

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 301

APRIL 1976

Hon President :
Hon Vice)President :
Hon Chairman :
Hon Secretary :
Hon Publications Officer :
Hon Tours Secretary :
Bulletin Production Team :
Hon Editor :

MR. A. STUBBS.

Our report last month of [REDACTED] death was incorrect. We are glad to report that he is still alive and well, and still driving the stores lorry. Our apologies are offered for any distress that the report may have caused.

HARROGATE MEETING - Saturday 20th March, 1976.

26 members attended this meeting, which was held at Moss Grange Conductors' School by kind permission of the Company.

The Chairman opened the meeting by saying that the results of the survey about the Spring Tour had revealed an equal number in favour of Chester and Durham. As it was understood that the Metro Transport News were having a tour to the Durham area just after the date of our own, it had been decided to organise the tour to visit Chester, as announced last month. [REDACTED] then went on to say that changes would be taking place during the year in the committee, although the actual date would be announced later. [REDACTED], a king pin of the service since 1951, has asked that someone else should become secretary in his place, and this [REDACTED] has kindly offered to do. In turn [REDACTED] has offered to take over [REDACTED] job as Publications Officer. We cannot thank [REDACTED] enough for all his hard work over the years, and also thank [REDACTED] for their continuing help.

[REDACTED] reported that 111 members had renewed their subscriptions, with 15 who had not, including, regrettably, 2 founder members. This was quite favourable and not as bad as could have been expected in view of the inevitable increase in subscriptions.

[REDACTED] mentioned that it was hoped to begin using A4 size paper from January 1977, in view of the difficulty and expense of obtaining foolscap.

There being no other items, in the business part of the meeting, [REDACTED] then introduced [REDACTED], the Company's Assistant Secretary, who came from East Kent.

[REDACTED] then gave a most interesting and informative talk on the financial and administrative structure and methods of the National Bus Company and West Yorkshire.

The time passed all too quickly and unfortunately space does not permit a detailed report of the talk since this would take up many pages. Those members who were present will no doubt agree that the subject was covered in a most interesting and at times, amusing way and we are most grateful to [REDACTED] for giving up his Saturday evening to give us this talk. We are also grateful to the Company for the use of the room and to [REDACTED] for being in attendance at Moss Grange.

PUBLICATIONS OFFICER.

As announced at the Harrogate meeting, certain changes will be taking place during the year in the Committee. The first of these is that [REDACTED], has kindly agreed to take over the job of Publications Officer from [REDACTED], and all future orders for Part II of the Fleet List should be sent to [REDACTED].

[REDACTED]. We are grateful to [REDACTED] for taking over this job, and to [REDACTED] for his work in the past, particularly in recent months. [REDACTED] is, of course, moving on to the post of Secretary later in the year; but the date of this change will be announced later.

FORTHCOMING EVENTS.

SPRING TOUR. - Sunday May 9th, 1976. As announced last month, this will visit Crossville, Chester and Lancs. United. Any member who has not yet returned his booking form is urged to do so immediately. Please give the tour your support - bookings to date have been poor and there is a danger that the tour may be cancelled. Remember the future of tours is up to you!

p.t.o.

NORTHCOMING EVENTS (Cont.)

PSV CIRCLE. The next Social Meeting will be on Thursday 6th May, from 7.0. pm at Metro Bradford Staff Canteen, Forster Square, Bradford.

HCVC YORKSHIRE SECTION. The next meeting will be on Wednesday 12th May at 7.30. pm, in the Metro Leeds Sports & Social Club, Concordia Street, Leeds.

PRESS DAY for the May issue will be on Saturday 1st May, and all items for inclusion should be sent, to arrive on or before that day to [REDACTED], [REDACTED].

1. FLEET CHANGES.

		<u>NEW VEHICLES</u>					
1057	M/W 561P	Leyland PSU3C4R	7505439	Plaxton 7611LX507	C49F	8944KG	
1058	M/W 562P	Leyland PSU3C4R	7505579	Plaxton 7611LX508	C49F	8944KG	
1059	M/W 563P	Leyland PSU3C4R	7505440	Plaxton 7611LX509	C49F	8944KG	
1060	M/W 564P	Leyland PSU3C4R	7505580	Plaxton 7611LX510	C49F	8944KG	
1061	M/W 565P	Leyland PSU3C4R	7505441	Plaxton 7611LX511	C49F	8944KG	
1466	NUA 910P	Leyland National 11351/1R	03262		B52F	9020KG	
1467	NUA 911P	Leyland National 11351/1R	03263		B52F	9020KG	
1468	NUA 912P	Leyland National 11351/1R	03264		B52F	9020KG	
1469	NUA 913P	Leyland National 11351/1R	03265		B52F	9020KG	
-	L/W 510P	Morris Marina car.		Area Traffic Superintendent (West) Blue			new 1.9.75.

ADDITIONAL INFORMATION

1057-61 were delivered during January to Grove Park, in National white and with fleetnames, but without fleet numbers. They have Leyland Leopard chassis, Plaxton Panorama Elite bodies, Pneumocyclic 5 speed transmission and Telna retarders. They have "West Yorkshire" in the rear glass panel, flanked by GB plates, whereas previous Plaxton coaches have had "National" in this Position. These are the first true Leylands to be bought new by the Company since Leyland TD2's K453/4 arrived in 1934.

1466-8 arrived by 17th March and 1469 on 17th March, again to Grove Park. Details of the delivery condition and subsequent treatment are the same as for 1462-5 given last month. 1467 was moved from Harrogate to Leeds on 31st March on Trade Plates 605 WT.

1464, new last month, was moved to Keighley on 29th February on trade plates.

1180 now carries an unladen weight of 5-14-12 (ex 5-14-2).

Ford Transit pick-up 4050 is now allocated to Leeds, having formerly been used as a spare vehicle at Harrogate.

STAFF CAR FLEET

A number of changes have taken place in recent months, and these are summarised below in order to bring records up to date.

C/W 641H (Ford Escort) has not been withdrawn but is still licensed at Harrogate as a spare car.

N/W 540K (Ford Escort) has not been withdrawn either, but has been transferred from Area Traffic Superintendent (East) to Area Engineer (West), and is probably based in Bradford.

O/W 227K formerly the Area Architect's car, has not been withdrawn, but is still licensed at Harrogate as a spare car. This is an Austin 1800 that was taken over when WY became responsible for the NEC Area Architect's car.

M/W 156P (Ford Escort) was new 7.1.76.

O/C 636P (Morris Marina) was new 5.1.76.

M/W 995P (Triumph 2000) was new 1.1.76.

L/W 510P (Morris Marina), shown under "New Vehicles" above has not previously been recorded.

ALLOCATIONS AND TRANSFERS

1002/4/73/4	from Leeds	(Delicensed)	31.3.76.
1006	" Bradford	"	"
1202	" Bradford	"	"
1412	" Leeds	"	"
1444	" Harrogate	"	"
1726/36/7/8	" CRW Spare	"	"
1016	(Delicensed)	To Harrogate	1.4.76.
1017/88	"	" York	"
1021/2/4/5	"	" Leeds	"
1026/7/8/9	"	" Bradford	"
L050/1/86/7	"	" Harrogate	"
1215	"	" Leeds	"
1231	"	" Harrogate	"

1. FLEET CHANGES (Cont.)ALLOCATIONS AND TRANSFERS (Cont.)

1057/3/9	(new)	To Leeds	1.4.76.
1060	"	" Harrogate	"
1061	"	" York	"
1466	"	" Harrogate	"
1467	"	" Leeds	"
1468/9	"	" Bradford	"
1011/79	from Harrogate	" Bradford	"
1075	" Bradford	" Harrogate	"
1077/8	" York	" Leeds	"
1106	" York	" Leeds	"
1356	" Leeds	" York	"
1742/3	" Keighley	" CRW Spare	"
1750/1/2	" Bradford	" CRW Spare	"
1918	" Leeds	" Keighley	"
1938	" Harrogate	" Keighley	"

- Notes: 1. All vehicles are relicensed at their former depots except 1016 (ex Ilkley) and 1088 (ex Harrogate). The latter also makes its first move since new, presumably for the York City Tour.
2. First moves since new are also made for 1106, 1356, 1742/3 and 1918.
3. 1106 is the first RESL to be allocated to Leeds.
4. The transfer for 1918 is a result of the end of the Paul Madeley contract; it is of interest that 1918 has gone to Keighley rather than being transferred to York West Yorkshire.
5. 1073/4 are the first of the "new type" MW coaches to be withdrawn.
6. 1002/4/6's withdrawal marks the start of withdrawals of 36 footers.
7. Only 1203 remains in service of the first batch of SRG's; it is probably unlikely that 1201/2 will return to service.
8. 1736/7/8 are the first Lodekka's with the later style radiator grille to be withdrawn.

STORED VEHICLES

BRADFORD 1721 remained stored at Bradford at least during early March.

LEEDS 1451 had returned from Hull and was back in service by 2nd April.

YORK 1722/3/5 all last used at Bradford, were moved to York in early March; 1723 on 4th March. However by the end of March 1735 had gone (see below)

WITHDRAWALS

31st March 1976:- 1002/4/6/73/4, 1726/36/7/8 all to Held in Reserve. Also held in reserve are 1144/5/6, 1721/2/3/5 (total 16).

SALES AND DISPOSALS

21st November 1975:- 4041 to S.G. Langley, Winksley, Nr. Ripon.

March 1976:- 1735 to NBC Regional Disposal Centre, Bracebridge Heath, Lincoln. With its departure, there are no vehicles "Held for Disposal".

FLEET TOTAL

	<u>W.Y.</u>	<u>Y.W.Y.</u>	<u>1.4.76.</u>	<u>1.4.75.</u>
Licensed:-	437	84	521	517
Delicensed:-	10	-	10	32
	<u>447</u>	<u>84</u>	<u>531</u> #	<u>549</u>

The Fleet Total excludes 1002/4/6/73/4, 1726/36/7/8.

2. VEHICLE NOTESOVERHAULS AND HEAVY DOCKS

March 1976:- 1024/5/6, 1152/4/5/6, 1780/1, 3922/8/33.

REPAINTS AND TUV'S

March 1976:- 1340/79, 1918.

CERTIFICATES OF FITNESS

1057-60 all 31.12.82; 1061 - 4.1.83; 1466/8 - 6.3.83; 1467 - 8.3.83.

GENERAL NEWS

After overhaul, 3923 now has its front fleet number in the standard position; previously it had carried it in a central position below the windscreen for some years, where it had remained despite subsequent repainting into poppy red and later renumbering on transfer to York West Yorkshire.

York vehicles are currently carrying blue stickers in the front windscreen announcing the Greater York Travel Survey that is currently taking place.

2. VEHICLE NOTES (Cont.)

Fully automatic 1907 spent a few days during February as a semi-automatic but was later converted back. It is understood that conversion between semi/fully automatic and vice versa can be carried out by a depot fitter in about 10 minutes.

1908/12 now carry a 3 piece rear engine cover.

1447/54 are further Leyland Nationals to lose the "L" badge from the front. The appearance could almost be said to be improved as a result. 1418 has no "Leyland National" badges at the front and 1427 has had them rearranged so that they are side by side below the "L" badge.

1202 (B) has been fitted with the later, plastic, tail lamp units instead of the earlier ones with chrome surrounds.

ADVERTISEMENT NEWS

Paul Madeley bus 1918 was repainted into poppy red/white during March leaving London & Manchester 1936 still in service. The latter is due for overhaul during April, but can be expected to continue as an all over advert afterwards.

The "Briggs and Hill Travel Agents" side advert at York has ceased. New adverts include "Hambleton Homes" on the side of 3955 and 3174; "Your White Coach Awaits You - National Holidays" on the side of 3917; "Tunstall and Glencross" on the rear of 1217; "We rent our cars at a great rate - Jackson & Scoobey's Garage" on the nearside of 1315; "Storno Car Radio Phones" on the lower rear of 1367; "Southwest Clipper" on the side of 3922; "National Express Leeds to Hull" on the interior of various vehicles, and "Racing at Wetherby - 19/20 April" target on many vehicles at several depots. 1155 carries an "Unwins" advert at the rear, "Dale Plant Hire" on the offside and "Wilkinson" on the nearside. A recent target advert at York is for "Racing at Doncaster".

3. SERVICE CHANGESSTAGE CARRIAGE

The following applications have been made:-

- S.520 BW25/868 9/9A Woodlands Circular.
Mon-Fri:- To withdraw the 17.02 Ash Road - Bus Station.
- S.521 BW25/751 76/76A Harrogate - Ilkley.
Suns:- To revise timetable.
Mon-Fri:- To withdraw 08.25 Weeton - Harrogate journey.
- S.522 BW25/39 71 Skipton - Buckden.
To revise Sunday timetable.
- S.523 BW25/116 51 Bradford - Harrogate.
Mon-Sat:- To retime 07.40 Bradford - Harrogate to 07.35 and operate 5 mins earlier to Weeton then to operate via Rigton at 08.30 and as per timetable to Harrogate.
- S.524 BW25/169 23 Harrogate - Pateley Bridge.
Summer Suns:- to withdraw the following.
15.20 & 17.20 Harrogate - Pateley Bridge.
12.45 & 14.15 Pateley Bridge - Harrogate.
To retime the 16.45 Pateley Bridge to Harrogate to 16.30.
- S.525 BW25/441 28 Harrogate - Grassington.
To revise timetable.
- S.526 BW25/263 72 Ilkley - Grassington.
To revise timetable on Summer Sundays.
- S.527 BW25/324 39/40 Leeds - Knaresborough.
Winter Suns:- To operate 08.23 Wetherby - Leeds via Linton

NEW SERVICES

- S.528 BW25/875 Harrogate (Bus Station) - Skipton (Bus Station).
Via Station Parade - York Place - Otley Road - B6161 Beckwithshaw - Little Almscliffe Crag - Bland Hill - Norwood B6451 - Unclass Fewston - Timble Ridge - Great Timble Four Lane Ends - Blubberhouses A59 - Bolton Bridge A59 - unclass Embsay Main St. - Skipton Rd. - Knaresborough Rd. The Bailey - High St. - Keighley Rd. - Bus Station.
To operate Easter Sun. or 1st Sun in April to last Sun. in September on grant BW25/831 will be surrendered.
- S.529 BW25/876 Pateley Bridge (Bus Station) - Ripon (Bus Station).
Via B6265 - unclass Studley Roger - unclass - B6265 Studley Rd. - Park St. - Westgate - Market Place - Fishergate - Queen St. - Bus Station.
To operate Easter Sun. or 1st Sun. in April to last Sun. in September.

VARIATIONS

- S.530 BW25/475 X72 Leeds - Hares.
To revise timetable and route.
- S.531 BW25/70 71A Skipton - Leyburn.
To retime 09.00 Skipton - Leyburn to 09.45.

3. SERVICE CHANGES (Cont.)

VARIATIONS

- S.532 BW25/530 3 Knaresborough - Bilton - St. Georges Road.
 Mon-Fri:- To retime 15.55 Bus Station to St. Georges Road to 15.25.
- S.533 BW25/628 Knaresborough - Thistle Hill Hospital.
 Mon-Fri:- To introduce addl. journeys at 14.15 Knaresborough to Thistle Hill Hospital returning at 15.15.
 Saturday:- To retime 15.20 from Thistle Hill Hospital to 15.15.
- S.534 BW25/855 K6 Thwaites - Fell Lane.
 Mon-Fri:- To withdraw 16.12 Marlow St. - Keighley journey.
 To amend Marlow St. timepoint to be Strong Close Park.
- S.535 BW25/869 346 Hull - Leeds.
 To amend timetable.
- S.536 BW25/861 6 Bus Station - Cornwall Road.
 Mon-Fri:- To withdraw 17.45 Harrogate - Cornwall Rd. journey.
- S.537 BW25/253 14/15 Harrogate - Aldborough.
 Mon-Fri:- To retime 15.10 Harrogate - Boroughbridge to 15.25. and operate via White Cross and also operate on Wednesdays.
 To operate 15.57 Boroughbridge - Knaresborough on Wednesdays.
- S.538 BW25/717 18 Harrogate - Great Ouseburn.
 Mon-Sat:- To revise timetable and route.
- S.539 BW25/263 72 Ilkley - Grassington.
 Mon-Fri:- To operate 07.45 Ilkley - Grassington at 08.07 from Bolton Bridge
- S.540 BW25/830 27 Otley - Lofthouse.
 Summer Suns:- To introduce revised timetable.

4. OPERATING NOTES.

BRADFORD. Observations at Chester Street on 21/2 found that the following -
 1220 Eldwick (68) - 1800 (K); 1225 Keighley (67) - 1827 (K); 1225 Leeds (30) - 1212 (L); 1225 Shipley (66) - 1781 (B); 1230 Lucy Hall (59) - 1767 (B); 1235 Leeds (55A) - 1907 (B); 1230 London - 1019 (B); 1235 Keighley (67) - 1901 (B); 1245 Shipley Glen (60) - 1785 (B); 1250 Eldwick (68A) - Metro Bradford 2232; 1255 Leeds (30) - 1202 (B); 1255 Keighley (67) - 1723 (B); 1255 Shipley (66) - 1769 (B); 1300 Baildon (59A) - 1771 (B); 1515 Baildon (61) - 1965 (B); 17.10 Esholt (65) - 1266(B); 18.15 Skipton (67) - 1905(B); On 24/2 a similar survey found 16.10 West Royd (66A) - 1180(B); 16.15 Keighley (67) - 1937(K); 16.15 Baildon (61) - 1202(B); 16.15 Belmont Ave. (58) - 1181(B); 16.15 Shipley Glen (60) - 1753(B); 16.25 Keighley (67) - 1907(B); 16.15 Menston (65) - 1389(B); 16.30 Lucy Hall (59) - 1787(B); 16.25 Leeds (30) - 1774 (B); 16.30 London (306) - 1047(K); 16.25 (X67) - 1354(B). On 29/2, 1744(K) worked the 17.45 Bradford-Skipton (67), believed to be a Skipton duty. 1949(H) has been on loan to Bradford during March whilst 1907(B) was at Harrogate and was still at Bradford on April 13th.

HARROGATE. On 4/3, 1046 was on route 18. The 1705 Harrogate - Ripon (36) is duplicated between Harrogate and Killinghall. The vehicle to date has returned dead via Travellers Rest and Skipton Road. This duty was formerly undertaken by United. On 10/3 EYMS 923 worked the 0753 Wetherby - Leeds (39A). On 26/3, 1907 (B loan H), was on Harrogate - Knaresborough (1). On Harrogate - Tadcaster (78) have been:- 4/3 - 1381 (PB loan H) and 1236 (H); 6/3 - 1415 (H loan W); 7/3 - 1218 (W); 8/3 - 1381 (PB loan H); 13/3 - 1002 (L loan W); 14/3 - 1213 (H loan W); 15, 16/3 - 1217 (H loan W); 23/3 - 1222 (H); 26/3 - 1007 (H). On Harrogate - Thorp Arch (W 78) was 1007 (H) on 24/2 and 1046 (H) on 27/2. On 10/3, 1168 (H) was on Harrogate - Bradford (51) at teatime. On 4/3, 1010 was on service 84. 1437 is at present confined to "local services" for mechanical reasons. 1009/10/11 since transfer to Harrogate on 1st February have worked a wide range of duties (mainly OMO), examples being:- 6/2, 1010 on 1625 Leeds - Thornor (41) and 1730 Leeds - Harrogate (36); 3/2, 1010 on route 22; 9/2, 1009 on Leeds - Sunderland (399) and 1011 on Harrogate - London (302); 12/2, 1011 on 399; 13/2, 1009 on route 84 (Scarborough) and 1011 on London (306); 20/2, 1010 on Route 7A and 84 and 1009 on 399. On 3/2, 1337 was on Route 24 working for Pateley Bridge, 1334 was working on "Locals" routes 7/10/12 whilst 1438 worked the 1310 to Scarborough (84). 1308 and 1156 were on route 11/11A on 11/2 and 1046 worked the 1745 to Bradford (53) on the same day. Two of the three Harrogate cars on Route 78 during the day on 12/2 were 1007 and 1041. Also noted on 12/2 - 1435 (O loan H) Routes 1/2, and 1156 on Route 12. Noted on Scarborough - Harrogate on 14/2 were 1443 (1640 ex Scarborough) and 1416 (1740 ex Scarborough). An unmarked vehicle seen on the Pool - Harrogate road at 1115 on 17/2 was United Auto 1294 (Relh/Plaxton), with a United driver. No passengers were on board and indicators were set to "706 United". On the morning of 18/2, 1076 was working Routes 11/11A, whilst on the same route were 1318/81 the following day. 1041 worked Thorp Arch - Harrogate (W78) and then

4. OPERATING NOTES (Cont.)

HARROGATE (Cont.) - the 17.50 to Markington on 19/2. On 25/2, the same vehicle worked an afternoon duty on Rts. 8/5/14. The 17.50 to York (84) was worked by 1077 (i) on 26/2. 1411 and 1437 both worked full day rotas on 9/9A on 5/3. 1398/9/1411 were on 7/10/12 on 8/3, also noted were 1223 on 15 and 1168 on Leeds-Harrogate (36). In early March, 1334 was working mainly on local services: - Rt.3 (4/3), 9 (11/3) and 7/10/12 (12/3). During Feb and March coaches have worked many journeys on 36, noted have been 1073(L) on 6/2, 1053(L) on 12/2, 1001(L) on 18/2, 1002(L) and 1046(H) on 27/2, 1073(L) on 2/3, 1073(L) again on 4/3, 1037(L) on 10/3 and 1041(H) and 1042/73 (L) on 15/3. Most interesting vehicle on this route though was on 24/2 when 1918 (Paul Madeley's Colour Bus) worked the 08.35 Harrogate - Leeds (36)

ILKLEY. On 1 and 2/3, 1163 (U) was working for Ilkley Depot.

LEEDS. On 8/3, 1936 was on 12.45 Leeds-Knaresborough (40); this service was incorrectly shown as 38 last month. On 12/3 1815(L) was on Leeds-Scholes (47). On 20/3 1462(K) was on 13.40 Leeds-Keighley(31), 1738(U loan B) on 1336 Leeds-Bradford(55A) and 1737 (U loan B) on 14.06 Leeds-Bradford(55), on 22/3, 1756 was on 13.55 Leeds-Ilkley(33) and 1006 on 18.50 Leeds-Bradford(30). On 23/3, 1822(L) was on 15.45 Leeds-Knaresborough(40) and 1223(H) on 16.40 Leeds-Red Hall(38). On 24/3 1073(L) was on 14.30 Leeds-Harrogate(36), 1774(L) on 14.45 Leeds-Knaresborough(40) and 1814/5/22 and 1757(all L) on services 32/33/35. It is unusual for all four Leeds duties to be worked by Lodekkas now that they only have 7 allocated. The Leeds double deck duty on service 34, referred to last month, apparently leaves Otley at 4.07 pm. (not 4.15) and presumably leaves Leeds about 3.30 pm. On 24/3, 1936 was being used. Also on 24/3, 1007(H) worked OMO on 16.40 Leeds-RedHall (38), and this appears to be a regular Harrogate duty. The same day 1002 (L) was on 16.45 Leeds-Knaresborough(40). On 25/3, 1736 (U loan B) was on 13.06 Leeds-Bradford (55) and 1918(L) was on 13.45 Leeds-Knaresborough(40). On 26/3, 1726 (U loan B) was on 12.36 Leeds-Bradford(55). On 27/3, 1004(L) was on 08.05 Leeds-Bridlington(44) and on 28/3 1340(L) worked 17.30 Leeds-Bradford(30). On 22/3, 1073(L) was on the 32/33 group of services. On 1/3, 1465 (Sk) was on Leeds-Skipton(34). On Leeds-Tadcaster(42) have been 1158 (W loan L) on 1/3 and 1005(L) on 25/3. Working on Leeds-York(43) have been 1207(L) and 1049(L) on 1/3; 1049(L) and 1044 (Y loan L) on 4/3; 1001(L) on 10/3; 1037/42 (both L) on 22/3 and 1037(L) on 24/3. On Leeds-Scarborough(43) have been 1346 (L loan Y) on 3/3; 1260 (Y loan M) on 19,22,23/3 and 1005(L) on 25/3. On Leeds-Bridlington(46) have been 1001 (L) on 22/3 and 1005(L) on 26/3. On 30/3, 1037 (L) was on Keighley-Leeds(31) at lunchtime. On 1/4, 1180(B) was on Bradford-Leeds (30) at lunchtime. On 8/3, 1316 (H loan L) was on Leeds-Farsley(49) at 12.50. On their first day in service 1/4, 1057(L) was on 16.35 Leeds-Scarborough(43) and 1059 (L) on 07.25 Leeds-Hull(46), its maiden trip. On 3/3, 1914 was on 31 and 1812 on 33. On 17/3, 1902(K) was on 31 and 1774(L) on 48. ERG's have been noted on 43 during March with 1005/1 on Leeds-Scarborough on 4/3 and on 10/3 two consecutive duties on York-Leeds were 1447 and 1001.

YORK. On 23/3, 1741(U) was on 16.25 Wetherby-York(79). On 22/3, 1009(H) was on York-Harrogate(84). 1741(U) was working on School Specials in Tadcaster on 18 and 22/3, presumably for York depot. Working on 09.55 York-Leeds (43) have been 1207 (1/3) 1348 (2/3); 1285 (3/3); 1355 (5/3); 1366 (8/3); 1441 (9/3); 1001 (10/3); 1357 (15/3) 1386(16/3); 1349 (18/3); 1357(19/3); 1037 (23/3); 1342 (24/3); 1002 (25/3); 1351 (26/3) 1037 (29/3); 1037 (30/3) and 1001 (31/3). On 1/3 3461 was on Y15; On 1725 York-Leeds(43A) have been 1049 (1/3); 1341 (2/3); 1049 (4/3); 1004 (10/3); 1024 (1and 2/4) On 2/3, 1739 (U) was on Y 20; on 3/3 1290 was on 15.55 York-Leeds(43) and on 4/3 3461 was on Y8 and 1741 on Y20. On 5/3, 1739(U) was on Y20 and 1758 on Y2, whilst on 6/3, 1386 was on 44. On 8/3, 1350(B) worked 14.55 to Bradford (43); 1039 on 84; 1005 on 44; 1761 on Y2 and 1739(U) on 80. On 9/3, 3459 was on Y13A; 1379 on 09.11 York-Leeds(43) and 1758 on Y20. On 10/3 EYMS 946 and Atlantean was on 09.25 service 46 and 1761 on 84. On 11/3, 1359(B) worked 14.55 to Bradford (43); 1741(U) on Y20 and 1015 on 44. On 12/3, 1761 was on Y20 and 3942 on Y2. On 15/3, 1009 was on 84, 3176 on Y9 and 1761 on Y2. On 18/3 1741(U) was on Y8 and 3459 on Y11A. On 19/3, 1758 was on Y10. On 22/3, 1354 was on 80; 1164 (U) on Y1 and 1758 on Y10. On 23/3 1758 was on Y2 and 1739(U) on 80. On 24/3, 3950 was on Y19 and 1364(B) on 14.55 to Bradford (43). On 25/3 1298 (Y) was on Y2; on 26/3 EYMS 793 was on 10.55 (44) and 1390 on 43. On 29/3, 1315 was on Y2, 1758 on Y8 and 1755 on Y11. On 30/3 1758 was on Y21 and 1753 on Y20. On 31/3 1403 worked 14.55 to Bradford; 1755 on 79; 1039 on 80; 3174 on 82; 1349 on 44; 1014 on 84 and 1753 on Y4.

LONG DISTANCE. During March, East Yorkshire used the following vehicles on new route 346 (Leeds-Hull) - 155/157 (Leyland leopard) Alexander ex North Western; 160 (Leyland Leopard/Plaxton ex United); 894 (Leyland leopard/Plaxton) and 161/163/164 (Leyland Leopard/Plaxton Supreme). However on 26/3, 161/164 were working the northbound

p.t.o.

4. OPERATING NOTES(Cont).

LONG DISTANCE (Cont). Humber Scot. On 24/3, United RESL6G 2848 was an unusual vehicle on Sunderland-Leeds (399) at teatime. On 3033, 1045 was noted heading for York from Leeds showing "London" on the blind. The usual vehicle is 1054. New vehicle 1060(H) has now become the regular vehicle on Leeds-Sunderland (399).

5. SOLD STOCK NEWS.

JWU 886 (Ex SGL 16, LL5G sold Norths Sherburn 1/67).

To Nitrovit (Buxted Chickens), Thirsk 7/67.

The Yorkshire Post on 12th March reported that this vehicle had been bought for preservation by [redacted], who members may recall already owns an ex Leeds City Transport Leyland PSI. Apparently [redacted] worked as a conductor on SGL 16 shortly before it was withdrawn. If anyone can assist [redacted] in obtaining blinds 49" 2 piece, a rear destination box, front 2 piece destination box lid or transfers for inside or outside, they are invited to write to [redacted] at [redacted] [redacted], who will be pleased to hear from them.

WVU 270 (Ex SUG 72, MW5G sold Lincolnshire R.C.C. 2272 6/72)

Noted arriving in Nottingham on route 79 at 5.0 pm on 5th March 1976, still with Lincolnshire.

HWU 874 (Ex DB 47 K6B sold Norths, Sherburn 11/64)

Further to last months notes, the vehicle was being used as a privately owned caravan by 7/75, being noted at Rushden and Bath.

822/30/5 BWY (Ex 1122/30/5, MW6G sold Sykes Barnsley 8/75)

Left Sykes 1/76 (1122/30) and 2/76 (1135). Of these at least 1135 probably went for scrap as it had been cannibalised.

EWY 387C (Ex 1198, SUL4A sold Norths, Sherburn 10/73)

To Knightwood, Watford 12/73.
Withdrawn 10/75.

856 HUB (Bedford SB5 returned by S.Ledgard to Hughes (dealer) 10/67)

To Towler, Brandon 12/67.
Eagles, Kenny Hill 11/75.

EWY 386C (Ex 1197, SUL6P sold Norths, Sherburn 10/73)

To Thornes, Bubwith 1/74 (Licensed 12/74)
Initially operated in red/green sale livery, this unique vehicle has now been repainted into Thorne's grey/blue livery.

DWU 140 (ex EG9, L6G sold Norths, Leeds, 5/57)

To F.W. Hardy, Attleborough, Norfolk by 4/62.
Body separated from Chassis by 10/68.

Body scrapped by 2/76; it is also understood that the chassis is no longer in existence.

6. TEN YEARS AGO

The April 1966 reported on a meeting that had been held in Leeds on 2nd April when heavy snow had occurred.

Details were given of the forthcoming Spring Tour which was to be to Lincolnshire using an ex Eastern National coach.

New vehicles entering service comprised DX211/2 (Keighley); DX 213 (Leeds); YDX 231 (York) and Commer pick-up 15 cwts 1035 (York) and 1036 (Keighley). A number of vehicles had been withdrawn, these being 1015/6 (Austin A40 vans new 1949/50); YDG 57 (the last pre-war vehicle in the fleet); DB51/2 (the last K6B's in the main fleet) and DB 58.

A number of vehicles had been sold to Norths, comprising SGL10/12, KSG1 18/19/22/23, SCW 1/7/8/12, YLG 58/9/60/3/4 and KDB 15/31.

SMA17 had been fitted with a Perkins engine and renumbered SAp17. YDX 91 which had been fitted with disc brakes on the front wheels at Bristol in October 1962, had them removed during February 1966 and replaced by conventional drum brakes.

DX177(L) had been fitted experimentally with flaps over the front CEC covers similar to DX63.

Bradford Depot report recorded the last days of the West Yorkshire K6B's "DB51/2 were used mainly on peak hour short rotas but DB51 was used more than once as a changeover on 30. In fact on Friday 4th March it worked the 1555 Bradford-Leeds (30), 1700 Leeds - Keighley, 1820 Keighley - Leeds (31) and 1950 Leeds - Bradford. DB52 was also noted working to Harrogate on Sat. 5th March. The new joint service to Dick Hudsons with Bradford City Transport commenced on 6th March with BCT vehicles working into Chester Street for the first time. KDX 133 worked the first departure at 1023, with BCT 178 following at 1053 to Eldwick. On 5th March DB51 worked to Shipley via Manningham Lane.

6. TEN YEARS AGO. (Cont).

At Keighley main fleet DB's 58/60/62 had all been on Town Services.

At Leeds, a survey of KSW's on 1st April had found DB's on 33/48; 13 on 47; 15 on 32; 17 on 29/29A; 18 on 47; 19 on 48; 23 on 33; 25 on 32; 26 on 29/29A; 32 on 29/29A; DGW 3 on 32/33; 4 on 48; 5 on 32/33; 9 on 38.

In Long Distance, the claim of Buses Illustrated that Northern General's Guy/Weymann coaches 1680-9 had been withdrawn was refuted by the sighting of 1683/5/6 all on X97 during March.

The first Almxet ticket machine had been noted in use on SRG4 on 28th March.

Sold Truck News completed the interesting 8 page issue by reporting that Leyland Tiger 551 was still intact in use as a caravan at York, and that a York double deck tram was still derelict in a field one mile east of Yearsley, North Yorkshire.

7. OTHER INFORMATION.

BUS DRIVER OF THE YEAR.

West Yorkshire are participating in the Bus Driver of the Year competition at High Ercall on 12/9/76 along with other NBC Stage Carriage Operators.

YORK TRAFFIC SCHEMES.

Important new traffic control measures for York were debated on 19th March by the Highways and Transportation Sub-Committee of North Yorkshire County Council arising from a report prepared as part of the Greater York Traffic Study. The closure of Deangate to all traffic is recommended as is the introduction of a new railway station serving Haxby and Wigginton on the York to Scarborough line. Further bus lanes are suggested, on Haxby Road between the City Hospital and Lowther Street; on Station Road between the Station and Station Rise; on the Mount between Knavesmire Gates and Blossom Street. It also calls for the Bootham Bus Lane to be extended, with a short break near Burton Stone Lane, to Clifton Green.

It is also recommended that Dalton Terrace should be made one-way, out of town with a contra-flow bus lane into town. This measure would be complemented by making Holgate Road one way, into town, with a contra-flow bus lane out of town. It recommends closure of Walmgate between Fos Islands Road and Navigation Road to everything but buses and bicycles. It recommends closing Ouse Bridge and Nessgate to all but buses, bicycles and access only traffic. It recommends that Bootham Crescent should be restricted to buses and bicycles in the direction towards Bootham. All these measures would be complemented by new traffic signals actuated by buses. The report estimates the cost of this network of bus priority measures at £12,500. A terminal for out of town services is recommended in Piccadilly at a cost of £20,000. It envisages a series of bus stands in Piccadilly and parking space for eight to ten buses in the Corporations former "tram" (sic) depot, currently used by Reynards Rent-A-Car. The report says that in the long term it might be possible to develop a bus station, integrated with a car park, on the existing Piccadilly car park and the former Craven's factory site in Coppergate.

Other suggestions for traffic management in the short term includes closing Walmgate Bar to non-bus and cycle traffic, installing new traffic signals at the end of Dalton Terrace and Holgate Road and installing other bus - priority signalling methods at Haxby/Wigginton Roads and Lord Mayors Walk. The estimated cost of the proposed traffic signal control measurements would be £30,000.

OTHER BRISTOLS ETC. In York 985 EHW, and LD6B ex Bristol Omnibus Co. LC 8530 is owned by two students who hope to run it as a mobile home. It retains external adverts etc., The two owners are anxious to insure the vehicle and if anyone can help they would be very grateful.

On 25/3, Leyland Super National LMY 1204 in National White was in York "On Charter" for an executive conference. It has a colour TV and tables.

"VAN VIGILANTES". The Yorkshire Evening Post on 19th March reported that in an attempt to stamp out assaults on drivers and conductors, which caused the PTE to withdraw late evening services at weekends recently, West Yorkshire had used teams of drivers, conductors, supervisors and inspectors in vans, who followed late night weekend buses in Leeds ready to take action if trouble occurred. They used 4 vans - presumably 4042/9 (both H), 4047 (L) and 4048 (K) - (all of which are Ford "Escorts") and followed buses to the city boundaries, where they parked and waited for incoming buses.

NEW TIMETABLES. A new un-numbered, timetable was issued dated 4th April, and covering Harrogate and the Dales, including Haves, Otley, Skipton and Wetherby. Details of many independent, United and Ribbles services are given, together with a map of Harrogate Town Service routes and full details of the Chauffeur Coach services, a useful inclusion and the first time the Chauffeur Coach has been

7. OTHER INFORMATION (Cont.)NEW TIMETABLE (Cont.) - included in the timetable in detail.

The main item, however, is the inclusion of new route numbers and the following note appears:- "In order to avoid duplication of route numbers for services running within the West Yorkshire County a re-numbering scheme has been designed which is due to be introduced during Spring. The old route numbers are still in operation at the publication date of this timetable, for cross reference of route numbers see Index of Services on pages 7 & 8. Timetables for all West Yorkshire Road Car Services operating within West Yorkshire County will be produced by the West Yorkshire P.T.E. The introduction of the timetable will coincide with the introduction of new route numbers. West Yorkshire P.T.E. timetables will include services in the Bradford, Keighley and Leeds area operated by West Yorkshire Road Car Co., Ltd.,".

The new fare table issued 29th February 1976 lists all the new service numbers, and these are listed below.

REVISED NO.	EXISTING NO.	REVISED NO.	EXISTING NO.	REVISED NO.	EXISTING NO.
29/29A	22	693	69	735	35
70	K 8	694	69A	736	35B
364	64	695	56	738	39A
570	70	696	56A	739	39
571	70A	697	57A	740	40
589	K19	698	57	741	41
647	60	701	K 7	742	42
648	60A	702	K 2	745	47A
649	65	703	K 3	746	47B
650	63	704	K4	747	47
651	63B	706	K 6	748	48
652	X63	707	K 6A	749	48A
653	53	708	K13	750	48B
654	53A	709	K13B	753	54A
655	55	710	K13A	754	54
658	58	711	K12A	755	55A
659	59	712	K12	757	36A
660	59A	713	K26	759	49
661	61	714	K27	760	31
666	K11	715	K18	765	K 5
667	67	716	K16	772	72
668	K10	717	K17	773	72A
669	K 9	718	K 1	776	76
670	30	719	K 1A	777	76A
671	30A	720	K 1B	778	75A
674	51	721	K14	779	75B
675	50	722	K14A	780	75
676	62	723	K14B	781	37
677	66	724	K14M	782	34A
678	66A	725	K25	783	34M
690	68	731	32M	784	34
691	68A	732	32	785	134
692	69	733	33	X70	X72
				X84	X84

- Notes:-
- No route number is shown for 38 (Leeds-RedHall).
 - 55/55A become 655/755 rather than 655/656 or 755/756.
 - 692/693 are shown as 69, presumably 693 will be X69.
 - 782 (ex 34A) is shown in the faretables as Leeds-Arthington, although this route was theoretically replaced by 781 (ex 37) in August 1973; however one journey per day continued to operate from Otley-Leeds via Pool and Leeds-Otley via Pool as service 34A, and it is these two journeys that will become 782.
 - There is only one number (70) allocated to cover K8/8A/8B/8m.

LONG SERVICE AWARD PRESENTATION.

At a recent dinner held in Harrogate to present long service awards to 14 employees with 40 years service, [REDACTED], Director of NBC Eastern Region, spoke on recent events affecting the Company.

He said that despite three sets of fare increases and a £100,000 subsidy from North Yorkshire County Council, the Company's bus services lost money during 1975.

The Company, including York West Yorkshire, carried about 75 million passengers some 22 million miles during the year. £200,000 had been spent on new vehicles and equipment, and renovation work at Bradford depot; during 1976 a £120,000 modernisation

7. OTHER INFORMATION (Cont.)LONG SERVICE AWARD PRESENTATION (Cont.)

- programme is planned for Leeds and next year it is hoped to carry out improvements in York.

"These measures outline the confidence that National Bus has in its company's future" said [REDACTED], who had a word of praise for North Yorkshire, which had paid £100,000 last year towards keeping up uneconomic services, and had been asked for £358,000 this year. But he had sharp words for West Yorkshire, which he said did not seem to be able to make up its mind what level of public transport it wanted and would be prepared to pay for. "Every policy has a price - nothing is for nothing - and accepting the right to propose the amount of service required for the community means accepting the duty of paying for the part that the passenger cannot.

"But the money that is paid to us should never be regarded as a subsidy to the bus company, but as a subsidy to the people who are dependent on the services we provide," said [REDACTED].

ALLOCATION LIST AS AT 1st JANUARY.

Unfortunately a line was left out of the York Depot allocation, which should have 1344/5/70/1/2/96/7 added.

TML/WM 19.4.76.