

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 313

APRIL 1977

Hon. President:  
Hon. Vice-President:  
Hon. Chairman:  
Hon. Secretary:  
Hon. Publications Officer:

Hon. Tours Secretary:

Bulletin Production Team:  
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### LEEDS MEETING - Saturday 26th March 1977.

We were pleased to welcome some 25 members and friends to the YMCA in Leeds for our spring meeting.

As usual this opened with a brief business discussion at which [REDACTED] reported that we currently have 104 members and have gained three new ones since January. Given reasonable fortune, the subscription for 1977 should be adequate and the Service is overall in a satisfactory financial state.

Business over, we sat back to enjoy [REDACTED] excellent selection of slides which are best described in his own words - a "transport miscellany". There was something to interest everyone present and we are very grateful to Bob for coming along and giving us such an excellent show.

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### FORTHCOMING EVENTS

#### Spring Tour - Sunday 15th May 1977

Favourable replies have now been received from several of the organisations we are hoping to visit and there is every chance that the tour will follow the route given last month. A booking form was enclosed last month and members are urged to return it to [REDACTED] as soon as possible. Please give the tour your support and help to make it a success.

#### Blackpool Tram Tour - Sunday May 8th

The Leeds Transport Touring Group are holding a Tour to Blackpool on 8th May, using an ex-Merseyside PTE Atlantean. Open top "Dreadnought" tramcar 59 has been hired for a journey from Manchester Square to Little Bispham to Starr Gate and back to Depot. The bus leaves Leeds Bus Station at 9am. Bookings to [REDACTED]

PSV CIRCLE - The next Social Meeting will be on Thursday 5th May, from 7pm, in Meeting Room Number 1, second floor, Bradford Central Library, Princes Way, Bradford.

#### HCVC Yorkshire Section

The next meeting will be on 11th May and will possibly be an outside visit to the Yorkshire Fire Museum, which is on the A652 Dowsbury-Birstall Road, next to Batley Bus Station. For confirmation of arrangements members are advised to ring the HCVC Yorkshire Section chairman, [REDACTED] nearer the date.

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PRESS DAY for the May issue will be on Saturday 7th May, and all items should be sent to arrive on or before that date to [REDACTED].

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1. FLEET CHANGES

New Vehicles

1062	RYG 536R	Leyland PSU3C4R	7604605	Plaxton	7711LC018	C49F	9306	KG
1063	RYG 537R	Leyland PSU3C4R	7604651	Plaxton	7711LC019	C49F	9306	KG
1475	RYG 767R	Leyland National	113510A/1R		03923	B52F	9020	KG
1476	RYG 768R	Leyland National	113510A/1R		03924	B52F	9020	KG
1477	RYG 769R	Leyland National	113510A/1R		03925	B52F	9020	KG
1478	RYG 770R	Leyland National	113510A/1R		03926	B52F	9020	KG
1479	RYG 771R	Leyland National	113510A/1R		04038	B52F	9020	KG
1480	RYG 772R	Leyland National	113510A/1R		04089	B52F	9020	KG
1481	RYG 773R	Leyland National	113510A/1R		04090	B52F	9020	KG

Additional Information

There is some confusion about the chassis designation of the new Leopards. Some sources quote them as PSU3C4R and others as PSU3D4R. They were delivered in the first three days of December 1976, and 1475-81 also came during December 1976.

1039 has now been fitted with a Leyland 0.680 engine; all the Plaxton coaches now have Leyland engines.

1318 has been fitted during February with the Gardner 6HLX engine formerly in 1343 and is therefore REL66G; all the REL's now have Gardner engines.

Further to issue 308 it is now known that 3969/70 do not have Gardner 6LXB engines. In fact, they have amongst the last 6LX engines to be made; 3970 is actually the last Bristol VRT in Britain to be fitted with a 6LX engine.

It is also claimed that 1971/2 were collected by Trent from Harrogate and that only 1973 went direct to Derby.

A hitherto unrecorded item of service stock that was seen recently at Leeds depot is an unregistered Depot vacuum cleaner ( industrial type) which bears the legend "Supplied by Fred Myers Ltd. Machine Type UOH 30. Serial No. 642 66". One must presume that the machine dates from 1966 (and it probably does, judging by the general appearance).

Allocations and Transfers

1081		(delicensed)	to	YORK	21.3.77
1003	from	LEEDS		(delicensed)	31.3.77
1077	"	BRADFORD		"	"
3172	"	YORK		"	"
1741/3/4/52/4/9/62	"	CRW SPARE		"	"
3748	"	CRW SPARE (YORK)		"	"
1755	"	BRADFORD		"	"
1757	"	LEEDS		"	"
1016		(delicensed)	to	ILKLEY	1.4.77
1018		"		OTLEY	"
1019		"		SKIPTON	"
1020/6/7/39/52/5		"		BRADFORD	"
1022/4/56		"		LEEDS	"
1033		"		KEIGHLEY	"
1034/5		"		HARROGATE	"
3175		"		YORK	"
1062/3		(New)		HARROGATE	"
1475/6/7		"		KEIGHLEY	"
1478		"		ILKLEY	"
1479/80		"		BRADFORD	"
1481		"		YORK	"
1011	from	BRADFORD		LEEDS	"
1046	"	BRADFORD		HARROGATE	"
1051	"	HARROGATE		BRADFORD	"

### Livery Changes

The Leyland Nationals new this month have the white band extended around the front and the new style of NBC emblem. In this connection it should be noted that West Yorkshire remove the 'L' badge from the centre of the front panel and place the NBC emblem in the same position, whereas some companys (including West Riding and Yorkshire) leave the 'L' badge in position and place the NBC emblem below it. The new emblem is still not standard; 1210 on heavy dock this month retains old style (white) emblems and 1253, after repaint, is running without emblems at all!

### General News

As reported last month, vehicles are being sent to Willowbrooks at Loughborough for repairs and 1345 is currently there, as is 1001 (not 1003). The RELL's are having the front end of the body attended to; the chassis of the later RELL's with drop arm extension at the front is prone to causing the front of the body to rock and eventually loosen. A number of vehicles have been treated at Myrtle Road and it will be recalled that some West Riding RELL's were similarly repaired some time ago.  
1166, 1253 and 1289 (all 0) are all fitted with Harrogate depot blinds.

### ADVERTISEMENT NEWS

Main news this month is the impending introduction of cartoon characters on interior advertisements in West Yorkshire and York-West Yorkshire buses. The ones being introduced are Mr. Brown and Conductor Jones, and they will be used to attempt in a light hearted manner to help passengers looking at the posters to appreciate both sides of a number of problems. The first few posters are to illustrate situations such as the difference in the working day, when bus crews and passengers meet - or the ways in which congestion on the roads could frustrate both. The campaign is experimental and restricted to the Company's vehicles, and is a commendable attempt to sort out recurring problems between passengers and staff.

More conventional interior adverts are for "York Tours", "Bradford Transport Interchange Opening" and the latest "Fares Increase" information.  
3922 has a new "Your White Coaxh Awaits" side advert, and 1262 has a "Leedhams for Fiat" lower rear advert.

### 5. SERVICE CHANGES

The following applications have been made:-

#### S.609 BW25/483 741 LEEDS -- WETHERBY

Mon-Fri: (School Terms) To operate the 08.50 Walton Corner to Boston Comprehensive to start at Wetherby Bus Station at 08.45.  
To retime the 16.00 Boston Comprehensive to 16.10 and to operate through to Wetherby Bus Station.

#### S.610 BW25/731 4 HARROGATE LOCAL

Mon-Fri: To withdraw the 15.40 Starbeck-Harrogate.

#### S.611 BW25/717 18 HARROGATE-GREAT OUSEBURN

To retime the 16.40 Great Ouseburn-Harrogate journey to 16.45.

An amendment has been published in respect of BW25/834 to amend the 16.15 Skipton-Bradley journey to read 16.35 Skipton-Bradley.

The recent application for an express license for NORTON to CLIFTON BINGO is being opposed by D.B. Lamb of Malton whilst in turn the Company are opposing an application by Lamb for excursions and tours.

An application in respect of BW25/853 has now been withdrawn subject to variation on BW25/42-

An increase in certain fares took place from 3rd April, when fares over 15p were increased. This has unfortunately resulted in the full fare for a single chauffeur coach journey, for instance, rising from 19p to 21p, whilst the lower fare for this service from near the town centre, remains 13p.

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Allocations and Transfers cont.)

1076	from	KEIGHLEY	to	HARRGATE	1.4.77
1760	"	BRADFORD	"	CRW SPARE	"
1761	"	YORK	"	CRW SPARE	"
1763	"	KEIGHLEY	"	CRW SPARE	"
1804	"	KEIGHLEY	"	LEEDS	"
1809	"	ILKLEY	"	LEEDS	"
1813	"	KEIGHLEY	"	OTLEY	"

- Notes:-
1. All vehicles are relicensed at their former depots except 1016/33 (ex Harrogate) and 1018/9/81 (ex Bradford).
  2. 1019/33/51 and 1763 make their first moves since new.
  3. 1003 should have been delicensed on 28.2.77 as shown last month but because of non-availability of the license disc, the surrender only became effective from 31st March.
  4. 1804 returns to its original depot which it left to go to Keighley on 1/4/72.

Temporary Loans

1949 is currently on loan to United at Middlesborough and has been seen on route 268 with West Yorkshire fleet numbers and legal ownership panel, but with United fleetnames. The loan has been since at least the end of February, and the reason for 3974 working from Harrogate depot is to cover 1949's absence from there.

Stored Vehicles

Harrogate: 1201-3 were towed away by North's lorries during week ending 1/4 and 1146 had also gone by that date. Behind Grove Park are 1754, 1824 and 1978, whilst inside are 1979-82.

Ilkley: On 2/3, 1745 was in Ilkley depot but on 26/3 was noted being towed westwards through Tadcaster in company with 1744.

Leeds: On 4/4, 1752 was stored in the depot yard, but had gone by the following day.

Withdrawals

31.3.77- 1077, 1741/3/4/52/4/5/7/9/62, 3748 all to Held in Reserve.

Sales and Disposals

7th March 1977- CWY 641H (Ford Escort Car) to Mr.F.Skelton, West Yorkshire Staff.

22nd March 1977- 4034 to Mr.J.E.Fal on, T and A Corke, Harrogate.

26th March 1977- 1075, 1144/5/6, 1201/2/3, 1721/38/9/40/2/50/1, 3746/7 all to W.Norths (PV) Ltd, Sherburn in Elmet.

Licensed:-	WY	YWY	1.4.77	1.4.76
Licensed:-	435	84	519	521
Delicensed:-	15	2	17	10
	450	86	536*	531

\* The Fleet Total excludes 1077, 1741/3/4/52/4/5/7/9/62, 3748 but includes 1482/3.

2. VEHICLE NOTES

Overhauls and Heavy Docks

March 1977:- 1210, 1303/4, 1786, 1804, 3831.

Repaints and TUV's

March 1977:- 1253/4, 1344, 4028.

Certificates of Fitness

1062- 22/11/83; 1063- 23/11/83; 1475- 1/12/83; 1476/7- 29/11/83; 1478- 30/11/83.

Unladen Weights

1210- 7562 KG; 1303/4- 7620 KG; 1786- 7916 KG; 1804- 7916 KG; 3831- 7903 KG.  
As far as is known, this month's repaints retain Imperial unladen weights.

#### 4. OPERATING NOTES

BRADFORD The main event of March was, of course, the eventual opening of the Transport Interchange. The weekend before the opening, 19/20th March, the Interchange was open to the public and new vehicles 1063, 1480 and 1978 were available for inspection. The following Saturday 26th March saw the closure of Chester Street Bus Station after the day's operations ended, and a survey of the last hour was carried out by one of our members. Departures were as follows:- 22.10 Shipley (677) - 1365 (B); 2215 Brighouse (571) - one of Metro 3358-60; 2215 Shipley Glen (647) - 1389 (B); 2215 Baildon (661) - 284 (B); 2215 Skipton (668) - 1937 (Sk); 2220 Yeadon (674) - 1387 (B); 2220 Eldwick (690) - 1181 (B); 2225 Ilkley (651) - 1442 (L); 2225 Harrogate (653) - 1454 (O); 2225 Bingley (696) - not seen; 2230 Leeds (670) - 1216 (W); 2230 Dewsbury (256) - Yorkshire W.D 705 (Daimler CRG6/ECW); 2230 Baildon (Belmont Ave.) (659) - 1905 (B); 2230 Keighley (665) - 1947 (K); 2230 Cottingley (694) - 1363 (B); 2235 Leeds (755) - 1449 (L); 2240 Keighley (665) - 1973 (K); 2240 Yeadon (675) - 1391 (B); 2240 West Royd (678) - 1263 (B); 2245 Heckmondwike (256) - Yorkshire W.D. 699 (Daimler CRG6/ECW); 2245 Shipley Glen (647) - 1469 (B); 2245 Ilkley (650) - 1456 (I); 2245 Baildon (661) - 1418 (B); 2245 Bingley (692) - 1468 (B); 2250 Keighley (665) - 1971 (K); 2250 Keighley (697) - 1101 (K); 2300 Baildon (659) - 1304 (B). This was the last West Yorkshire vehicle out of Chester Street and was waved off by the duty inspector with a flourish. It was also newly repainted, though probably by coincidence. 2305 Wakefield (X34) - West Riding 6 (Leyland Leopard/Duple); 2312 Heckmondwike (256) - Yorkshire WD683 (Daimler CRG6/Alexander); 2315 Hipperholme (570) - Metro 8529 (Leyland Leopard/Flaxton); this was the very last departure and before pulling onto the stand a thorough search of the vehicle was made by the driver and the duty inspector. The vehicle actually departed at 2317. The last arrivals on service into Chester Street would be from Baildon (661) arriving at 2356 - 1304 (B); from Leeds (755) at 2358 - 1239 (B); and from Bingley (692) at 0008 - 1468. An additional departure was the London coach at 2230 on 307, which was 1048 (K). The following morning, 27th March, was the first day of operation for the Interchange and although no member was present at 0625, thanks to the Bradford Telegraph and Argus who did a feature on it, we know that the first service bus of all out of the Interchange was 1904 (B) on the 0625 to Leeds (670). Incidentally this bus does not return from Leeds, but goes on service there (presumably 655). For the record (and posterity) the driver was Thomas Carr and the Conductor Derek Smith. There were no passengers aboard when it departed! 15/4 was an interesting day on Bradford-Leeds (670) - during the day the two Bradford vehicles were 1227 (B) and 1940 (B) and the two Leeds buses were 1807 and 1216 (W). The 16.5 to Leeds was 1779 (B), 1725 to Leeds 1804 (L), the 1805 to Leeds 1292 (L). The 671 to Horsforth was 1789 (B) and on arriving at Leeds at 1725, 1807 was taken off and replaced by 1936 (L). On the same day, the 14.16 to Leeds was worked by 1775 (B), yet later at 18.05 this vehicle was seen by the Acorn Pub working on 760 Keighley - Leeds!

HARROGATE Because of a land slip in the railway cutting near Weeton, only a skeleton rail service has been operating between Leeds and Harrogate and most journeys have been operated by buses. Once the system became organised the general arrangement seemed to be for a Harrogate coach to work the non-stop journeys between Leeds and Harrogate (and vice versa), using the main A61 Leeds-Harrogate road, and for a Leeds DX to work a full day's duty between the two towns calling at every intermediate station, i.e. Pannal, Weeton, Horsforth, Headingley. Not all the route is known but after calling at Pannal, the vehicle proceeded towards Bradford, calling at Weeton, then up Pool Bank to somehow reach Horsforth then several if not all vehicles used the Ring Road and Spen Lane to reach Headingley (some may have used Butcher Hill, which seems a more logical route), and the journey to Leeds City Station was completed down Burley Road, The Headrow and Park Row. Noted on rail replacement services were:- 7/3- West Riding 395 (Leyland National); 9/3- 1087, 1807; 10/3- 1086/7, 1822; 11/3- 1014/87, 1805; 12/3- 1086, 1438; 14/3- 1086, 1822; 15/3- 1050/86, 1822; 16/3- 1014/51/86, 1822; 17/3- 1050/86, 1822; 18/3- 1014/86, 1822; 19/3- 1014, 1211, 1810, 3974; 21/3- 1014/51, 1774, 1822; 22/3- 1051, 1822; 23/3- 1050; 24/3- 1050, 1757; 25/3- 1060, 1238, 1822; 29/3- 1805; 30/3- 1822; 31/3- 1087, 1757.

H'GATE cont.)

An interesting occurrence on 23/3 was the use of 1157 as a "Cherryfour Coach", whilst both 1115/6 were out of service. 1157 did the full housing estate route from Leadhall in the morning before proceeding to Knaresborough Market and return, but had to miss out the town centre wanderings normally followed on the return route. 1298 and 3974 (both Yk) continue to operate from here. 1298 worked a variety of OMO routes during the month, 3974 has worked the Mon-Fri duty given in the last Bulletin except for 15/16/17th March when 1754 (O) covered this duty. 3974 was at the time in Works for accident repairs to the front grill and surround. On 5 and 6/3 and 12/3, 3974 worked all day on routes 1/2 and on 19/3 spent the day on Harrogate-Leeds rail replacement duties for British Rail.

On 5/3, 1219 was noted on Harrogate-Tadcaster (78) at 11.55, 1224 (L) worked 08.15 Bus Station-The Avenue (4) (this is a regular Leeds turn on a Saturday) and 1411 worked 13.10 Harrogate-York (84) and 15.25 York - Scarborough (43). On 7/3, 1471 was noted on 11.15 to Ilkley (776); the next duty on this car rota after return from Ilkley is the 13.10 to Scarborough (84) but it is not known whether 1471 did in fact go to Scarborough or not. On 12/3, the 11.10 to Scarborough (84) was worked by 1443 and it now appears to be quite common for Leyland Nationals to work Harrogate-Scarborough on Saturdays. On 15/3, 1157 worked routes 1/2. On 31/3, 1434 (O loan H) was on route 13 in Tadcaster; On 23/3, 1754 (O loan H) was on route 11. 1388 (B loan H) worked Harrogate-Pateley Bridge (23) on 1/3 and 1298 was on Pateley Bridge (24) on 11/3. Noted on Harrogate-Tadcaster (78) have been 1223 (H) on 28/2; 1445 (O loan H) on 1/3; 1298 (Yk loan H) on 2/3; 1219/22 (both H) on 4/3; 1219 (H) on 5/3; 1219 (H) on 7/3; 1298 (Yk loan H) on 8/3; 1446 (O loan H) on 9/3; 1454 (O loan H) on 12/3; 1223 (H) on 17/3 and 1236 (H) on 23/3.

LEEDS Noted on Leeds-Knaresborough (740) have been 1309 (H loan L) on 14/3, 1208 (CRW) and 1774 (L) on 26/3 and 1037 on 29/3. 1078 (L) was on Leeds-Keighley (760) on 15/4 and on the same day 1784 (B) entered Vicar Lane Bus Station at 15.15 from the depot showing "Leeds/760".

SKIPTON It is understood that Ribble operations ceased from here on 1/1/77. Vehicles were dispersed to other Ribble depots and the remaining Ribble services in the area are also worked by other depots.

WETHERBY On 8/3, 3174 (Yk) was outside the Bus Station with "Boston Spa" sticker on the windscreen.

YORK On 29/3, 1081 was in York on Marston, whilst on 31/, 1333 was on Y9A. 1226 worked the Hillards service one day towards the end of March in place of the usual 3461. Working on 17.25 York - Leeds (43A) have been:- 2/3- 1049 (L); 22/3- 1005 (L); 23/3- 1053 (L) and 28/3- 1078 (L). On 1/3, 3173 was on Y13; the following day 1445 was on 84. On 3/3, 1154 was on Y14B and 3748 (CRW) on Y2. On 7/3, 3748 was on Y8 and 3430 on Y13. On 8/3, 3934 was on Y2, 3433 on Y13 and 1262 also on Y13. On 9/3, 1262 was on Y13 and 1338 on 24. On 10/3, 1411 was on 84. On 11/3, 1416 (H) was on 84 and 1165 on Y9. On 12/3, 1338 was on Y15 and 1371 on Y9. On 16/3 and 17/3, 1336 was on 84. On 18/3, 1356 was on Y13. On 22/3, 1371 was on Y11. On 28/3, 1010 was on 84, 3748 on Y2 and 1761 on Y10. By 5/3, 1040 had returned to Malton, but 1372 (Yk) has been working for Malton from late December to date. On 13/3, 3330 (Yk) was on Leeds-Scarborough (43). On 07.15 Leeds-York (43) have been:- 4/3- 1338 (M loan L); 7/3- 1287 (M loan L) and 11/3- 1296 (Yk loan L). On 20/3 all the 3328-31 batch were on out-district services: 3328/9/30 were on Leeds-Scarborough (43) and 3331 was on York-Hull (46).

6.SOLD STOCK NEWS

HWW 874 (Ex DB47, K6B sold Norths, Sherburn 11/64)

As reported in issue 310, this has now appeared with Omnibus Promoters (dealer), Coggeshall Road, Earls Colne 9/76 ex Jannoway (and others), Bookham.

JYG 723 (Ex SGW8, LL5G sold Norths, Sherburn 3/66)

To Silverwing, Hull 6/66. Advance, Goole 6/72 (withdrawn 7/73) Jamieson (breaker), Dunscoft by 1976 and broken up.

- LYG 713 (Ex CUG 7, LS6G sold ECW Sports and Social Club, 8/67)  
To Ben Jordan (dealer), Coltishall by 9/74.  
School Bus with Norfolk County Council by 6/76.  
Noted 13/9/76 on suspended tow up M1 bound for Barnsley scrap dealer,  
as reported in issue 307.
- DWW 589 (Ex SG75, L5G sold PVD (Dealer), Marton 2/56)  
To Colbro (dealer), Rothwell, 2/56.  
Exported to Macau as previously reported. This is running for CAFL,  
Macau, and was rebodied for them by Metro-Dodwell (B31D) in 1975.  
It retains a half cab.
- DWW 594 (Ex SG80, L5G sold Comberhill (dealer), Wakefield 8/56)  
Exported to Macau as previously reported. This is also running for  
CAFL, Macau, was also rebodied in 1975/6 by Union Auto (B29D). It, too,  
retains a half cab.
- OWX 156 (Ex SMG 44, LS5G sold Norths, Sherburn 11/69)  
To Hedingham and District, L69, 1/70.  
P. Smith, Ammanford 3/73. Davies, Morrirston 5/74.  
Withdrawn 12/76.
- YWT 292 (Ex SUG77, MW5G sold Norths, Sherburn 9/71)  
Some corrections to the dates given last month for this vehicle are  
required. It passed to Claireaux, Hadleigh in 11/76 from Partridge  
(dealer), Hadleigh (same premises) and then to Garnham, Woodbridge in  
12/76.
- 826 BWY (Ex 1126, MW6G, sold Sykes (dealer), Barnsley 8/75)  
To Ementon, Cranfield by 10/76 (left Sykes 4/76).
- 839 BWY (Ex 1139, MW6G sold Norths, Sherburn (dealer) 1/76)  
Left Norths 6-7/76 but returned 1/77 still in West Yorkshire livery  
with no marks of ownership. Still at Sherburn 4/77.
- 7902/5 WY (Ex 1098/2, MW6G sold Lincolnshire RCC 2275/7, 5/73)  
To Norths (dealer), Sherburn 3/77. Withdrawal dates not known.
- 847 HUA (Ex Bedford SB5 returned by Ledgard to Hughes (dealer), 10/66)  
To Towler, Brandon 2/67.  
Smith, Blofield 4/75.  
Withdrawn 4/76.
- UUA 794 (Leyland PSUC 1/2 sold Hutchinson, Husthwaite 7/68)  
Norths (dealer), Sherburn 8/70.  
Dowsett (Contractor), working at Gomersal, 9/70.  
Norths (dealer), Sherburn ??  
Gone from Norths 3/77, presumably for scrap.
- OWX 177 (Ex DX 33, LD6B sold Norths, Sherburn 1/71)  
To Peter Sheffield, Cleethorpes by 9/71 and still running 11/75.  
Jamieson (breaker), Dunscoft -/76 and broken up.
- TWT 117 (Ex SUG64, LS5G sold Norths, Sherburn 9/71)  
To Smith, Ammanford 1/72. Davies, Morrirston (D Coaches) by 2/74.  
Withdrawn 5/75 following an accident.  
This did not pass to Peake, Briton Ferry in 12/75 as recorded in I.299.
- TWT 119 (Ex SUG66, LS5G sold Norths, Sherburn 5/72)  
To Wylie, Thorne 2/73. Norths, Sherburn 3/73.  
Evans, (Contractor), Sunderland 4/73.  
Norths, Sherburn 1/77 and still there 4/77.
- 2029 YG (Ex 3730, FS6B sold Norths, Sherburn 1/76)  
To Double 2 Shirts, Wakefield 3/76.  
At Norths, Sherburn 2/4/77 but most probably only there for repair.
- TWT 123 (Ex 1047, MW5G sold Lincolnshire RCC 2270, 6/72)  
Withdrawn 9/76 (not 1/77 as shown last month) and to Martin (dealer)  
Middlewich 11/76.
- 7903 WY (Ex 1099, MW6G sold Lincolnshire RCC 2276, 5/73)  
To Martin (dealer), Middlewich 9/76. Withdrawal date not known.
- At Norths 2/4/77: SUG66, 1075/92/8, 1137/9/42/3, 2184, 3189, 1201/2/3, 1713/33/  
4/9/50/1, 3703/77. Also 3730 (see not above). 1201/2/3 are still virtually shells  
with engines and most other units removed. They are parked outside Norths yard.  
This is a full list of all ex WY vehicles at Norths on that date.

#### 6. TEN YEARS AGO

There were no stock changes to record in April 1967, but a batch of double deckers had gone to Norths and CUG5 had been sold to Archbishop Holgate's Grammar School, York. There was also a report that DX82 had been sold to United.

A Bristol VR for Bristol Omnibus Company had been with West Yorkshire from 20th February to 22nd February.

There were a number of minor service timing alterations to record, whilst Bradford Depot Report recorded that on Easter Tuesday SBW21/3 had worked Preston-Bradford dups. normally worked by SUG's or EUG's. At Leeds, 15 vehicles had been used by Leeds City Transport to Elland Road Football Ground.

The six page issue ended by recording an additional snowplough not previously reported.

#### 7. OTHER INFORMATION Study of 1470

March 4th- route 11; 5th- route 11; 7th- route 11; 8th- routes 776 and 24; 9th- route 11; 10th- route 11; 11th- route 11; 14th- route 11; 15th- route 11; 16th- route 11; 17th- route 11; 19th- route 11; 22nd- route 653; 24th- route 36; 30th- route 36.

#### BRADFORD TRANSPORT INTERCHANGE

The Yorkshire Evening Post have become interested in the costs of this edifice and have worked out that it is costing nearly £4.50 a minute in running costs. They have listed the main costs of both building it and in running it now it is open, and this makes interesting reading.

Before work began on the Interchange just over five years ago it was estimated to cost £6m; by the time work started this had risen to £7m; within the next 12 months it was up to £8,900,000. The following four years took the cost up to £15,700,000 by the end of last year and the latest cost is £16m plus.

The new Interchange has enabled the PTE to close five old depots in Bradford at a saving of about £73,000 a year. But that saving goes only a short way towards the overall running costs.

Traffic operations, including extra staff needs to run the new complex and the additional mileage of buses will cost an estimated £361,000 a year more than in the past. More mileage means more servicing, more repairs and more money - an estimated £53,000 more.

The annual heating, lighting and cleaning bill for the Interchange is expected to top £290,000 and the physical upkeep - painting, structural repairs and so on - will be about £168,000. Machinery and plant will cost about £92,000 to operate. As well as rates of £258,000, the management headquarters - Metrochange House - will cost about £100,000 to heat light and clean. Canteens are provided for staff at an annual cost of £36,000. With annual insurance premiums of £31,000 and other items of general expenditure, the cost of actually operating the Interchange is put at £1,379,000.

This is, however, before interest charges of £750,000, depreciation of £156,000 and the updating of costs by £74,000 to take account of inflation.

Set against this is income from rented shops and kiosks, as well as coach departure charges, together amounting to about £54,000. The total net cost, then, is £2,305,000 a year - or £6,315 a day.

SERVICE REDUCTIONS At the meeting of North Yorkshire County Council highways committee held on 14th March 1977, an additional £80,000 was given on top of the £650,000 already earmarked for support of the bus service in rural areas. This is expected to mean that existing bus services will, in general, continue as at present except that because of the shortfall between the figure which the highway committee is recommending and the amount needed for the companies to break even, a 9% increase of up to nine percent can be expected from September.

Of the money to be allocated, West Yorkshire are expected to receive £196,000.

C.C.P./T.M.L.

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