

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 353

AUGUST 1980

AUTUMN TOUR - SUNDAY 21ST SEPTEMBER 1980

As announced last month, this will cover the Leeds Area, using, we hope, 1901 and ex Keighley West Yorkshire K383, a 1938 Bristol K5G. Full details were given last month and bookings should be sent to [redacted] without delay. Departure time from Bradford is 0930 and Leeds (Vicar Lane) 1000.

TRANS PENNINE RUN

A number of members probably visited Harrogate on 3rd August to see the above. Those that did would see the line-up of current and past West Yorkshire vehicles, which included the brand new Leyland National 2, 1513. This was displayed by the Company as a contrast to the older vehicles, and had been specially prepared by Central Works for the occasion. It is not in public service.

The Organisers of the event would like to thank those WYIS members who assisted in any way, either by programme selling or as marshalls.

HCVC YORKSHIRE SECTION The next meeting will be on Wednesday 10th September at 7.45pm in the Metro Leeds Sports and Social Club, Concordia Street, Leeds.

PSV CIRCLE The next Social Meeting will be on Thursday 4th September in Meeting Room No 4, Bradford Central Library, Princes Way, Bradford, from 7pm.

PRESS DAY for the September issue will be on Saturday 6th September and all items should be sent to arrive on or before that date to [redacted]

1. FLEET CHANGES

ALLOCATIONS AND TRANSFERS

Nil

1397, previously recorded as being transferred from York to Bradford on 7th June 1980, in fact was transferred to Harrogate

STORED VEHICLES

Bradford By 25/7/80, 1257 and 1783 had left (1257 being in Rollinson's yard at Carlton), leaving 1788 and 1801.

Harrogate By 26th July only 1276 was behind Grove Park.

Keighley 1802 was moved from Keighley to Skipton on 5th July and 1121/6 had also both gone from Keighley by 12th July but apparently not to Skipton.

Leeds Further to last month, 1162 had only been moved from the yard into the depot, and was still inside on 10th July. 1279 had moved to Harrogate, probably for engine removal, by 26th July.

Skipton In late July 1802 was the only occupant of the field.

WITHDRAWALS

30th June 1980:- 1166. This had been used as an office during the alterations to Grove Park Depot.

SALES AND DISPOSALS

28th June 1980:- 1163) All to NBC Eastern Region Disposal
30th June 1980:- 1169) Centre, Lincoln, Collection dates from
10th July 1980:- 1166) WY premises are shown.
11th July 1980:- 1162)
17th July 1980:- 1165)
18th July 1980:- 1150/54)

30th July 1980:- 1257/73/4/5, 1783, 3792/4/5/6 all to D. Rollinson (breaker), Carlton. See also "Sold Stock News".

2. VEHICLE NOTES

OVERHAULS

July 1980:- 1398/9; 3432

REPAINTS

June 1980:- 1294 (by Lincolnshire), 3954/5/6
July 1980:- 1105; 1707 (lower deck only)
August 1980:- 1288

LIVERY CHANGES

New logo:- 1294; 1402 (also on rear peak); 1436/53; 1966.
Large Fleet Numbers:- 1102/5; 1402/23; 1902/89/91/4; 2513.

1293 is now once again in normal livery.

PAINT DATES

1724 - W9/79; 1750 - W6/80; 1995 - IP 3/78; 1747/8 - W6/80;
1717 - IP 2/79.

CERTIFICATES OF FITNESS

1747 - 12/6/87 ; 1748 - 18/6/87

UNLADEN WEIGHTS

1332 still has an unladen weight of 7658 kg and not 7553 as suggested in issue 346. 1966 is 8763 kg not 8764 as previously reported; 1287 is currently 7-3-0 (ex 7-7-3). 1445 is 8-17-2 (ex 8-13-0); 1292 is 7-11-2 (ex 7530 kg); 1395 remains 7-10-1 after overhaul; 1284 is 773 kg (ex 7-7-3!); 1379 is 7632 kg (ex 7633 kg) Following overhaul 1399/400 should be 7633 kg; 1414 should be 9020 kg and 3432 should be 8968 kg. Whether they physically are has yet to be checked. 1473 is now 8505 kg (ex 9020 kg). 1412/5 are now 9020 kg following overhaul, whilst 1398 is now 7633 kg.

GENERAL NEWS

1276 has now had its engine removed for use as a spare. It has recently been noted that a number of the vehicles delivered with illuminated PAYE signs (1378-1403, 1108-11477-82, 3958-64/7/8 and 1965(6) have had these removed. A survey is now under way!

The rear number blind box on 3964 was removed on recent overhaul; that on 3955 which previously had a white plate inside the glass, was painted over red on recent repaint.

2321 now has a normal reflective front number plate.

In preparation for double deck OMO at Leeds, Ilkley and Otley Depots, 1704/5/6/7/8/15/6/7/26/37/47/8/9 were all fitted for OMO during

July; others are to follow.

1456 has received a different back panel; it is the same layout as before but plain instead of having raised horizontal ribs. The number plate is not recessed and the grille at the offside is rubber mounted. This is the de luxe version; 1415 has received a similar but more basic, panel where the grille is not rubber mounted. Both are probably "home made" at Central Works.

1355/7 are further vehicles to be fitted with new skirts at the front, below the radiator grille, which do not have polished aluminium trim across the front.

ADVERTISEMENT NEWS

1001(H) carries a small rectangular advert on the side behind the offside rear wheelarch for "Surprising Skoda Beverley Motor Co, Killinghall".

The broadside adverts for Barratt on 1716/32, 3741, are known as Unibus adverts; a number of Midland Red vehicles have identical adverts for Barratt.

New side adverts are for "This is a Plug for our Bathrooms - F.B. Clark Ltd" at York, "Hop off with National Express on Leeds RELL's and others; "Buywell Kitchen Centre" on York baby Nationals and a redesigned "York Heating Centre Ltd" at York.

The painted side advert for "Allen and Arberry", bedding manufacturers has ceased as has the one for "Dixons Mans Shop".

A new inside advert is for reduced fares on South West Clipper Services on Tuesday, Wednesday and Thursday.

3. SERVICE CHANGES

The following applications have been made:-

Stage Carriage

S. 958 BW 25/22 697 Bradford-Keighley

S. 959 BW 25/24 698 Bradford-Haworth

To introduce a revised route from Bradford Interchange via Bridge St. Market St and Thornton Road.

S960 BW 25/21 670 Bradford-Leeds

Mon-Fri for an experimental period of six months to divert the 1625 Bradford-Leeds via Horsforth New Road. Broadway. New Road Side and Abbey Road.

S961 BW 25/253 57/8 Harrogate-Aldborough

Mon-Fri to divert the 1808 Boroughbridge - Harrogate via Farnham and Scotley.

S 962 BW 25/752 782 Leeds-Otley

Mon-Fri for an experimental period of six months to divert the 0930 Otley-Leeds and 1105 Leeds - Otley via Bramhope Village

S 963 BW 25/320 94 Malton-Nunnington

To operate the Tu and Fri 1210 Malton to Nunnington and return on Monday to Fri and consequently withdraw the Mon. Wed and Thur 1210 Malton to Hovingham and return.

Mon to Fri to introduce journeys at 1610 Malton to Nunnington and 1700 Nunnington to Malton and to withdraw the 1640 Malton to Hovingham and return.

Tue and Fri to curtail the 1510 Malton to Nunnington at Hovingham and return from there at 1539.

A leaflet has been issued to cover the "Country Roamer", an afternoon coach tour from York run every Sunday, Tuesday, Wednesday and Thursday from 20th July to 28th August, 1980 - fare for adults £2.30; children £1.15. It lasts for about 2 hours and includes Sand Hutton, Claxton, Welburn, Bulmer and Sheriff Hutton as well as some of the York landmarks, and supplements the normal City Tour.

4. OPERATING NOTES

The Skipton depot vehicle which has been noted on route 24 Harrogate- Pateley Bridge on Summer Sundays works as follows:- 1030 Grassington - Harrogate (1804); 1305 Harrogate - Pateley Bridge (805); 1415 Pateley Bridge - Harrogate (806); 1620 Harrogate - Pateley Bridge (24); 1715 Pateley Bridge - Stean Lane End (802); 1745 Stean Lane End - Skipton (802). The usual vehicle on this duty is 1009 (SK).

During the summer months, dual purpose vehicles travel far and wide. Because of this there are not always sufficient of this type to enable all the stage services nominally worked by them to be covered, and as a result stage carriage vehicles appear instead. This cannot be classed as unusual. The situation will probably change later in the year as express and excursion work lessens, together with the arrival of the Willowbrook bodied Leopards.

The 1300 York-Wighill (87) is a Wetherby Car - this may be the duty necessitating "Wighill" on the new Leeds blinds.

The 0625 Leeds (Vicar Lane) - York is a double deck working and presumably returns York - Tadcaster on a John Smith's Brewery Contract.

5. UNUSUAL WORKINGS

July 5th 1182 (O) on Leeds-Otley (732)

10th 1936 (L) on 1725 Leeds Barwick (743)

12th 13339 (M) loan YK on 0810 Leeds Bridlington (44)

14th 3836 (Y K) on 1425 York-Wetherby (79)

16th 1223 (H) on 1705 Harrogate-Leeds (36)

24th 2550 (YK) on 1740 Tadcaster-York (87) and 1345 (YK)

on 1725 Leeds-York (43A) in place of a YVR. This YVR turn may have ceased due to school holidays.

25th 3964 (YK) in Leeds (Vicar Lane) at lunchtime on a Private Hire and later on Leeds Inner Ring Road with passengers.

26th 1252 (L loan W) on 1055 Tadcaster-Harrogate (78).

6. SOLD STOCK NEWS

OUT 872 (Ex 887, Dennis Lancet II sold W.North, Leeds 11/50)

To Sparshatt, Portsmouth - /50 for dismantling for spares.

Various (Ex 911/2/4/6/7/9/20/1/4/6/7/9/32/5/6/42/3/4/8/9/52/5 all JO5G's sold W.North, Leeds 2/52).

The July/August issue of Fare Stage gives disposals as follows:-

914/7/21/6/42/3 all scrapped

911/2/6/9/20/7/9/32/5/44/8/9/52/5 all exported:

924 no trace but believed exported.

936 sold as lorry as previously reported.

Note that a sighting of 955 (AWX 807) with a contractor in Preston in 8/58 must have been of 957 (AWX 809).

YG8997/9 Ex K 902 - 4 JO5G sold Cowley, Salford 8/52)

To Max Speed, Mitcham 9/52.

Exported (K903/4 seen at Ostend).

AWX170, AWX 802/12 (Ex 930/50/60, JO5G sold Harrogate Salvage Co. 9/52). All exported to Belgium.

AWW 168 (Ex 928, JO5G sold Norths, Leeds 3/54)
Not really "Sold Stock News", but rather belated for "Vehicle Notes" is the information that 928, when converted to tow a producer gas trailer during the war, had an additional emergency exit added on the offside, immediately behind the driver. This was of course because the usual emergency exit, in the centre of the back, could not be used as the gas trailer was immediately behind it.

JWR 412C (Ex 3798, FS6B sold Norths, Sherburn 3/80)
To J. Whiting (breaker), Carlton 3/80 (this was engineless).
PWR 858E (Ex 2504, RELH6G sold NBC Disposal Centre, Lincoln, 7/79)
To Pickersgill and Laverick (breaker), Carlton 2/80.
TWR 455F (Ex 1270, RELH6G sold NBC Disposal Centre, Lincoln 2/80)
To Laverick (breaker), Carlton 3/80.
TWY 603 (Ex 1661, LD6B sold Norths, Sherburn 2/73)
To Rabby Engineering Ltd. Ratby, Leics 4/73.
Norths, (Sherburn by 2/80.

J. Whiting (breaker), Carlton 3/80
TWT 123 (Ex SUG 70, MW5G sold Lincolnshire RCC 2270, 6/72)
To Martin (dealer), Middlewich, 11/76.
St. George's School, Harpenden 11/76.
Previously reported as withdrawn by St. George's School, 11/78
but now said to be still owned by them (4/80).
KUA 791 (AEC Reliance sold Edwards, Horsforth 2/68).
An official Independent Coachways fleet list published 10/11/79
gives the date of acquisition from West Yorkshire as 2/3/68.
Disposal from Independent has previously been given as to J. Smith,
Leicester, 6/70, but Independent actually sold it to Yeates (dealer),
7/5/70, from whom it was bought by Smith.
2028 YG (Ex 3729, FS6B sold Norths, Sherburn 1/76)
Exported to Holland 1/76
With Kley's Trucks, Vuren, Holland by 6/80 (and possibly since
1/76).

2031 YG (Ex 3732, FS6B sold Norths, Sherburn 1/76)
Exported to Holland, 1/76
Previously reported with Kley's Trucks, Vuren, Holland by 2/78
but still with them, 9/79.

KWX 120D (Ex 1812, FS6B sold Norths, Sherburn 3/80).
To J. Whiting (Breaker), Carlton 3/80.
EWU 113C (Ex 3792, FS6B sold Rollinson, Carlton, 7/80)
Being broken up by Rollinson 25/7/80. Gone by 5/8/80
EWU 875C (Ex 3794, FS6B sold Rollinson, Carlton, 7/80)
Being broken up by Rollinson 25/7/80. Gone by 5/8/80
GYG 614/5C (Ex 3795/6, FS6B sold Rollinson, Carlton 7/80)
Being broken up by Rollinson, 25/7/80. Gone by 5/8/80
TWR 453F (Ex 1257, RELH6G sold Rollinson, Carlton 7/80)
Being broken up by Rollinson 25/7/80. Gone by 5/8/80
YWT 164G (Ex 1151, LH6L sold Norths, Sherburn 6/79)

To Kinross Plant and Construction Ltd. Kinross. Reported as
-/78 but was still at Norths 7/79.

1 BWY (Ex 1131, MW6G sold Sykes, Barnsley 8/75)
Reported in issue 350 as to Rose, Welling for preservation.
Now said to have passed to Rose in 12/78.

OWX 167 (Ex DX23, LD6B sold Norths, Sherburn, 6/70).
To Partridge (Claireaux), Hadleigh, 11/70
Spratt, Wrenningham, 12/71
"Helping Hands" Community Bus, Wymondham, 8/76
Still owned 1/80 but now rarely used.
YWT 165G (Ex 1153, LH6L sold St. John Ambulance, York, 2/80)
An in the Yorkshire Evening Press on 28th July gave details and

a photograph of the vehicle in its new role. It has been made into a mobile first aid unit at a cost of £3,500, and is apparently finished in the St. John colours of ivory with a black waistband. Below the waistband is lettered "Cuse Area. County of North Yorkshire", with "St. John Ambulance" on the black waistband and, in big lettering, "First Aid Unit" above the side windows. The vehicle was dedicated along with four other vehicles in a service at King's Manor, York on 27th July. MWT 805D (Ex 3816, FS6B sold Norths, Sherburn 6/79). With unknown Carlton Breaker 5/8/80. The back end below the roof dome, together with the staircase, had been neatly removed (possibly by Norths) but apart from the lack of a radiator grille the rest of the vehicle was intact.

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The stripped shell of a West Yorkshire Lodekka was in the yard of A. Barraclough (breaker), Carlton, on 5/8/80, but it was not possible to ascertain its identity.

7. OTHER INFORMATION

GENERAL

A British Transport Advertising manual dated 1967 gives a number of interesting items of information never before published in the Bulletin.

1) Liveries The pre NBC livery of the Company was made up of the following colours (all to BS 381c; 1948) - Post Office Red (538) and pale cream (352). The "green" Tilling companies as a point of interest used Light Brunswick Green (225) and Pale Cream, except that Lincolnshire and Wilts and Dorset used a different Cream - to BS 2660; 1955 (4-052).

2) Bus Station Usage (estimated)

Bradford (Chester Stree)	- 3,500,000	people	per annum
Harrogate	2,000,000	..	.. ..
Leeds (Vicar Lane)	3,500,000	..	.. ..
.. (Wellington St)	3,500,000	..	.. ..
Otley	700,000	..	.. ..
Wetherby	500,000	..	.. ..

3) Bus Operating Statistics (year 1965)

304 double deck	87,983,000	double deck
163 single deck	15,985,000	single deck
Passengers carried per annum	97,968,000	total
Service miles run per annum	14,472,000	double deck
	6,318,000	single deck
	20,790,000	total
Miles of road run over	686	double deck
	862	single deck
	1030	total

(In compiling the last figure, sections of road which are common to more than one service or common to both double and single deck buses are included once only).

The above relate just to West Yorkshire; over the Tilling Group as a whole the following statistics are given:-

Average miles run daily by each vehicle	- 115
.. daily time in service of each vehicle	- 11 hours
.. distance of each ride (mils)	- 3.2
.. time of each ride (minutes)	- 13

4) Advertising Spaces on buses

<u>Outside</u> Side (double deck)	= 17' 6" x 21½"
.. (single deck)	= 14' 0" x 20" (King Size" (this is the lower side position, below the windows).
.. (single deck)	= 15' 0" x 12" or 12' 0" x 12" (this is the upper side position, above the windows)
Lower Rear	= 4' 0" x 20" or 3' 8" x 15"
Upper Rear	= 4' 10" x 19" or 3' 8" x 15"
Rear Waistband	= 4' 0" x 10" or 4' 0" x 8"
Target	= 19" or 15" Diam.

<u>Inside</u> Bulkhead - over windows upper, lower or single deck (such as front roof dome on double deckers)	= 26" x 8"
Bulkhead - between windows lower or single deck (such as between the front bulkhead windows)	= 8" x 20"
Roof Panel - upper or lower deck	= 26" x 8"

Other positions which did not apply to West Yorkshire at that time (1967) were:-

Front Panel (offside) = 4' 2" x 28½" (these were on the blank panel on FLF Lodekkas but presumably now apply to VR's)

Double Fronts - these were on either side of the front indicator and came in different sizes - Wilts and Dorset and Crosville = 15" x 22½"; Thames Valley = 15" x 23"; Durham District and United = 16" x 22".

Adverts could be in either poster paper or, at a higher charge, PVC or paint for outside positions.

Illuminated adverts were 17' 6" x 21½" but were considerably dearer (in some cases more than twice as much as ordinary paper adverts).

TRADE PLATES Additions and amendments to the list published in issue 348 are:-

Parton & Allen, Carlton	- 608 HE, 0378C
Jamieson, Dunscoft	- 629 HE
D. Rollinson, Carlton	- 635HE
T. Wigley, Carlton	- 0305C, 0319C
C.F. Booth, Rotherham & Aston	- 271 ET
T. Goodwin, Carlton	- 465HE, 599HE, 606ET
Laverick, Carlton	- 597 HE
Hartwood, Birdwell	- 614 HE
E. Beckett, Carlton	- 796 WA
Pickersgill, Carlton	- 595 HE

0305C is not used by PVS but by T. Wigley and E. Beckett's plates are 297, 484 ET (not HE)

OTHER BRISTOLS

A novelty in the Wakefield area over the past couple of months has been 972 EHW, an ex Bristol O.C. LD6B, which is painted mainly white but with red strawberries all over, including the painted over destination box at the front. It has been running as the "Stanley Ferry Strawberry Bus" - there is a self pick strawberry farm there, but whether it has been just for advertising or the free transport its not known.