

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 277.

APRIL, 1974.

Hon. President :
Hon. Vice-Presidents :
Hon. Chairman :
Hon. Secretary :
Hon. Publications Officer:
Hon. Tours Secretary :
Hon. Editor :
Bulletin Production Team :

PERSONAL. Our congratulations and best wishes are extended to [redacted] and [redacted] on their promotion to Traffic Inspectors at Leeds from December 14th., and to [redacted] on his promotion from Driver to Driving Instructor, Bradford, from December 2nd.

"Motor Transport" for the 8th. March reported that [redacted] General Manager of West Yorkshire, and Chief General Manager of the Yorkshire division of the Eastern region of the National Bus Company, is to retire on the 30th. September, and will be replaced as Chief General Manager by [redacted], at present General Manager of the West Riding Group of Companies.

SPRING TOUR - SUNDAY, 12th. MAY, 1974.

Four Spring Tour on May 30th. 1954, we visited Crosville, and this year, 20 years later, we are paying them another visit, this time to see the ex. North Western vehicles now running in Crosville livery. Departure will be from Leeds (Wellington Street) at 9.30, (a connection will be made with the 08.25 from York) and Bradford (Chester Street) at 10.00. The route from Leeds to Bradford will be via the Stanningley by-pass, to save time, and no pick-ups will therefore be possible at Greengates. From Bradford we shall go to Dinting, near Glossop, to see the Steam Railway Museum there. The Dinting authorities advise us that on the day of our visit, the "Flying Scotsman" should be in steam. After lunch, and our visit to Dinting, our route will be to Macclesfield where a visit to the Crosville Depot has been arranged. Also at Macclesfield are the premises of TPE, Ltd, (Dealers). From Macclesfield to Middlewich, where an inspection will be made of the yards of Cowley, Martin & Telefilms (Dealers), then on to Northwich, where another Crosville Depot visit is arranged. Leaving Northwich we can make an inspection of Martin, (Dealers) at Weaverham, and then on to Warrington, where a further Crosville Depot will be visited. A tea break will also be taken in Warrington. Leaving here, our return route will be via Altrincham, arriving back at Bradford for 20.05 and Leeds for 20.45.

Light snacks should be available at Dinting for those requiring them. For this Tour, we are arranging for either 1340 or 1341, one of the dual-purpose SRG's, and it is therefore essential that we receive the maximum support. Fares should not exceed £ 1.25 (Half-fare for children under 14), but will obviously depend on the number of passengers.

Those members who booked at the Leeds meeting need take no further action, but anyone else wishing to take part should send the enclosed booking form to [redacted] at once, as time is short.

Please give this Tour your support, and help it to be a success.

LEEDS MEETING, - Saturday, March 30th. 1974.

We were pleased to welcome 23 members and friends to the Y.M.C.A. rooms. The usual business discussion opened the meeting, at which details of the above forthcoming Tour were given. [redacted] reported that 10 members had not renewed (a lower figure than usual), and we already had 3 new members in 1974, giving a present total of 117 members. Last year we financially "broke even", but the increased postal charges are obviously going to increase costs; however, in an effort to beat inflation and a possible shortage, we are building up a stock of envelopes, etc., for eventualities.

SERVICE CHANGES
1042 was delivered but at least 1042

LEEDS MEETING, (cont.)

Business over, we settled down to hear [redacted] formerly Equipment and Training Officer for the Company, who gave us a talk on Road Transport over 50 years. This was particularly interesting, because [redacted] concentrated on the effect of various items of legislation, starting with the formation of the Institute of Transport and the Ministry of Transport in 1919. Amongst his wealth of reminiscences was one that the half shaft on a Leyland TDL broke if the vehicle was overloaded, and the back wheels came off. Other interesting items concerned the gas buses, which produced their own gas by burning anthracite, the gas then being passed through water and into a special carburettor, or in some cases gas-bags were used. A Gardner oil engine was converted later to run on gas, and was reasonably successful. Dennis Lancet I's had 4-speed gearboxes; Lancet II's had 5-speed. The ENSA Mobile Theatre was based on York, and toured searchlight sites. West Yorkshire covered 1 1/2 million miles with gas buses; they had 100 trailers, but a maximum of 30 vehicles. These and a wealth of other items illustrated by photographs with a episcope, came to light, and we are most grateful to [redacted] for giving up his Saturday evening to address us, and to [redacted] for helping to arrange the talk.

WEST YORKSHIRE P.T.E.

This was duly formed on the 1st April. It would appear that [redacted] comments as reported in Issue 268 were optimistic and premature, to judge from the dire threats issued recently by [redacted] the P.T.E.'s Director of Operations. The Yorkshire Evening Post for April 5th, carried the following article - "The National Bus Company has refused to sell to the W.Y.P.T.A., the sections of the Company which operate in the Authority's area. [redacted] said "The W.Y.P.T.A. wanted to acquire those parts of the Company's operation which are in its area. We have told them we are not prepared to sell our assets, but stress that we will still co-operate with the Authority, and co-ordinate our operations with them. The Metropolitan County Council has an overall responsibility for transport, in that it has the job of co-ordination, but this does not mean that it has to acquire parts of the Company's operations. They cannot make us sell our services to them. Amicable talks are continuing, and we hope there will be a speedy settlement. Until then, we shall continue to operate our services as normal." His comments came after [redacted] the W.Y.P.T.A. Director of Operations said that the Company would have to "toe the line" on this issue. [redacted] said bus undertakings would have to conform to the overall pattern of services in West Yorkshire. National Bus Company operators will have to become part of the P.T.E., together with old Municipal transport undertakings under re-organisation. [redacted] said "We are having meetings with them to discuss new arrangements. The situation in short is that all services will have to conform to the overall pattern. It is a thorny problem, but in the final analysis, passenger transport services will be run to the pattern dictated by the P.T.E., through the County P.T.A." An item on similar lines in the Yorkshire Post on the 6th April ended with the paragraph that "He (Mr. Lawrence) added that the P.T.E. had no legal power to compel the National Bus Company to sell services in its area."

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

LONDON TO BRIGHTON RUN.

[redacted] is, as usual, taking the Leyland double-decker on the London-Brighton run, during the week-end of 4/5th May. Anyone interested in joining the party should write direct to [redacted], [redacted]

1. FLEET CHANGES.

NEW VEHICLES.

1042.	NYG 802 M.	Bristol RELH6L	4/625	Plaxton 733861	C49F.	9-3-3.
1043.	NYG 803 M.	Bristol RELH6L	4/626	Plaxton 733862	C49F.	9-3-3.
1044.	NYG 804 M.	Bristol RELH6L	4/627	Plaxton 733863	C49F.	9-3-3.
1045.	NYG 805 M.	Bristol RELH6L	4/628	Plaxton 733864	C49F.	9-3-3.
1046.	NYG 806 M.	Bristol RELH6L	4/629.	Plaxton 733865	C49F.	9-3-3.
1047.	PYG 324 M.	Bristol RELH6L	4/650	Plaxton 7411BCR025	C49F.	9172 Kgs.
1048.	PYG 325 M.	Bristol RELH6L	4/651	Plaxton 7411BCR024	C49F.	9172 Kgs.
1049.	PYG 326M	Bristol RELH6L	4/654	Plaxton 7411BCR026	C49F.	9172 Kgs.
1050.	PYG 327 M.	Bristol RELH6L	4/655	Plaxton 7411BCR027	C49F.	9172 Kgs.
1051.	PYG 328 M.	Bristol RELH6L	4/656	Plaxton 7411BCR028	C49F.	9172 Kgs.

p.t.o.

1 and
over 50
on the

1. SERVICE CHANGES, (cont.)

ADDITIONAL INFORMATION.

1042 was delivered in September, and 1043-6 in October, initially to Grove Park but at least 1042-5 and probably all five were stored for the Winter at Leeds.

Registrations WWT k78-82 L were originally reserved for these five, but they were first registered as shown above. 1046-51 all arrived during March, again to Grove Park, where they remained until moved to their respective Depots, viz. 1049 was at Leeds by the 20th. March. It is understood that 1047-51 have a modified door arrangement to the previous batch. All of 1042-51 have Leyland 0.680 engines.

1420 was delivered to Grove Park during November, 1973, as stated in Issue 275; it was not delivered direct to Derby Corporation, as suggested in the April issue of "Buses".

The unladen weight of 4047 is "16-1" (presumably 16 cwt. 1 qtr.), whilst 1723, after repaint shows 7-9-0 instead of 7-19-0.

all ALLOCATIONS AND TRANSFERS.

	from	to	
1064.	YORK	(Delicensed)	31.3.74.
1065/70/94.	" HARROGATE	"	"
1066.	" SKIPTON	"	"
1162.	" WETHERBY	"	"
1239.	" BRADFORD	"	"
1781.	" BRADFORD	"	"
1701.	" LEEDS	"	"
1007/76/9/86/7/8/97.	(Delicensed)	to HARROGATE	1.4.74.
1008/9/21/2/73.	"	" LEEDS	"
1014.	"	" SKIPTON	"
1015/77/93.	"	" YORK	"
1016.	"	" ILKLEY	"
1019/20/6/7/75/80/1.	"	" BRADFORD	"
1074.	"	" OTLEY	"
1078.	"	" WETHERBY	"
1161.	"	" WETHERBY	"
1232.	"	" BRADFORD	"
1400.	"	" LEEDS	"
1753.	"	" BRADFORD	"
1042/3/4/5.	(New)	" BRADFORD	"
1046/7/8.	"	" KEIGHLEY	"
1049.	"	" LEEDS	"
1050/1.	"	" HARROGATE	"
1011.	from BRADFORD	" HARROGATE	"
1023.	" KEIGHLEY	" LEEDS	"
1072.	" LEEDS	" YORK	"
1761.	" YORK	" LEEDS	"
1936.	" LEEDS	" YORK	"

- Notes :-
1. All vehicles are relicensed at their former Depots except 1014 (ex.York), 1015 (ex.Harrogate), 1016 (ex.Bradford), 1074 (ex.Bradford), 1077 (ex.Harrogate), 1093 (ex.Leeds), and 1232 (ex.Leeds).
 2. The transfer of Baywell bus, 1936, is only temporary, (it is believed for a month); this is 1936's first move since new.
 3. 1077 is at York, to replace 1064 as the City Tour bus; it has already been fitted with 1064's notice.
 4. At present, all York's main fleet double deckers are VR's, (1902/24/36).

STORED VEHICLES.

HARROGATE. 1134 was noted parked at Harewood Bridge on the 4th April on Trade plates 339 WR, and facing towards Leeds.

LEEDS. 1065 is still stored inside. 1701 was still in Leeds Depot on April 3rd, in red/white, but is now in York field in Sale Livery; (see below).

SKIPTON. 1681 was at last collected by Norths' from the field here during February, four months after sale.

YORK. 1701, in sale livery, is now in the field here.

WITHDRAWALS.

31st. March, 1974 :- 1064/5/6/70/94, 1133/4 & 1701, all to Held in Reserve.

SERVICE CHANGES
N. & P. 1125.
Keighley - West York
ticket to be
route to be

1. SERVICE CHANGES, (cont.)

	<u>W. Y.</u>	<u>K.W.Y.</u>	<u>Y.V.Y.</u>	<u>1.4.74.</u>	<u>1.4.72.</u>
Licensed :-	387	52	80	519	516.
Dalicensed :-	16	-	-	16	11.
	<u>403</u>	<u>52</u>	<u>80</u>	<u>535</u> *	<u>527.</u>

* The Fleet Total excludes 1064/5/6/70/34, all 133/4 & 1701, (see above).
The continued existence of "Keighley - West Yorkshire" will be noted; no changes have yet been made to the vehicles concerned.

TEMPORARY LOANS.

It has come to light that the Metro Scania HOM 682 L, during its loan to West Yorkshire was allocated a fleet number for fuelling and other purposes; this was almost certainly 1050, although if anyone can give confirmation we should be grateful.

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

March, 1974 :- 1014/5/6/73/4, 1161, 1235, 1753, 2737 & 3747.

REPAINTS AND TUV'S.

February, 1974 :- 3175.

March, 1974 :- 1001/3/5/11/8, 3174, 1206, 1307/58/65, 1700/13/4/23/5/78, 3746, 1803, 1902/3/4/23 & 4040.

Sale Livery :- 1701, (April, 1974).

CERTIFICATES OF FITNESS.

PAINT DATE.

1182 - 27/11/80; 1341 - 25/2/78; 1343 - 11/5/78; & 1382 - 2/1/80. 1182 - W.11/73.

LIVERY CHANGES.

White Bank only :- 1923.

Poppy Red Livery :- 3174/5, 1206/35, 1307/58/65, 1700/13/4/23/5/53/78, 2737, 3746/7, 1803 & 1902/3/4.

N.B.C.Green Livery :- 4040.

National White Livery :- 1001/3/5/11. Only 1002 of the ERG's now remains in dual purpose livery.

1014/5/6/8/73/4 & 1161 were already in their respective standard liveries. Whilst 1701 (now withdrawn) was the one and so far only example of the "white band and new fleetname" treatment on double deckers, 1923 appeared during March in another version, this time a white band only, retaining the old, gold fleetnames, which, on this vehicle, are over the front wheels. Again, no further examples of this style have yet appeared.

4040, on repaint, became all over National Bus Company green, with "West Yorkshire" and "double N" emblem in white on the side. 4039 is now the only example of the old maroon and ivory service fleet livery.

All York and Malton LH's are now in new livery.

GENERAL NEWS.

1720 has now had its engine removed for use as a spare.

It may not have previously ^{been} reported that the tree lopper 4025 is now equipped with flashing trafficators.

The interior roof at the front of various Leyland Nationals has been painted royal blue.

1411 is fitted with a destination blind which includes the exposure "West Yorkshire"

ADVERTISEMENT NEWS.

A new target advert at various Depots is a target for "Saxby for God". This has been fitted to most Leeds vehicles, and on those already carrying an offside target, it has been fitted to the nearside, including double-deckers; this is the first known occasion when DX's have had nearside targets - examples include 1723/72 & 1414. 1178 has received one on the offside as its first advert.

It should be noted that no Nationals, at least in the main fleet, have as yet received any advertisements.

The "Portion of Foxes" adverts on Leeds VR staircase panels, has now ceased.

It is presumed that 1761, currently at Leeds in exchange for "Baywell" bus, 1936, will retain York adverts, whilst at Leeds.

SERVICE CHANGES.

N. & P. 1125.

Keighley - West Yorkshire and West Yorkshire have both applied to introduce a ticket to be known as "DALESRIDER", and this will be available on the following routes :-

K.9, K.10, K.11, K.8, K.14, K.16, K.18, K.5, K.12, K.25, K.3, K.26, K.27, K.13A, K.1, K.1A, K.1B, K.2, K.6, K.6A, K.4, K.13, K.13B, K.7, K.16, K.17, 31, 57A, 57, 61, 50, 63, 71, 67, 46, 44, 45, 67, 5, 6A, 51, 53, 84, 73, 59, 23, 25, 24, 14, 15, 21, 58, 72, 65, 39, 40, 77, 10, 3, 72B, 28, 70, 42, 41, 48, 43, 74, 3, 47, 22, 8, 60, 17, 33, 75, 75A, 36, 55, 35, 35B, 32, 32M, 78, 18, 1, 2, 11, 11A, 9, 9A, 7, 7A, 12, 13, 4, 76, 76A, 34, 34M, 37, and also the following

- BW.25/215 - NEW PARK - STONEFALL.
- BW.25/823 - BRADFORD - BAILDON.
- BW.25/827 - BRADFORD - HIGH BAILDON.
- BW.25/829 - HARROGATE - PATELEY BRIDGE.
- BW.25/830 - OTLEY - HOW STEAN GORGE.
- BW.25/831 - HARROGATE - BOLTON BRIDGE.

These are listed in Licence number order, hence the jumble !

S.351. - BK.43/40. - K.5. KEIGHLEY-ILKLEY.

(Correction): Monday-Saturday. To retine the 18.05 Ilkley-Keighley to 18.10. (See Issue 276).

- S.364. - BW.25/441. - 28. - HARROGATE - GRASSINGTON.
- BW.25/475. - X.71 - LEEDS - HAWES.

To introduce a revised timetable.

S.365. - BW.25/752. - 34. - LEEDS - SKIPTON.

Sundays: To introduce additional journeys at 08.58 Otley to Ilkley, and 09.25 Leeds - Otley.
To extend the 13.55 Leeds - Ilkley to Skipton, and to start the 15.55 Ilkley - Leeds from Skipton at 15.25.

S.366. - BW.25/696. - 78. - HARROGATE - TADCASTER.

Sundays: To introduce an additional journey at 07.05 Harrogate to Wetherby.

S.367. - BW.25/751. - 76. - HARROGATE - ILKLEY.

Sundays: To retine the 10.15 Harrogate - Ilkley to 09.15, and the 11-10 Ilkley - Harrogate to 10.10.
To introduce an additional journey at 20.10 from Ilkley to Harrogate.

S.368. - BW.25/483. - 41. - LEEDS - WETHERBY.

Sundays: To introduce an additional journey at 07.55 Wetherby to Leeds.

S.369. - BW.25/263. - 72. - ILKLEY - GRASSINGTON.

Sundays: To revise the timetable.
Tuesdays: To introduce additional journeys at 11-15 Ilkley to Grassington and 12.30 Grassington to Ilkley.

S.370. - BW.25/171. - 24. - HARROGATE - DARLEY - PATELEY BRIDGE.

Sundays: To revise timetable.

S.371. - BW.25/39. - 71. - SKIPTON - BUCKDEN.

To revise timetable, fare table and route.

The York Pullman Bus Co.Ltd., are objecting to the Application in N.& P.1120 by York -West Yorkshire to amend the routes of Y.9 & Y.19 so as to provide circular turning arrangements at the Clifton terminal.

N. & P. 1126.

West Yorkshire have now made formal applications for the former Keighley licenses as follows :-

- BW.25/832. - KEIGHLEY - COLNE replaces BK.43/5. (K.9).
- BW.25/833. - KEIGHLEY - SKIPTON BK.43/14. (K.10/11.)
- BW.25/834. - SILSDEN - SKIPTON BK.43/16. (K.8).
- BW.25/835. - KEIGHLEY - BINGLEY BK.43/18. (K.14).
- BW.25/836. - KEIGHLEY - OLDFIELD BK.43/25. (K.16).
- BW.25/837. - KEIGHLEY - DENHOPE BK.43/29. (K.18).
- BW.25/838. - KEIGHLEY - SPECIFIED POINT BK.43/32.
- BW.25/839. - KEIGHLEY - SPECIFIED POINT BK.43/33.
- BW.25/840. - HAWORTH - ILKLEY BK.43/40. (K.5/12).
- BW.25/841. - KEIGHLEY - HAINWORTH BK.43/49. (K.25).

3. SERVICE CHANGES, (cont.)

N. & P. 1126, (cont.)

- BW.25/842. - ST. ANNE'S SCHOOL or BUS STATION - THWAITES BROW BK.43/51.
- BW.25/843. - STOCKBRIDGE (Grange Road) - PARKWOOD SCHOOL. BK.43/52.
- BW.25/844. - BUS STATION - GUARD HOUSE TRAFFIC ISLAND BK.43/57. (K.3).
- BW.25/845. - DALTON LANE or LOW MILL LANE - DREWRY ROAD JUNCTION. BK.43/62.
- BW.25/846. - DALTON LANE or LOW MILL LANE - FELL LANE (Prospect Mount) BK.43/63.
- BW.25/847. - DALTON LANE - BRAITHWAITE AVENUE. BK.43/64.
- BW.25/848. - DALTON LANE or LOW MILL LANE - INGRON (Ashbourne Road). BK.43/65.
- BW.25/849. - BUS STATION - STANBURY (Hob Hill). BK.43/71. (K.26).
- BW.25/850. - KEIGHLEY - OXENHOPE. BK.43/73. (K.27).
- BW.25/851. - KEIGHLEY - RIDDLESDEN. BK.43/76. (K.13/13D).
- BW.25/852. - BUS STATION - HAREWOOD ROAD. BK.43/77. (K.1/1A/1B).
- BW.25/853. - SPRING BANK (Cedar Street) - BRAITHWAITE AVENUE. BK.43/79. (K.3).
- BW.25/854. - KEIGHLEY - TODMORDEN. BK.43/83. (K.19).
- BW.25/855. - FELL LANE (Prospect Mount) - THWAITES. BK.43/85. (K.6/6A).
- BW.25/856. - THWAITES BROW - BRAITHWAITE AVENUE. BK.43/86. (K.4).
- BW.25/857. - FELL LANE (Prospect Mount) - RIDDLESDEN (Western Avenue). BK.43/87. (K.13/B)
- BW.25/858. - KEIGHLEY - LAYCOCK. BK.43/88. (K.7).
- BW.25/859. - KEIGHLEY - OLDFIELD. BK.43/89. (K.1C/17).

York Pullman Bus Co., have now withdrawn their application for a Ringo service in York.

4. OPERATING NOTES.

BRADFORD. On Bradford - Scarborough (43) on 18/3 was 1243 (D).

HARROGATE. On 2/4, the new Plaxton coach 1051 was noted on 3, and on the same day both 1050 & 1051 were at the Royal Hall, Harrogate, on Privet Hire. On 3/4, Standerwick Vii/ECW double-deck coach BCK 73K was at Grove Park in National white, showing "Blackpool". On 2/3, 1220 was on 5/3 and 1221/2 were on 9/9A, these being duties normally worked by SMG's. On 5/3, 1069 worked the 08.40 to Beekwithshaw (5). 1213/22 were on 11/11A on 8/3, whilst on the same day 1362 was on 1/2. The 06.25 Harrogate - Bradford (51) was worked by 1414 (L) on 11/3, and later in the day it worked School Special 380, 1635 to Penny Pot Lane (10) and return, a journey to I.C.I., and back, and finally the 17.50 to Markington. 1220/1 were noted on 11/1A, and 1213 on 1/2, on 14/3. 1094 worked the 16.30 to Wetherby (77) on 15/3, and on 16/3, 1347 was on the 16.20 duplicate to Birstwith (24). 1371 (Yk.loan H) was working 6/6A on 18/3, and 1141/2 & 1220 were all on 11/11A on 21/3. On 25, 26 & 27/3, 1399/1400 were both working on 76 for most of the day. On 26/3, 1139/9 were both on 9/9A, and 1094 worked the 10.45 Leeds - Ripon (36). 1342 worked the 16.20 to Pateley Bridge (24) on the 26, 28 & 29/3. On 27/3 United 1231 in National white livery was on route 36, Leeds - Ripon, and 1156 (P.B) worked the 12.10 Harrogate - York (84). On 28/3, 1158 (W) failed in Harrogate Bus Station, and was replaced on the 16.55 to Boston Spa by 1091 (H). On 29/3, 1303 was noted on the 14.15 to Ilkley (76) with a conductress on board, this normally being an OMO duty. On Harrogate - Tadcaster (78) have been 1267 (L, loan W) on 14/3, and 1259 (L, loan W) on 17 & 18/3. 1379 (W) has been away from its Wetherby workings during March, but later returned. On 12/3, 1342 (H) was on Harrogate - Thorp Arch (W.78).

ILKLEY. On K.5 have been 2426 on 14/3 & 20/3, 2427 on 28/3, 2428 on 27/3, and 2429 on 25/3; 2429 was in Shipley on 16/3, whilst on 20/3, 2427 was in Keighley Bus Station showing "Penny Pot Lane/11" at 7-40 pm! On 5/3, 2743 was on Leeds - Ilkley (33), but was later exchanged for 1809. Saloons on 33 have included 1214 on 2/3, 1393 on 11/3, 1217 on 14/3, 1305 on 26/3 & 1225 on 27/3. 2300 has been on 34 Leeds - Skipton on 11/3, 16/3, 20/3, 24/3 & 26/3, 2281 was on 63B Ilkley-Bradford on 19/3, 2294 on 63 on 20/3 and 2332 on 34 on 31/3. 4027, Learner Bus, was at Ilkley on 6/3.

LEEDS. On 11/3, 1276 (Yk.) was noted leaving Wetherby Road and heading for Roundhay at 17.20. On 1/4, 1137 (L) was noted at the same location and showing "Leeds/40". It is not known whether this is a Leeds or a York turn. On 2/3, 1809 (L, loan K) was on Leeds - Keighley (31). On 30/3, 1774 & 1815 (L) were on Leeds - Knaresborough (40). On 28/3, 1379 (W, loan L) was on Leeds - Tadcaster (42). 1761's first duty at Leeds after transfer from York was the early morning Leeds - Alwoodley (36 dupl.) and return on 1/4.

4. OPERATING NOTES, (cont.)

SKIPTON. Noted in Skipton between 16.00 and 16.30 on 20/3 were 1261 on 73/K.8, 1204 on School Special 441, 1233 on 74, 2160 on 71 and 1266 (H.loan 0) on 34.

YORK. 1096 worked the early duty on 82 on 4/3. This was formerly an SMG turn, but is now usually an LH or 1145. 1137 (L.Loan Y.) was on a Rowntree Special at lunchtime, on 6/3, and has been so noted on several occasions during March in addition to other duties. 1096 was an unusual vehicle on 1.21 (part of the Y.11/11A/12/12A/21 circular) on 15/3, as was a YVR. This same day saw a mixed bag on Y.10/20 - instead of all YDX's, there was a YVR, YSMG and either 1210 or 1226. 3954 worked Y.21, etc., on 21/3. 1703 (B.loan Yk.) worked the Safari rota on 18/3, and 3731 on 1/4, the regular 1761 having now gone to Leeds. 1936 was noted on 30/3 between Leeds and Tadcaster on the A.64, at the time the 08.35 Leeds - Scarborough working was due. Its first day in service at York was 1/4 on Y.10/20, where it stayed for the first week of April at least. 1259 (L) was in York Depot on 4/4, showing "Hull/46". 1096 is believed to have replaced it, but it was back at York the same evening. Also on 4/4, 1093 was in York Depot showing "Harrogate/380". On Leeds - Scarborough (43) have been 3328 (Yk.loan M), on 5/3, 1268 (M) on 6/3, 1263 (M.loan Yk.) on 9/3, 1276 (Yk.) on 16/3, working for Leeds, 1366 (L.loan M) on 22/3, 3173 (Yk.loan M) on 23/3, and 3297 (Yk.loan M) on 24/3. On 21/3, 1366 (L.loan Yk.) was on Leeds - Malton (43..). On 7/3, 3432 (Yk.) was on York - Tadcaster (43), as was 3431 (Yk.) on 21/3. On 22/3, 1315 (Yk.loan L) was on Leeds - Bridlington (44). On 23/3, 1010 (I) was on the Bridlington Express. On Leeds - Hull (46) was 1341 (L) on 4/3, and 3328 (Yk.) on 24/3. On York - Wetherby on 10/3 was 1334 (Yk.), as was 1145 (Yk.) on 18/3. On 10/3, 1333 (Yk.) was on Y.9. On 9/3, United 1226 was on York - Ripon (143). 1703 (B) was still at York on 9/3, with York blinds, but returned to Bradford later in the month.

5. SOLD STOCK NEWS.

TYG 886 L (Ex.1117, Foru Transit, returned to Strachans, 2/1/73.)

Continuing its travels (see last month), this has now been loaned by Strachans to the City of Oxford from 24/1/74.

MT 3857 C, (Ex.1196/8, SUL4A, sold Norths, Sherburn, 10/73.)

Both to Knightswood, Watford, 12/73.

YAW 75, (Ex.DX.80 (1680), LD(6B), sold Norths, Sherburn.

The chassis of this vehicle, which has been at Sherburn since, was sold for scrap 2/74.

863 DYG, (Ex.YSM.11, SUL4A, sold Norths, Sherburn, 5/72.)

To Turriff-Taylor (Contractor) at Couper Angus, by 3/6/73.

At Norths, Sherburn, for repair 9/3/74, carrying fleet number 95 M14, not 95 N14 as shown in Issue 269.

TWT 118, (Ex.1042, LS5G, sold Norths, Sherburn, 5/72.)

To Smith, Leeds, 7/72.

To Cedric, Contracts, Wivenhoe, 9/73. Noted on 18/3/74 at the side of the York - London railway line just North of Peterborough in a cream livery with a purple waistband, and looking very smart.

Gone from Norths, 2/74. - 1045, DX.50 & 1666. By 9/3/74, 1681 (YAW 76) had at last arrived from Skipton field. 2669, which was not noted on 9/2/74, is still at Sherburn, 9/3/74. 1651 has still not been seen at Sherburn, although it is not still on West Yorkshire premises.

6. TEN YEARS AGO.

The April, 1964 Issue was an 8-page volume. No new vehicles had entered service and none had been withdrawn.

Under Allocations and Transfers, DB.16/23 had been transferred from Bradford to Keighley, where they were the first main fleet DB's for some time. DB.23 had been at Keighley from 5/51 to 3/11/51 as the double-decker coach.

Service Changes introduced the method of numbering applications S, L, E, 1 or T, 1 & upwards for ease of reference.

"Depot Reports - Leeds". On Easter Monday, DW.22 (L) was noted on Leeds - Wetherby (38), with DB.36 (L) working Express to Wetherby on the occasion of Racing there.

A new timetable had been issued dated the 15th March, 1964, to replace the one dated the 30th September, 1963 (!)

6. TEN YEARS AGO, (cont.)

"Severe Snow in March" disrupted bus services in the Whitby area. On Thursday, the 19th March there was heavy snow, and the 3.25 p.m. Whitby to Leeds bus took four hours to reach Pickering, whilst the 3.15 p.m., Leeds to Whitby was abandoned at Malton, passengers and crew going forward by train."

The Issue ended with various notes, previously unrecorded, of Sold Stock News.

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7. OTHER INFORMATION.

PREMISES.

CHESTER STREET, BRADFORD. An area reserved for parking buses has recently been introduced in Edmund Street, Bradford, behind Chester Street Bus Station. (The item under Chester Street in the March Issue in error should have been headed "PUBLICITY").

MYRTLE SQUARE/MOWBRAY SQUARE, HARROGATE. The Harrogate Herald for the 20th March recorded that planning applications granted by Harrogate Corporation included two from West Yorkshire: (1) Myrtle Square/Mowbray Square, erection of a two-storey building with car parking on ground floor and offices on the first floor, (2) 10 & 16, Mowbray Square, use of premises for storage of vehicle spares.

EXORS OF S. LEDGARD.

The Statutory Notices section of the Yorkshire Post for the 1st March listed a Compulsory Purchase Order made by Leeds City Council for the Armley Link Road Scheme. The premises affected included the following :- "Garage and Bus Depot (dilapidated) adjoining Salisbury Road, Salisbury Grove and Old Row; Garage premises (vacant): 216, Armley Road; Licensed Premises "Nelson Hotel", 208, Armley Road."

BOSTON SPA.

The Yorkshire Post for Thursday, the 21st March, recorded that "A Parish Meeting has decided that it does not want a car park in the Town Centre using for a bus station, although it has been pressing for it for 19 years. Boston Spa residents voted in favour of asking Leeds Metropolitan District Council not to proceed with conversion of the car park by strengthening the surface for buses."

PUBLICITY.

The Y.T.V. series "Emmerdale Farm" on 18/3/74 used an LH., in one sequence. The registration number appeared to be GWT 793 M, but it was presumably GWT 783 M, (1177).

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THL/RJ. 16.4.74.

Thursday,
bus took
arrived

VEHICLE WORKINGS IN THE HARROGATE AREA ON WEEKDAYS (MONDAY - FRIDAY).
by John Gill.

These notes show the pattern of vehicle workings in the Harrogate area on weekdays types of vehicles used on the routes, details of routes interworked, and some examples of Car Notes.

SERVICES 1/14/2/2A: Require seven Double-deckers throughout the day, although Single-deckers are quite often used.

SERVICES 3/31/3D: All Single-deckers except the 07.40 ex. Bilton Grove Avenue and the 08.10 ex. Starbeck, which are worked by a Double-decker. Most of the Single-decker journeys are OMO.

SERVICE 4: All Single-deckers except the 08.35 & 15.30 ex. Bus Station, which are Double-deckers. The Single-decker duties are all OMO except the 17.40.

SERVICE 5: All OMO SRG's except the 08.40, which is worked by a short saloon with a conductor.

SERVICES 6/7/12/13: Require five SRG's during the day, normally dual entrance/exit vehicles, in practice any type of SRG is used. The 08.15 & 21.30 ex. Bus Station (routes 6/7) are worked by Wetherby Depot.

SERVICE 8: All Single-deckers, OMO, some SRG's, and some short Single-deckers; the 08.45 & 16.00 are worked by Pateley Bridge.

SERVICES 9/9A: All Single-deckers, OMO, usually LH's or SMG's, except the 07.10 (9A), which is worked by a Double-decker. The 16.45 Outlands (Robert Hirst's) - New Park (9A) is worked by a Pateley Bridge Single-decker (Two-man crew).

SERVICE 10: Entirely OMO Single-deckers (SRG's), except the 17.10, which is worked by the Pateley Bridge car which works Service 9 (above). Of the remaining journeys the 08.10, 08.50 & 18.10 are worked by Pateley Bridge Depot (usually 1381/2), and the 11.10 & 14.10 by Wetherby Depot (usually 1379.) Between 10.10 and 16.10 this service is interworked with Service 78.

SERVICES 11/11A: Require five Double-deckers during the day, but usually 2/3 Double-deckers and 2/3 Single-deckers are used. The usual Single-deckers employed are 1141/2, 1213 & 1214/19-22.

SERVICES 14-16: The 07.05 is Double-decker operated; the 07.40 & 17.20 are usually worked by two-man SMG's, and the 08.05 & 13.30 are usually OMO SMG's. The 15.32 (School Terms), 15.40 (School Holidays) ex. Boroughbridge are worked by United Automobile Services. All the other journeys are OMO SRG's.

SERVICE 18: The 07.10 & 12.20 (Wednesdays only) are worked by SMG/LH/EUG's OMO, the 09.10 (Wednesdays only) and the 15.50 are worked by SRG's, OMO.

SERVICE 20: Operates Wednesdays only, the 10.35 by an OMO SRG, and the 13.45 by an OMO, SMG/LH/EUG.

SERVICES 22/22A: All worked by OMO SRG's, except the 12.45 (W.O), which is usually an OMO, SMG/EUG.

SERVICES 23/24/25: All OMO, Single-deckers, except the 07.50 Pateley Bridge - Harrogate (23A) and the 17.50 Harrogate - Pateley Bridge (2), which are two-man crew Single-deckers. The majority of the OMO journeys are worked by SRG's.

SERVICE 36: This Service probably sees more variety of vehicles than any other in the Harrogate area. Harrogate Depot duties are all OMO SRG's and Leyland Nationals on service journeys, with SMG's on Harrogate - Ripon duplicates. Leeds Depot provides two-man crew SRG's on Leeds - Harrogate and OMO Leyland-Nationals and SRG's on Leeds - Ripon. Wetherby Depot work on Leeds - Harrogate (two man duties) and provide SRG's & LH's. United's Ripon Depot use a two-man crew IDELH on Ripon - Leeds, and on Ripon - Harrogate duplicates use MW's (bus and dual purpose) SOL4's, LH's and RELH's.

SERVICE 51: All OMO, SRG's of Bradford Depot, except the 06.25 ex. Harrogate & 07.40 ex. Bradford, which are worked by a Harrogate OMO, SRG.

SERVICE 53: All OMO, SRG's of Harrogate and Bradford Depots.

SERVICE 76 : All OMO,SRG's, with an occasional Leyland-National, from Harrogate and Pateley Bridge Depots.

SERVICE 84 : All OMO,SRG's of Harrogate and York Depots, except the 12.10 (W. only) ex Harrogate, which is usually an OMO, LH of Pateley Bridge Depot (crewed by a Harrogate driver), and the 11.10 Harrogate - Scarborough, which is a two-man crew York/Malton vehicle, usually an LH/SG.

SERVICE 78 : The 15.50 & 17.25 Harrogate - Boston Spa and return are worked by a Double-decker. All the Harrogate - Tadcaster journeys are OMO,SRG's of Harrogate and Wetherby Depots, (the 17.50 Harrogate - Tadcaster is usually worked by a dual-purpose SRG which has previously worked on Harrogate - Scarborough). Wetherby provide two-man crew LH/SG's on some of the Boston Spa journeys, and Pateley Bridge work the 16.20 Harrogate - Wetherby with an SMH/LH.

SERVICE 77 : The 07.45 ex Wetherby and 10.00 ex Harrogate are worked by OMO, LH of Wetherby Depot. An OMO, SMG/LH of Pateley Bridge Depot (crewed by a Harrogate driver) works the 12.00 ex Harrogate (T.Th.), and the 16.30 ex Harrogate is worked by an OMO, SMG/EUG/SG of Harrogate Depot.

Operation of the local services is fairly straight-forward, vehicles on 1/2, 9 & 11 remaining on these routes throughout the day. The 6/7/12/13 group is more complicated, the pattern being :- Bus Station - Crossways (13), Crossways - Harlow Hill (12), Harlow Hill - Knaresborough (Heathfield Drive), Heathfield Drive - Harlow Hill (12), Harlow Hill - Crossways (12), Crossways - Bus Station (13), Bus Station - Pannal (7), Pannal - Bus Station (7), Bus Station - Pannal Ash (6A), Pannal Ash - Cornwall Road (6A), Cornwall Road - Pannal Ash (6), Pannal Ash - Bus Station (6), then to Crossways (13) again.

On most of the other routes vehicles change from one route to another during the day, whilst such routes as 3/4/5/8/18/20/22 are interworked, together with various School Specials and Contract journeys. Service 53, Harrogate - Bradford, for example, could be maintained by two vehicles from Harrogate and one from Bradford Depots during the day; in practice, four Harrogate and three Bradford routes involve duties on Bradford - Harrogate (53).

A complicated change-over of vehicles on Routes 10/36/78 takes place between 16.00 & 17.00, and is worthy of a full description, to show the type of vehicle workings which prevail in the area. During most of the day, vehicles arriving from Penny Pot Lane (10) at 44 mins. past the hour then go to Tadcaster (70) at 50 mins. past the hour. The vehicle which works the 16.10 to Penny Pot Lane however, does not arrive back in Harrogate until 16.54, and then goes on to Ilkley at 17.00 on route 76A. The 16.50 to Tadcaster is therefore worked by the vehicle which arrives from Leeds at 16.45. The 17.05 journey back to Leeds is then covered by the Wetherby car which arrives from Tadcaster at 16.52. The 17.10 to Penny Pot Lane which should have been worked by the Wetherby Car is covered by a Pateley Bridge car which, after arriving in Harrogate at 17.44, goes on to Pateley Bridge (24) at 17.50. Finally, the 17.50 to Tadcaster is covered by the Red & White SRG, which, after working the 12.40 Scarborough - Harrogate and the 16.00 Harrogate - Roecliffe, arrives back in Harrogate at 17.36.

A similar type of change-over takes place between 16.00 & 16.20, involving three vehicles on Routes 24/76/84. The car from Ilkley which arrives at 16.00 goes on to York at 16.10 instead of back to Ilkley at 16.15. The 16.15 to Ilkley is worked instead by the Pateley Bridge SRG which arrives in Harrogate at 16.05 on Route 24, and the 16.20 to Pateley Bridge (24) is then worked by the SRG which works a School Special from the Grammar School, arriving in the Bus Station at 16.10. It will be noted that this change of route gives each of the three vehicles involved 10 minutes lay-over in the Bus Station.

(These notes will be continued in a further Bulletin).