

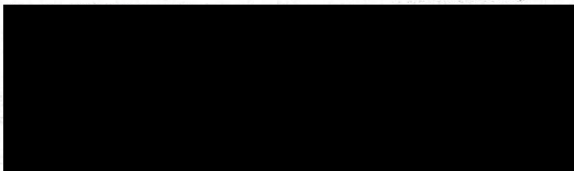
WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 209.

APRIL, 1975.

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



PERSONAL. There have been a number of staff changes in the last couple of months, particularly retirements of long service employees.

_____ retired on January 22nd., from his post as Chief Wages Clerk. _____ joined the Company as a clerk at Bradford Depot in 1932, and had also worked at Harrogate Bus Station and Leeds Depot.

_____ retired on January 31st., from the position of Foreman at Grove Park Depot. _____ first joined the Company in 1926 as a fitter, before leaving in 1935. He returned to Central Works in 1940, where he stayed for 8 years, before becoming Foreman at Grove Park.

_____ retired during February, as Depot Supervisor at Wetherby. He started as a conductor in 1930 at York Depot, and later became Regulator. In 1939 he became an Inspector at Bradford Depot, where he remained for 27 years, until he transferred to Wetherby in 1966 as Depot Supervisor.

We wish all three a long and happy retirement.

We extend our best wishes to _____ on his appointment as Assistant Secretary to the Company.

1975 ORDERS. More information is now to hand concerning the 1975 vehicle orders outlined in Issue 205.

The five Leyland PSU3C4R chassis are to have the new Plaxton 'Supreme' dual-purpose bodies. This is a metal framed version of the 'Elite'. All the Bristol VRT's are to be of the quieter Series 3 version, and the eight Leyland Nationals are now recorded officially as being "single deck" (i.e. saloon), as opposed to "dual purpose".

SPRING TOUR.- Sunday, 11th May, 1975.

This year's Spring Tour will be to Lancashire, to visit Ribble and Morecambe and Lancaster Corporation, together with a special attraction for railway enthusiasts in the form of a visit to Steantown at Carnforth.

Details are as follows :- Depart Leeds, (Vicar Lane), 9.30 am., (connecting with the 43 from York); Leeds (Wellington Street), 9.35 am; Bradford, (Chester Street), 10.00 am; Keighley Bus Station, 10.30 am. The lunch break will be taken at Steantown, Carnforth, and after lunch, the route will be to Morecambe (Ribble and Corporation Garages), Lancaster, (Ribble and Corporation Garages), and Preston (Ribble Garage). The tea break will be taken in Preston Bus Station, and the route home will be via Blackburn, Accrington, Burnley and Colne to Keighley (arrive 7.30 pm.), Bradford (8.00 pm), and Leeds, (8.30 pm.)

It is hoped to use a Leyland National on this Tour, which is expected to cost approximately £1.50 -£2.00 each. A booking form is enclosed with this Issue, and should be returned as soon as possible, accompanied with a stamped addressed envelope, for confirmation, to _____.

Please remember to specify Vicar Lane or Wellington Street, if joining the Tour at Leeds, and please do your utmost to support the Tour - the more passengers there are, the less the cost.

FORTHCOMING EVENTS.

H.C.V.C., YORKSHIRE SECTION. The next meeting will be held on Wednesday, the 14th May, at 7.30 pm., in the Metro Leeds Sports & Social Club, Concordia Street. At this meeting, Mr. Brian Parkin, of the Leeds Transport Historical Society, will give a talk.

P.S.V. CIRCLE. The next Social Meeting will be on Thursday, May 1st., from 7.00 pm., in the Metro Bradford Staff Canteen, Forster Squ re.

W.Y.I.S. members will be welcome at both the above meetings.

p.t.o.

PRESS DAY, for the May Issue will be Saturday, the 3rd. May, and all items should be sent to arrive on or before that date, to

1. FLEET CHANGES.

NEW VEHICLE.
4050. HWU 661 N Ford Transit Diesel ? Cab/Dropside. 1-13-8.

RENUMBERING.
March, 1975 :- 2110, 2428, to 1110 & 1428.
2332 has not yet been renumbered, and should be deleted from Issue 287.

ADDITIONAL INFORMATION.
4050 is a drop-side truck, and is painted green, with a small "West Yorkshire" and double "N" symbol across each door, and grey fleet numbers and transfers. We would welcome the chassis number of this, and 4041/2/3/5/6/7/8/9.

<u>ALLOCATIONS AND TRANSFERS.</u>			
1264.	(Delicensed)	to KEIGHLEY.	10.3.75.
1266.	"	" BRADFORD	"
1267.	"	" HARROGATE.	"
1412.	"	" LEEDS.	"
1758.	"	" YORK.	"
4050.	(New)	" HEAD OFFICE.	"
1091.	from ILKLEY	" BRADFORD	30.3.75.
1232.	" BRADFORD	" ILKLEY	"
1206.	" BRADFORD	" (Delicensed)	31.3.75.
1309/20.	" HARROGATE	"	"
1708.	" BRADFORD	"	"
1268.	(Delicensed)	to HARROGATE.	1.4.75.
1393.	"	" OTLEY.	"
1209.	from WETHERBY	" LEEDS.	"
1318.	" OTLEY	" HARROGATE.	"
1712/25.	" LEEDS	" BRADFORD.	"

- Notes :-
1. 1393 & 1412 are relicensed at their former Depots, whilst 1264 was ex. Ilkley, 1266 ex. Harrogate, 1267 ex. Leeds, 1758 ex. Keighley, and 1268 ex. Malton.
 2. 1318 returns to its original Depot after an absence of only one month.
 3. New van 4050 is in use as a spare vehicle at Harrogate, for the present, and is being used for transporting engines to and from Works/Depots.

STORED VEHICLES.

BRADFORD. 1020 returned from Works on the 6th. March.
HARROGATE. Behind Grove Park are 1271/2/4/6/7, 1354, two DX's, (probably 1699 & 1706), and on the 28th. March, 1308. In recent months, tree lopper 4025 has been left outside Grove Park more often, and on the 28th. March was down the side of the Depot.

WITHDRAWALS.

31st. March, 1975 :- 1708, to Held in Reserve.

FLEET TOTAL.

	<u>W. Y.</u>	<u>Y. W. Y.</u>	<u>1.4.75.</u>	<u>1.4.74.</u>
Licensed :-	437	80.	517.	519.
Delicensed :-	26	6.	32.	16.
	<u>463.</u>	<u>86.</u>	<u>549. *</u>	<u>535.</u>

* The Fleet Total excludes 1708, but includes 1450/1.

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

March, 1975 :- 1268, 1019/21/2/78/9/80/1, 1758, 3930 & 1280.

REPAINTS & TUV'S.

March, 1975 :- 1024 & 4041.

2332 has not yet been repainted, and should be deleted from Issue, 287.

LIVERY CHANGES.

2. VEHICLE NOTES, (cont.)

LIVERY CHANGES.

We have received no notes of any further vehicles to be repainted into poppy red/white; indeed, on the contrary, 2332 is still in Tilling red/cream and should be added to the "non N.B.C.livery" list. This list therefore, now reads :- 2104/9/11, 1138/66, 1271-3/8, 2295, 1313, 2332, 1702/69 & 2740 (Total 15).

GENERAL NEWS.

1002 (L), following repairs, has been fitted with a white painted front bumper, probably one of the fibreglass ones initially fitted to the CRL's, and a painted front number plate. It has also been re-upholstered in Ambler leatherette in place of the previous green moquette.

1767 (B) carries an SRG type steering wheel.
1920/1 (both O) carry the later style of radiator grille, as fitted to 1918, (see last month).

Repairs to West Riding RELL's have continued with 288 during March, but this work now appears to have stopped.

1318 is confirmed as retaining a Leyland engine (see last month).

All DX's now appear to be receiving first aid boxes, probably as and when they visit Works, and it is not proposed to list individual vehicles so treated.

1419 (B) is an isolated Leyland National that has not been repainted blue above the windows in the interior.

1807 (L) has all the offside top deck windows except the rearmost, mounted in black rubber instead of cream.

ADVERTISEMENT NOTES.

A new inside advert. has appeared in YVR/DX's for the York Tour and Private Party Hire, these being in three differing colours - apple green/red; lime green/orange, and yellow/orange. An inside advert. in VR's for Dalesrider tickets has also appeared.

1260 has received a target advert. for "Chapman's Nurseries, Strensall", and a new rear advert. at York is for "Roses Washables".

Leedhams' waistband adverts. have been painted out on YDX's, whilst the painted "R. & P. Turnbull for Datsun" side advert. on 3960 and ASDA YDX adverts. have also ceased.

It is now known that 1918, the Paul Madeley bus, entered service for the first time in its new colours on February 3rd. It was handed over that day to [redacted] the Company's General Manager, at Elland Road. Also there were [redacted], of British Transport Advertising, and [redacted], of Henningway Advertising Consultants, Ltd.,

Continuing from last month's advert. board survey of Harrogate Depot vehicles 1309 has a nearside board for "Autodrive Hir. Car Motoring", whilst 1382 has a similar advert. pasted directly on the side boards. 1347/62 carries a nearside board for "Our Cars fit your Pocket - Oakdale", and 1230 has a Pearl Assurance pasted directly on the side panels. "The Racing at Wetherby" target adverts. have continued with "31 Mar., 1 Apr.", 1414 (L), the only National at Leeds still running with an advertisement, an upper rear for "Audion", has now had this painted out. Other vehicles at Leeds retain this advert. The latest "Racing at Wetherby" target advert. is for "7th. May, (Evening)".

Some Bradford vehicles also carry Lex Brooklands lower rear adverts, in addition to those at Leeds and York.

A new lower rear advert. is for "Castrol for the long road ahead."

3835 has received a waistband advert. for "Audion Car Radio", the first on York - West Yorkshire.

1903 (B) has a painted offside advert. for Geoffrey Davis, Bradford.

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3. SERVICE CHANGES.

The changes in the Dalesrider ticket arrangements forecast in last month's issue duly appeared in a revised leaflet, which was issued during March. A new service which so far has been little advertised, is route 84B, York - Harrogate - Fewston - Bolton Bridge - Ilkley, which operates on summer Sundays and Bank Holidays, and is intended for York people to reach the Dales in order to use the Dalesrider tickets.

3. SERVICE CHANGES, (cont.)

The North Yorkshire Transportation Committee is to consider a report from their County Treasurer, in which West Yorkshire have cut their original request for subsidies to £100,000 in 1975/6. The Company has suggested withdrawing one bus at peak times and evening buses on York - Thirsk (80), evening and Sunday buses on York - Wetherby (79), and one journey on Malton - Hovingham (94) between Monday and Friday. West Yorkshire anticipates deficits (presumably with the present subsidy taken into account) of £9,000 on York - Wetherby, £5,000 on York - Thirsk, £5,000 on York - Sheriff Hutton and Foston, £4,000 on York - Flaxton, and £4,000 on Malton - Hovingham routes.

4. OPERATING NOTES.

BRADFORD. On 7/4, 1712 was still working for Leeds on route 35, although officially transferred to Bradford on 1/4.

HARROGATE. On 19/3, 1265 (O.loan H) was on Harrogate - Leeds (36), and on 18/3, 1221 (H) operated car 45, which is nearly always a semi-automatic vehicle duty. On Harrogate - Tadcaster (78) have been 1343 (H) on 27/2, 1348 (L.loan W) on 11/3, and 1351 (L.loan W) on 23 & 24/3. On 26/3, Pateley Bridge were using a Leland National on Harrogate - Thorp Arch (W.78). On 4/3 & 6/3, 1343 worked the 07.40 Bradford - Harrogate (51) in the morning, and the 13.15 Harrogate - Ilkley (76) in the evening. Also on 6/3, 1342 was on X.99 in place of the usual car 1037. On 7/3, 1414 (L.loan H) worked the 07.55 Knaresborough - G.P.O.Huts (3), whilst 1138 (H.loan L) was on the 07.25 Leeds - Harrogate (36). 1438 was an unusual vehicle on the 07.10 Harrogate - Boston Spa (78) on 13/3; also on Harrogate - Boston Spa was 1343 on the 15.55 ex. Harrogate. On 14/3, 1311 was on route 11, and 1223 was noted on the 13.30 to Farnham. The 08.25 Weston - Harrogate (76A), usually a Chauffeur Coach, was worked by 146 on 19/3, and on the same day, 1223 worked the 05.55 to York (84). On 17.18 & 19/3, 1381 (P.B.loan H) worked the 17.45 Harrogate - Bradford. The five cars on routes 7/10/12/13 on 20/3 were 1234, 1250/9 & 1308/60 instead of the usual 1223/34-8 batch. During the week prior to Easter, 1342 was noted in use as follows: - 24/3, 17.05 Thorp Arch - Harrogate (W.78), 25/3 on route 12, Harlow Hill - Knaresborough, 26/3 on routes 0/5/6/4 in the afternoon. On Easter Monday, 31/3, it strayed further afield, when it worked to Blackpool (296). On Good Friday, 28/3, 3797 (K.) worked the 07.35 York - Harrogate (84), and then the 09.05 to Leeds (Wellington Street) (36). On Sunday, 30/3, 1372 (K.) with a Harrogate driver, worked the 10.35 York - Ilkley (84B), the 13.20 Ilkley - Bradford (63), the 14.15 Bradford - Harrogate (53), and presumably returned to York on the 16.10 ex. Harrogate (84). The use of a York - West Yorkshire RELL/RESL on this duty is awaited with interest! On Easter Monday, 31/3, 1097 (H) was noted arriving in Ilkley at 16.03 on route 84B from York. Indicators showed "Ilkley/84B" with a large white board in the driver's windscreen, which read "Washburn Valley - Bolton Bridge - Ilkley", - it would appear that the days of the bible type indicator are not over yet! Sighting of the month was possibly 1702 heading South down the A.1 dual carriageway on 12/3 showing "Wetherby/78M" at the front, and "Blank/602" at the rear, no doubt on a Toulston Lodge School Special. 4026 (Learner bus) was parked on the forecourt of Bradford's Horton Bank Top Depot on 12/3. On 25/3, 1238 (H) was on the 08.00 Leeds - Harrogate (36). Crossville CRG 105 was in Harrogate Bus Station on 28/3.

ILKLEY. 1420 (B.loan ?) was in Leeds - Ilkley (33) on 19/3. On 8/3, 2295 (K.L.loan I) was on 34. On 16/3, 1110 (K) was on K.5, whilst on 19/3, 2332 was on this route. On 22/3, 1152 was on 72A to Middleton Hospital, whilst on 24/3, 1157 (P.B) was on 34M. On 18/3, the latter was on 33, on 17/3, 1442 (I) was on Leeds - Ilkley (33), and 1230 (H.loan O) on Leeds - Otley (35).

LEEDS. On Leeds - Knaresborough (40) were 1712 (L) on 5/3, and 1340 (L) on 7/3. On Leeds - Wetherby (41) on 13/3 was 1918 (L). On 28/2, 1420 (B) was on a School Special outside Leeds Grammar School. On 9/3, 1243 (L) was on hire to British Rail on a Leeds - Harrogate journey, due to the closure of North Rington level crossing for repairs. During the following week, the crossing was closed again, and 1397 (H) was used, together with another curved windscreen SRG. The loss of DX's to Bradford on 1/4 was probably the reason for the appearance of 1923 on 2/4, and 1346 on 3/4, on the early morning Leeds - Alwoodley (36). On 6/4, 1241 (L) was on Leeds - Harrogate, on hire to British Rail.

4. OPERATING NOTES, (cont.)

OTLEY. 1166 was on route 33, Leeds - Ilkley, on 5/3. On 6/3, 1170 (H.loan O) was on Route 34, Skipton - Leeds. On 10/3, 1170, 1213 & 1231 (all H) were in use at Otley Depot. On 13/3, 1213 (H.loan O, loan B) was on route 53 Otley - Bradford, and 1231 (H.loan O) was on route 37. By 20/3, the three vehicles on loan to Otley had changed to 1157 (P.B.), & 1213/9 (both H). 1310, relicensed to Otley on 1/3, operated for Harrogate Depot throughout the month. In return for these loans, 1240 (O.loan H) was on Leeds - Harrogate (36) on 13/3, in place of the usual 1130, as were 1141 (L) on 26/3, and 1097 on 27/3 & 2/4.

SKIPTON. Towards the end of February, Ribble 796, a 36-ft. Leyland Leopard/Plaxton, was used on a couple of School Specials on West Yorkshire route 71. On 18/3, 1179 (Sk.) was featured in Yorkshire T.V.'s Emmerdale Farm, showing "Ilkley/54".

WETHERBY. On 4/3 & 5/3, 1144 (L) was at Wetherby, as was 1341 (L) on 13/3.

YORK. 1758 (Y.), newly relicensed, was on York City services on 22/3 & 26/3. On the 17.25 York - Leeds (43A) have been 1936 (L) on 20/2, 4.7.13, 14 & 19/3; 1774 (L) on 3 & 5/3, 1010 (L) on 6/3, 1315 (L) on 10/3, 1935 (L) on 11.18 & 21/3, 1923 (L) on 12.20 & 24/3, 1723 (L) on 17/3, 1507 (L) on 25/3, and 1369 on 27/3. Also on 34 have been 1207 (L) on 24/2, 1341 (L) on 8/3, and, on the 07.15 ex. Leeds, 1344 (Yk. loan L) on 3/3, 1414 (L) on 11/3, 1397 (Yk.loan L) on 17/3, 1334 (Yk.loan L) on 18/3, and 1441 (L) on 19/3. Working on Leeds - Scarborough (43) have been 1260 (Yk.loan M) on 11 & 17/3, 1340 (L.loan Yk.) on 21/3, 1226 (Yk.loan M) on 22/3, and 1041 (L.loan M) on 27.28 & 29/3. On 27/3, 1154 (M) was on Leeds - Malton (43A). On Leeds - Bridlington (44) were 1397 (Yk.loan L), on 15/3, and 3331 (Yk.) on 29/3. On Leeds - Hull (46) have been East Yorkshire Atlantean 949, in place of the usual Leopard on 28 & 31/3. On York - Hull (46) on 27/3, was East Yorkshire 948, the all-over advertising bus. On 3/3, 3457/3/601 were all on Y.9/19, whilst 3430 was on 80, normally an RELL duty. On 4/3, 3460 was on 80. On 5/3, 1380 (B) was on the 14.55 Bradford (43), and 1154 (M) on Y.1. East Yorkshire 825 was on Pocklington (94) at 17.10. 1346 (L) was on the 09.55 on service 43 on 7/3. On 10/3, 1226 (Yk.) was on Y.13, 1345 (Yk.) on Y.19, 3790 on 79, 1145 (Yk.) on Y.20, East Yorkshire 897 was on the 16.05 46X, and 1207 (L.loan Yk.) was on Y.8. On 11/3, 1414 (L) was on the 09.55 Leeds, 3175 on 84, 1337 (M) on Y.15, and United 2747 on the 16.05 Ripon (143), still in Tilling red/green. On 12/3, United 1114 was on the 16.05 Ripon (143) in poppy red/white, and 3960 on Y.20, normally a DX duty. On 13/3, United 1226 was on the 09.05 Ripon (143), still in Tilling cream/olive green, and 1240 (L) on the 09.55 Leeds. On 14/3, 1337 was on Y.13A. 1335 (H) was on Y.14, 3460 on Y.21, and 1240 (L) on 82, all on 17/3. On 18/3, 1813 (Yk.) was on Y.1, 1240 (L) on 82, and 3461 was on Y.21. On 19/3, 1441 (L) was on the 09.55 Leeds (43), and Greenslades NRJ 621G was noted crossing Clifton Bridge. On 20/3, East Yorkshire 772 was on the 12.25 Leeds (45), 3330 on Y.21, and 1344 & 1397 on Y.9. On 21/3, East Yorkshire 853 was on the 16.05 46X. On 24/3, 3297 was on Y.21, as was 3460 on 25/3. On 26/3, East Yorkshire 809 was on 45 at 09.25, whilst 3723 was on Y.14, 3951 on Y.12, normally a DX duty, and 3956 on Y.13, normally an RELL duty. On 27/3, 1402 was on the 14.55 Bradford, and 3461 on Y.21. On 22/3, United 1214 was on York - Ripon (143).

LONG DISTANCE. On 29/3, 1077/8 (both Yk.) were on Whitby (291). On 28/3, 1240 (L) was on Manchester (398), as was 1014 (H) on 3/4. Noted returning to Leeds on 31/3, showing "Leeds/EXP" were 1222/59 (H) and 1202 (H).

5. SOLD STOCK NEWS.

M/Y 117, (Ex.DX.8, LD6B, sold Norths, Sherburn, 10/71.)

Further to last month's note, the West Yorkshire Lodekka noted at Carlton could not have been DX.8, as this vehicle still remains at Sherburn.

The most likely candidate now appears to be 1652 (RVY.830).

R/Y 830, (Ex.1652, LD6B, sold Norths, Sherburn, 2/73.)

Sold for scrap, 12/74.

T/Y 601, (Ex.1659, LD6B, sold Norths, Sherburn, 10/73.)

Sold for scrap, 12/74.

2226 W/W, (Ex.3692, FS6B, sold Norths, Sherburn, 10/73.)

Sold for scrap, 12/74.

T/Y 602, (Ex.1660, LD6B, sold Norths, Sherburn, 2/73.)

Sold for scrap, 3/75.

R/Y 823 (Ex.DX.50, LD6B, sold Norths, Sherburn, 4/71.)

Sold for scrap, 3/75.)

6. TEN YEARS AGO.

The April, 1965, Issue opened with full details of the forthcoming Spring Tour to Midland General.

Only one new vehicle entered service, this being SRG.7, at Leeds.

SGL.2 (K) was noted on the 4th. March, 1965, in Keighley Depot, still retaining a front fleet number plate, the last such vehicle in the fleet.

Service 34A (Leeds - Arthington) had commenced on the 22nd. March, and at the same time, Ledgards had diverted two journeys in each direction on Monday-Friday on their Otley - Arthington service via Dyneley Arms.

At Keighley, a Leeds DGW had appeared on Keighley local services.

In Leeds, SGL.1 (B) had been noted on a King Street - Greengates (31) duty, an unusual sight, although SGL.11 (B) had been noted some days later on the same journey.

Skipton's KDX.130 (still allocated there as 1730) had worked the 11.30 Skipton - Tadcaster (76) on the 4th. March, through to Tadcaster.

Other information recorded that ERG.6 & SMA.16 had both been on loan to Scottish Omnibuses at the beginning of February. ERG.6 had worked 15 Edinburgh - Glasgow express, whilst SMA.16 had been on 124 Edinburgh - North Berwick.

YDX.190 had appeared with a side advert for "F.B. Clark, Ltd., for coloured bathroom suits."

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7. OTHER INFORMATION.

LEDGARD BLINDS.

██████████ has two complete Ledgard blinds for disposal, and anyone wishing to make him an offer should write to him direct at ██████████.

BULLETIN BACK ISSUES.

An unusual letter recently received, offers back numbers of the Bulletin for any interested members. The issues available are 163, (October, 1964), and 183 (June, 1966) to 209, (August, 1968) inclusive. They are occasionally marked in the margins, and were used in a research project. Anyone interested should write direct to ██████████ Director General of Transport, ██████████

██████████; they will be sent direct, on payment of £1 or 2 Australian dollars to cover posting costs.

DALESRIDER, EASTER MONDAY, 31st. March, 1975.

by C.H. Clarkson.

On Easter Monday, despite the cold weather, I decided to have a "Dalesrider" full day out. Amid a shower of rain with intermittent snowflakes, I booked on the 00.55 Tadcaster to Harrogate, 1308 (H), on which I was the sole passenger until Wetherby was reached, when the payload increased by 200%, (by this time Arthur Ripley had joined me). On arriving at Harrogate, we boarded 1422 (B.loan H) which was displaying "Blank/72", with a Grassington sticker, and departed at 09.55. At the same time, 1097 (H) left for Tadcaster, and we wondered whether we were not travelling in the wrong direction! We alighted from 1422 at Ilkley, although the route from Ilkley to Grassington is to be highly recommended for scenic value, and caught the 10.50 am. 1269 (Sk.) to Skipton, which had come in from Leeds on 34. Arriving at Skipton at 11.20, we broke our journey for lunch.

After eating a satisfying lunch, we walked along Skipton Market Place, and observed Metro "Executive One" in Metro. Hanson livery, before finally returning to the Bus Station. Here we caught the 13.00 Skipton - Buckden, once again 1269 (Sk), and on reaching Grassington, quickly changed to 1152 (I), bound for Ilkley, on which we journeyed as far as Burnsall. In spite of all the complaints I've heard about Bristol LH6L's, I found no adverse comment to make about this vehicle, although it was admittedly only a short journey.

7. OTHER INFORMATION, (cont.)

DALESRIDER, EAST MONDAY, (cont.)

At Burnsall, we waited for the "up" bus, which turned out to be 1232 (H) working the Bradford - Ilkley - Grassington - Pateley Bridge journey, and we returned to Grassington at 14.10. Instead of continuing to Pateley Bridge, however, we waited for 1269 to arrive from Buckden, and before its appearance, saw 1179 (Sk.) come in from Skipton, with a full load, and leave bound for Buckden, via Arncliffe in Littondale. Other vehicles on route 71 & 71A respectively, were 1204 (G) & 1143 (Sk.) We journeyed back to Skipton on 1269, in the hands of a driver experienced in the intricacies of that route, and the tourist hazards encountered thereon. Waiting in Skipton Bus Station we saw a Ribble Leyland Leopard coach (796) on X.43, load "wrong way round", i.e. parked with its offside nearest to the stand, and noted the arrival of 1264, newly overhauled and relicensed mid month. At this point we met the other half of the Bulletin production team, [redacted], our esteemed typist, and joined him for a return trip to Ilkley on 1253 (O) at 15.25.

A short break was taken at Ilkley for refreshments, and we decided to take the 16.40 Ilkley - Bolton Bridge - Fewston - Harrogate - York (84B) bus as far as Harrogate, which to our surprise and pleasure turned out to be 1097 (H) in the hands of the driver who took us on the second leg of our journey on the Leyland National 1422. The route proved to be very scenic, and we arrived in Harrogate in time to catch 1287 (H) on the 17.55 journey to Tadcaster.

On concluding my journey, I estimated that I had covered approximately 105 miles for the price of a £1 Dalesrider ticket. As a regular car user, I would strongly recommend a trip into the Yorkshire Dales by this means, not only from the value point of view, but the relaxing feeling of leaving the car at home, and letting some-one else do the driving, especially on a day when Upper Wharfedale and Skipton were choked with traffic.

It is probably too early in the season to comment, but I was disappointed at the lack of patronage of the special Dalesrider facilities provided by the Company, - in fact we were the only through passengers between Harrogate to Ilkley (76) on the 09.55 journey, and the only passengers on the 16.40 84 B journey.

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TEL/RJ. 14.4.75.

7. OTHER INFORMATION

Certificates of Fitness

We are grateful to member Brian Leigh for the following list. This gives C of F dates not previously published for all the current fleet and means that every C of F for every current vehicle has now been published in the Bulletin. 1061-10/6/65, 10/6/70; 1062-17/6/70, 17/6/65; 1063-24/6/65; 1064-13/4/67; 1065-13/4/67; 1066-27/4/67; 1067-25/4/68, 8/11/75; 1068/9-both 2/5/68; 1070-21/6/68; 1073-2-both 20/6/68; 1073-20/3/69; 1074/5-both 27/3/69; 1084-23/4/64 (note, this was with Tilling/Eastern National); 1091-19/9/68; 1092-26/9/68; 1093-10/10/68, 13/2/72; 1094-11/10/68; 1095-10/10/68; 1096-10/10/68, 28/11/77; 1097-11/10/68; 1121-4 all 8/1/70; 1126-15/1/70; 1128-1/5/70; 1129-7/5/70, 4/3/75 (not 4/3/73 as previously given); 1130-28/5/70; 1131-25/6/70; 1132-25/6/70; 1133-26/6/70; 1135/6-both 2/7/70; 1137-2/10/70, 13/2/75 (correction-not 12/3/75); 1139/40-both 1/10/70; 1143-23/6/71; 1201-8/9/71; 1202-9/9/71; 1306-3/6/77 (correction); 1341-23/2/78 (correction); 1351-1/8/78 (correction); 1399-22/8/80 (correction); 1420-30/10/80 (correction); 3432-10/10/80 (correction); 2675-13/8/66, 16/9/75; 2676-13/8/66, 13/8/71, 16/7/77; 2677-26/8/65; 3684-25/2/67, 20/7/75; 3685-25/2/67, 15/12/71; 3686-2/3/67; 3687-30/3/67, 1/7/70; 3688-7/4/67; 3689-29/7/67; 3690-5/7/67; 3691-7/3/68; 3692-7/3/68; 2693-22/6/67, 29/6/76; 2694-29/6/67, 1/12/71; 2695-1/3/68; 2696-5/3/68; 1697-18/5/67; 1698-10/5/67; 1699-25/5/67, 29/4/76; 1700-10/8/67, 28/12/71; 1701-17/8/68; 1702-23/8/67; 1703-17/8/67; 1704/5-both 31/8/67; 1706/7-both 10/5/68; 1708-24/5/68 (not 69 as previously given); 1709-30/5/68; 1710-6/6/68; 1711-3 all 20/6/68; 1714/5-both 1/11/68; 1716/8-both 7/11/68; 1717/9-both 14/11/68; 1720-21/11/68; 1721/2/5/6-both 6/2/69; 1723-7/2/69; 1724-31/1/69; 3728-7/11/68; 3729-8/11/68; 3730-20/2/69; 3731-2-both 13/2/69; 2733-14/11/68; 2734-7/11/68; 2735-8/11/68; 2736-11/9/69; 2737-40 all 18/9/69; 2741/2-both 27/11/69; 2744-4/12/69; 2745-5/12/69; 3746-12/11/69; 3747-13/11/69; 3748-20/11/69; 3749-27/11/69; 1750-5/9/69; 1751-11/9/69; 1752/3-both 18/9/69; 1754-28/11/69; 1755-24/4/70; 1756-18/6/70; 1757-19/6/70; 1758-26/6/70; 1759-25/6/70; 1760-23/7/70 (not 27 as previously given); 1761-23/7/70; 2762-15/10/70; 2763-23/10/70; 2764-5/9/70; 2765-8/4/71; 2766-4/9/71; 1767-18/9/70; 1768-24/9/70; 1769-24/9/70, 23/4/75 (not 12/3/75 as previously given); 1770/1-both 26/11/70; 1773-31/12/70; 1774-7/1/71; 1775-1/1/71; 1776-12/5/71; 1777-19/8/71; 1778-26/8/71; 1779-13/8/71; 1782-2/12/71; 1783-1/12/71; 3790-12/11/71; 3791-18/11/71; 3792/3-both 5/1/72; 3794-6/1/72; 3795-6/7/72; 3796-7/7/72; 3798-3/11/72; 2822-22/2/73; 3828-11/1/73; 1206-1/3/72; 1209-8/4/72.

Harrogate Bus Station Maintenance

Commencing 10th February, repair work started on Harrogate Bus Station surface. The work consists of drilling a large number of holes through the surface and then pumping concrete under high pressure into these.

From 10th February, the top half of the Bus Station was closed and temporary stands set up as follows:- Services 9/36 (Leeds)/51/53/76 in Station Parade immediately below the top exit; Express Services in Station Parade immediately below the centre entrance/exit; Services 1/2/4/8/11 (Starbeck and Knaresborough) in Lower Station Parade outside Baines' Car Showrooms and Services 14/15/16/18/84 to a temporary stand at the bottom of the Bus Station.

Commencing 24th February the top half of the Bus Station was reopened and services reverted to their normal stands. The bottom half of the Bus Station was then closed and services 9A/10/22/23/24/36 (Ripon)/77/78/129 began loading in Station Parade near the top of the Bus Station, and Services 1/2/11/13 (New Park, Bachelor Gardens, Bilton, Crossways) loaded in Lower Station Parade. The work has now been completed.

New Timetables

There have been several re-issues of timetables recently, and these incorporate an alteration to the areas covered. The new numbering is as follows:- 1-Leeds, Wetherby and Otley, 2-Bradford and Keighley, 3-Harrogate and Pateley Bridge, 4-Yorkshire Dales, 5-York and Malton.

The York area timetable is dated 22nd December 1974, Bradford/Keighley area is dated 2nd February 1975 and Yorkshire Dales is 30th March 1975. The last is aimed at attracting Dalesrider passengers, and incorporates a supplement which, as well as giving a brief guide to the places of interest in the Yorkshire Dales, gives a summary of Summer Sunday services into the Dales, and suggests a total of 33 possible routes to take from various centres to use full day and half day Dalesriders to best advantage. Members may wish to note that as Wellington Street Bus Station is owned by National Travel, West Yorkshire timetables are no longer sold there.