, on the Rapide service. On this it replaces the Trathens M.A.N., NFJ 372W, which gave a certain amount of mechanical trouble during its stay and when it left WY it went to a M.A.N. dealer in Bradford for repair.

One other hired vehicle, the Crosville Lodekka G 792 (XFM 203), was returned to its owners on 14th October.

<u>Allocations and Transfers</u>			
"43" (NFJ 372W)	from BRADFORD	(hire terminated)	7.10.82
- PHX 752X	(hired)	to BRADFORD	- 8.10.82
681	from HARROGATE	" KEIGHLEY	1.11.82
1005/11	" YORK	" KEIGHLEY	"
1437	" KEIGHLEY	" HARROGATE	"
1474	" KEIGHLEY	" BRADFORD	"
1482/5	" KEIGHLEY	" YORK	"
1723/4	" BRADFORD	" KEIGHLEY	"
2387/8	" HARROGATE	" YORK	"

- Notes:-
1. Hired VR 681 joins 309 and 679 at Keighley; none appear to be fitted for OMO unlike 313 which remains at Harrogate.
 2. First moves since new are made by 1005/11, 1723/4, 2387/8.
 3. 1482/5 move nominally from Keighley but they are thought to have physically been at Skipton. 1701/31 are in theory allocated there but 1701 is currently at Ilkley; 1731 was last seen at Keighley.
 4. 2387/8 move to York apparently for use on winter tours based in that City.

Stored Vehicles

With the departure from Leeds of 1342/3 on 10th November, there are currently no withdrawn vehicles on the Company's premises. It is very many years since this situation last occurred.

Sales and Disposals

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| 4th October 1982: 1104/67, 1341 | } All to Amalgamated Passenger Transport Ltd, Bracebridge Heath, Lincoln, collected on dates shown. As usual, at least 1342/3 were collected by PVS Ltd, Carlton and most if not all would go direct to the Carlton yard of PVS. |
| 5th October 1982: 1101, 1351/2 | |
| 6th October 1982: 3329/30/1 | |
| 7th October 1982: 1102/3, 1364 | |
| 8th October 1982: 1349/54 | |
| 9th October 1982: 1356/9 | |
| 12th October 1982: 1347 | |
| 10th November 1982: 1342/3 | |
| 22nd October 1982: 1105, 1401, 4037/52 | |
| 25th October 1982: 4053 | |
- to W.Norths (PV) Ltd, Sharburn in Elmet.
to Mr. D.Boot, WY staff (CRW).

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2. VEHICLE NOTES

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Bi-Annual Service

- September 1982:- 1417/73, 1711/5
 October 1982:- 1003, 1421/2, 1706, 2329/35/6

Repaints

- October 1982:- 1501, 2600

Livery Changes

- Leeds-Manchester-Liverpool livery:- 2600. As forecast, this now carries the special livery formerly represented by 2599. The general format is the same but there is no rear fleetname although a Liverpool-Leeds vinyl advert is carried on the boot lid.
- Rear Fleetname:- 1501. Only 1503 of the National 2's is still without this feature. 1501 remains all red. One of the short Leopards, 2101/2, now has a "West Yorkshire" rear fleetname rather than the "National" carried when acquired.
- New Logo:- 2520. (This, together with the other RELH6L/ECW's, formerly had all-red logos, but now has red/blue logos of the normal type).

Unladen Weights

- 1501 - 9020 KG (ex 9120 KG); 3952 - 8866 KG (ex 8865 KG); 2520 - 8505 KG (ex 8-8-3).

Rebuilding

Last month we recorded that 1972 had been towed to Grove Park. This was

because a bell housing was required before the Gardner engine could be fitted. One was obtained from APT Ltd and 1972 returned to CRW, where by the beginning of November the Gardner had been fitted and the vehicle returned to service.

As a point of interest, one of the Leyland 501 engines so far removed from 1972/3 has been loaned to Motec, Livingston, for demonstration purposes and the other stripped by WY for spares though these engines have relatively little in common with the horizontal 510 engine fitted to the early Leyland Nationals.

General News

Two of the ECW bodied Leopards, 2391/2, have recently been fitted with curtains; 2392 also has carpets and speakers fitted.

1473 now has a plain panel at the rear.

1723/4, on transfer to Keighley, have been fitted up for OMO.

Advertisement News.

Further vehicles with "A man and his Lager are seldom parted" larger than usual nearside adverts are 1729 and 1988.

A nearside advert on 1990, smaller than the "standard" size, is for "Cyprus Sherry and Wines".

3741 retained its Barratt broadside advert on 23rd October; the other two vehicles with this advert, 1716/32, returned to fleet livery in August/September respectively.

2563 has lost its "Leeds/Bradford - London" vinyl advert from the boot lid (see September issue).

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3. SERVICE CHANGES

Stage Carriage Applications

N & P 1346 (omitted from issue 378)

S. 378 BW25/324 796-9 Leeds-Knaresborough

Mon-Fri: to introduce an additional journey at 1000 Wetherby to Leeds to operate as and when required.

S. 379 BW190/170 14 Bishopthorpe (Keble Park) - Elmfield Ave.

Mon-Sat evenings and all day Sundays to withdraw all short journeys between York (Railway Station) and Elmfield Ave & return.

N & P 1352

S. 380 BW25/116 674 Bradford-Harrogate

Mon-Fri (School Terms): to introduce the following additional journeys:

1514 Harrogate-Huby

1615 Harrogate (Grammar School) - Huby.

On grant BW25/117 (776/7) will be surrendered.

S. 381 BW25/117 653/4 Harrogate-Bradford

Mon-Fri: to introduce the following additional journeys:

0650, 1715 Harrogate-Otley

0725, 1640 Otley-Harrogate

On grant BW 25/751 (776/7) will be surrendered.

S.382 BW25/717 65 Harrogate-Great Ouseburn

Mon-Fri: to retime the 0657 Harrogate-Great Ouseburn and 0746 Great Ouseburn-Harrogate to 0701 and 0750. (This is part of one of the Harrogate double deck duties.)

S.383 BW25/169 23 Harrogate-Pateley Bridge

Saturday only to divert the 0650 Pateley Bridge to Harrogate via Markington.

S.384 BW25/483 741 Leeds-Wetherby (Sandbeck Way)

Mon-Fri (School terms) to introduce the following additional journey:
0855 Bramham-Boston Spa Comprehensive School.

S.385 BW25/717 65 Harrogate-Great Ouseburn

Saturdays only: to withdraw the 1027 Knaresborough-Harrogate and introduce a 1032 Chain Lane-Harrogate.

S.386 BW25/752 782 Leeds-Skipton

Mon-Fri: to withdraw the 0730 Otley-Leeds and introduce a 0705 Ilkley-Leeds.

S.387 BW25/913 54 Harrogate-York

Saturdays only: to introduce the following additional journey:
1010 Harrogate-Chain Lane.

S.388 BW25/950 52 Jennyfield-Carmires Avenue

To withdraw the 1010 Harrogate-Knaresborough!

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4. OPERATING NOTES

Last month we referred to two M.A.N.'s, RGB 4/5W, which had been seen in Yorkshire. These are owned by Parks of Hamilton and as with the Volvo currently hired by WY (see Hired Vehicles) are in Parks new ivory, orange and maroon livery. These two, together with another (RGB 3W) were part of a batch of 8 with 53 seat bodies. Intended to be JLS 2-9V, three (JLS 6/8/9V) arrived after 1st August 1980 and were accordingly registered RGB 3-5W. Presumably they are being used by another NBC operator in Yorkshire?

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5. UNUSUAL WORKINGS

September 28th - 2598 (L loan H) on London-Harrogate (302); 2350 (H loan L) on John Smith's contract to Bramham/Aberford.
29th - 2598 (L loan H) on London-Harrogate (302).
October 4th - 2567 (L) on 1740 Leeds-Scarborough (842).
6th - 2550 (H loan W) on 0740 Tadcaster-Harrogate (78A).
10th - 1397 (L) on 1455 Wetherby-Leeds (741) in place of the usual National.
11th - 2585 (Yk) on 15A.
12th - 1363 (L loan EYMS) on 1825 Leeds-Hull (746).
15th - 2392 (B) on Bradford-Yarmouth/Lowestoft (356).
16th - 1517 (B) on Private Hire through Drighlington towards Bradford.
20th - 1355 (L) on Leeds-Ripon (36). Leeds usually provide Nationals or DP's for their two duties on 36.
21st - 2533 (L loan W) on John Smith's contract to Sherburn/Ferrybridge etc; 2347 (H) on York City Tour in National Holidays livery.
22nd - 2607 (Yk loan H) on London-Harrogate (302).

- October 25th - 0742 Wetherby-York (79) on Mon-Fri is a York OMO duty and on this day was worked OMO by 3744.
- 26th - Two VR's on the otherwise single deck Copmanthorpe (15A) route; several double deckers have also appeared recently on th Thirsk and Sheriff Hutton routes.
- 27th - 3771 on 0810 Tadcaster (Stutton Cross Roads) - York (746); 1520 on Malton local (93) and 2599 (M) on Malton-Hovingham-Nunnington (94); 3719 on Copmanthorpe (15A-single deck route).
- 28th - 1108(K loan I) on shoppers service from Ilkley to Sunwin House, Skipton; 2347 on a winter tour from York.

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6. SOLD STOCK NEWS

MWT 803D (Ex 4071, FS6B sold Ledger, Northampton, 5/82).

The November issue of "Buses" perpetuates the idea that because this vehicle was sold to Ledger, it is preserved. It can only be reiterated that it was seen on the 9th May this year in the yard of Rollinson (Breaker), Carlton, near Barnsley, with the front grille removed. Although it was still intact and this observation is not proof of scrapping, few vehicles do leave Rollinson's yard and it would be interesting to hear of any sightings of 4071 since that date.

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7. OTHER INFORMATION

Other Bristols

LJF 5F, the RES16L burnt out at Killinghall Bridge near Harrogate on 28th September, was still there on 30th October.

BNU 675G, is an LH6L still painted in poppy red with a white band, seen in York on 23rd October conveying scouts or similar. Members will notice that the registration is close to BNU 679/81G, two of the VR's currently on hire to WY.

Harrogate Destination Blind

No code or date shown but this is the latest version:- "Aspin Lane; Bilton/Bachelor Gardens; Bilton, Bus Station; Carmires Avenue; Chain Lane; Claro Road; Cornwall Road; Crossways; Harrogate; Jennyfield; Knaresborough; Bus Station; New Park; Knox Avenue & Bus Station; Outlands; Pannal; Pannal Ash; Penny Pot Lane; St. Georges Road; Starbeck; Bus Station; Dene Park; Wedderburn Road; White Blank; National Express; Excursion; Private; School Special; Works Special; Harrogate; Blackpool; Birstwith; Bishop Thornton; Blubberhouses; Boroughbridge; Boston Spa; Bradford; Bramham; Brearton; Bridlington; Burnt Yates; Farnham; Ferrensby; Grassington; Great Ouseburn; Green Hammerton; Harrogate; Wetherby; Hawes; Ilkley; Keighley; Kettleasing; Kirk Deighton; Knaresborough; Leeds; Liverpool; London; Manchester; Markington; Menwith Hill; Middlesbrough; Nether Poppleton; Newall Circular; Newcastle; Weston Circular; Otley; Pateley Bridge; Whinmoor; Harrogate; Ripon; Roecliffe; Scarborough; White Blank; Scotton; Scotton Hospital; Sicklinghall; Skipton; Stonehouse Inn; White Blank; Sunderland; Tadcaster; Thirsk; Thorp Arch T.E.; Tockwith; Weeton; Wetherby; York; Harrogate."

York Destination Blind

Some time ago, we queried the inclusion of "Ganton" on old York depot destination blinds. We understand it was used for duplicates from York or Scarborough to Ganton at times of Golf Tournaments in the early 1950's.

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Many members will have seen from the November issue of "Buses" magazine that WY are to receive one of the ten Dennis Falcon/Duple Goldliner express coaches for the Rapide service. It is likely to be registered DWW 925Y, but no delivery date is known at present.

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WHAT WILL THEY THINK OF NEXT?

By [REDACTED]

L. Gardner & Sons produced their first true automotive diesel engines, the famous LW-series, in 1931, after pioneers such as Barton Transport, Frank Dutton Haulage and Leeds City Transport, had converted petrol-engined vehicles to diesel power using Gardner marine engines.

The LW came in three guises for road operations. These were the 4 cylinder 5.6 litre 4LW, the 5 cylinder 7 litre 5LW and the 6 cylinder 8.4 litre 6LW. Bore and stroke were the same for all models, these being 4.25" and 6" respectively. Maximum power was developed at 1700 rpm (all models) and according to type this was 68 BHP (4LW), 83 BHP (5LW) or 102 BHP (6LW). As the engines were further developed over the following years, the various outputs went up to 75, 94 and 112 BHP respectively at the same 1700 rpm.

However, by the mid 1950's, a number of bus, coach and lorry operators were beginning to demand more powerful engines to provide better performance from their vehicles, and Gardner's were quick to respond, for in 1958 the 6LX engine was announced. This gave up to 150 BHP at 1700 rpm from its' six cylinders, and just as the LW-series had done years earlier, this new engine soon became the yardstick by which others were measured. The new engine operated at a thermal efficiency of 39.75% - a remarkable achievement for this size of engine (10.45 litres).

As demands for yet more power grew in the 60's, Gardner's once again rose to the challenge, and introduced the 180 BHP 6LXB engine in 1966. The bore and stroke remained the same as the 6LX (viz. 4.71" x 6"), but the maximum power was developed at 1850 rpm. Basically the 6LXB was a tuned 6LX unit, with various modifications to manifolds, valves and pistons, which also took the thermal efficiency up to 40%, a figure never previously reached by a commercial diesel of this size.

But development didn't stop there, because in the late 60's, Government regulations were being drafted to effect a minimum power to weight ratio of 6 BHP per ton on commercial vehicles. This meant that articulated lorries plated to carry 32 tons (the maximum UK weight) could not utilise the 6LXB as this only provided the minimum 6 BHP per ton up to 30 tons, the 8-wheeler rigid limit. So, to counteract this, Gardner's brought out their straight eight cylinder, 13.93 litre 8LXB in the early 1970's. This developed 240 BHP at 1850 rpm and shared the same bore, stroke and most of the parts of the 6LXB.

However, although the extra length of the 8LXB could be accommodated in artic. tractor units, encroachment on body space precluded full use in rigid lorries. The result was the 6LXC, an even more powerful version of the 6LXB, which was capable of up to 201 BHP at 1920 rpm but retained the 6LXB's dimensions both inside and out. A little later Gardner's upgraded the 8LXB in the same manner to produce the 8LXC, capable of 265 BHP at 1920 rpm.

A big surprise in late 1981 was Gardner's first production turbocharged engine, the 6LXCT, which gave 230 BHP at 1900 rpm but was still 10.45 litres. Various detail differences allowed for installation of the turbocharger and its pipework, but the basic design was unchanged from the LXB/LXC. Pistons, though, were fitted with a cast iron insert for the top compression ring to give better piston ring life, due to turbo engines operating at higher pressures than normally aspirated ones. The Holset H2C turbo was used.

By the time 1982 arrived, the next new engine announcement was predictable. The eight cylinder turbo 8LXCT was launched in April '82 and its' power output is a whopping 300 BHP at 1900 rpm. Again, a Holset turbo is fitted, but this time the 4 LGK model. Noise is down by 3 dB(A) over the 8LXC.

So, in 1982, Gardner's are covering a span of 150 BHP (derated 6LXB) to 300 BHP (8LXCT) with choices of 6 and 8 cylinders, giving customers a wider range of Gardner products than ever before.

What will they think of next?