

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 394

JANUARY 1984

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

SEASONS GREETINGS

We wish all our members and friends a Happy New Year.

SUBSCRIPTIONS

Members are reminded that these are now due and no further copies will be sent to those who have not renewed. Please return the renewal form enclosed with the last issue, together with your cheque for £3.00 (payable to [REDACTED]) to the Hon. Secretary at the address shown above. Those who renewed at the Harrogate Meeting should, of course, ignore the renewal form which was enclosed with all Bulletins last month for convenience.

PERSONAL

There have been a number of personnel changes recently, and these are summarised below:-

[REDACTED], Company Accountant, has been appointed as Assistant Company Secretary from December 1st. He replaces [REDACTED], who has been seconded for a minimum of 6 months to the post of Regional Administration Officer in the new NBC Regional Office, in Harrogate, which became effective on 1st January.

In charge of the Regional Office is [REDACTED], who returns from his 2 year secondment as Deputy Director General of the West Yorkshire PTE. There are three Divisional Directors - [REDACTED], who has been a Regional Executive with the NBC Northern Region at Darlington is now responsible for Welsh and Shire Counties matters. [REDACTED], previously General Manager at West Riding, is now responsible for NBC Companies in Metropolitan Counties, whilst [REDACTED], until now Managing Director of National Travel (NBC) is now Regional Enterprises Director with special responsibility for developments in leisure travel.

Also on the move is [REDACTED], West Yorkshire's Traffic Manager, who leaves at the end of January to take up a new post as Divisional Controller (East) with the West Yorkshire PTE, based at Leeds. He is replaced from 1st February by [REDACTED], who at present is Assistant Traffic Manager of United Counties and was previously at United and Eastern National; at the latter he spent 2 years as a Senior Management Trainee.

To all, we extend our congratulations on their appointments.

FORTHCOMING EVENTS

PSV Circle The next Social Meeting will be on Thursday 2nd February 1984, in Meeting Room no. 4, Bradford Central Library, Princes Way, Bradford. At 7pm.

HCVS Yorkshire Section The next meeting will be at 7.45pm on Wednesday 15th February in the Metro Sports & Social Club, Concordia Street, Leeds.

~~CONFIDENTIAL~~

| | | <u>New Vehicle</u> | | | |
|------|----------|--------------------|---------|----------------------|---------------|
| 2406 | A310 MWR | Leyland TRCTL11/3R | 8300670 | Plaxton 8412LTH1C777 | C48Ft 11535Kg |

Additional Information

2406 arrived during December and is for Rapide services. It was delivered in full Rapide livery and was already fitted with an indicator.

This completes the Company's 1984 order for coaches (2405 having arrived but not yet been licensed), leaving only the Olympian order. Of these, the four York-West Yorkshire vehicles, to be 3832-5, are expected within the next few weeks, whilst the main fleet order (1836-45) will not arrive until later in the year. All will be Workington-built.

| <u>Allocations and Transfers</u> | | | |
|----------------------------------|--------------------|-------------------------------------|----------|
| 2601 | from LEEDS (Coach) | to OTLEY (Dual Purpose)(Correction) | 1.12.83 |
| 2336 | " BRADFORD | (delicensed) | 31.12.83 |
| 2406 | (new) | to BRADFORD | 1.1.84 |
| 2391 | from HARROGATE | " BRADFORD | " |
| 2403 | " BRADFORD | " HARROGATE | " |

Stored Vehicles

Keighley 2528 is stored outside the depot, next to the steam cleaning ramp.

Leeds Shortly after we closed for Brass last month, 2529/30 were moved and are now outside the garage, on the gravel next to the entrance. 2525 remains inside.

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The loans between Bradford/Keighley/Leeds referred to last month became more complicated as time passed. On 10th December, 1727 (B) was working for Keighley; on 4th December 1980 (B) had failed in Bradford whilst on loan to Leeds and was replaced by 1979; 1988(L) was still on loan to Bradford on 16th December but by 17th December 1709 had returned to Leeds. All vehicles involved in the OMO trials have now returned to their home depots.

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2. TECHNICAL NOTES

November 1983:- 2388/9, 2572
December 1983:- 1463, 2583

November 1983:- 1438
December 1983:- 1759

New National Express Livery:- 2330, 2585
National Holidays Livery:- 2345. This is yet another to have been painted for some time and means that 2345-50 are all in this livery.

Paint Date

1831 - W 7/83

Unladen Weights

3457 - 9020 Kg (ex 8-17-2); 3460, 1443 both 9020 Kg (ex nil); 3950/6 both 8866 Kg (ex 8865 Kg); 3958-62 all 8905 Kg (ex 8902 Kg); 3769 - 9041 Kg (ex 9051 Kg); 1510 - 9020 Kg (ex 9120 Kg); 4063 - 9560 Kg (ex 9870 Kg); 1470 has two unladen weights (both 9020 Kg).

Rebuilding

3955 is now in the Body Shop undergoing conversion to learner bus 4085, but is not yet completed.

Reports suggest that 2336 (delicensed this month) is programmed for rebuilding to accommodate power operated doors; it will be interesting to see if it is renumbered 2566 when this work is completed.

General News

1725 (K) has surface mounted side/indicator lamps, as on 1709/12.

1808/11 were converted from LVA fully automatic transmission to LVS semi-automatic transmission on 20th and 21st December respectively; all of 1808-17/28-31 are to be so treated, with the exception of one which will receive CAV 551 fully automatic transmission instead. The Voith fitted vehicles, 1818-27, will remain unaltered.

Our note last month regarding ECW ovals turns out to be not quite correct as these transfers re-appeared with 1821 and are also carried by 1826-31. A few others in the 182x series remain to be checked - 1822, for example, does not have them. It is presumed that ECW ran out of transfers for a time.

For a time during December, 1019 (K) had a coach-sized centre number blind, which gave an unusual effect. By 6th January, however, it was without any centre number blind, though the correct type has probably been fitted by now.

Following repairs, 1987 now carries the front grille (without towing cutaways) off 1973. The latter now carries a front grille, with towing cutaways, off a so far unidentified VR (not necessarily 1987). For a short time 1987 also sported a silver on black front registration number but was later refitted with its reflective number plate.

Because the fleet number applied to the glass "Plaxton Paramount" panel at the rear had come off, 2703 now carries it at the top left hand corner of the boot lid instead. 2703/4 (both L) have now been fitted with SaverStrip Cancellors and the former also has a drivers door with OMO fittings. All three (2702-4) at Leeds are expected to be fully fitted for OMO.

On the subject of SaverStrip Cancellors, a survey at York shows that all main fleet Nationals and the RELH/Plaxtons are fitted. Also fitted are 3751/2 and 1755. Not fitted are the York Nationals (3457-61) or 2585 (Yk). No other York City Bus VR's appear to be fitted.

At Keighley, many Olympians are receiving hinged yellow Pay As You Enter signs - of the long type fitted to RELH's rather than the square type of the later VR's. So far noted are 1802/4/6/8/9/22/6.

3954 is the last of the four flat screen York VR's to be fitted with Autosteer air assisted steering.

1759/65 (both B) are now fitted for OMO, whilst 1979, 1728/36 have fare table holders but not, so far, change machine and ticket machine mounts. 1765 is still not fitted with a Tachograph, though shown as such on the Company's Fleet Disposition.

On the same Disposition, discrepancies on OMO fittings are that 3751/2

shown as OMO only, are in fact fitted for Farebox only. However, 3993, shown as OMO only, is dual fitted for Farebox and OMO, whilst 3995, shown as Farebox and OMO fitted, is only fitted for Farebox.

1828 (H) carries its front fleet number on the offside corner panel rather than in the centre, following renewal of the centre panel.

In the November issue, we recorded that learner bus 4057 was back in use. It now transpires that following engine seizure of its BVW (no. 9094) it received an overhauled unit (no. 7045). The old engine is now outside the Unit Cleaning Shop at Myrtle Road in company with two other BVW engines, 9066 and 9156, which for some time had been in the yard behind Moss Grange.

2404 has a digital clock rather than the traditional version of 2401-3.

A survey of learner bus seat cushions, inspired by 4065 last month, includes 4057 (formerly 1775), which has cushions from itself (1); 1811 (2 - this is now 4067); YDX 233 (1 - this is now 4068) and 109C (EUG 88). It has also been fitted with a Calor heater in the lower saloon as in 4065. A similar survey of 4068 (formerly 3833) found two from itself; 1320/43/75 (1 each); 1771 (1); 3746 (1); 1774 (1 - this was 4058); 1775 (1 - this is 4057) and 3798 (1, which in turn was new in DX 111). Obviously cushions regularly "migrate" between learner buses.

3958 carries an ECW badge on the front grille above the Bristol VR badge.

3457 retains a British Leyland "L" badge at the front.

Another spare Leyland E0680 engine (no. 8363014) arrived at CRW in mid-December as a spare unit for Leopards.

The Company's new tree lopper, 4085, was "christened" during December and ran for a time with a sprig of festive holly fixed in the upper deck front opening window. Whilst the roof is off, a spell of tree cutting on Keighley-Bradford (697) is called for as this is now a regular haunt of Olympians. In particular, James Street at Thornton has a number of low branches and boughs in each direction.

On conversion to SaverStrip Cancellors, Leyland National 2's lost their tubular used ticket boxes to make room for the Cancellors to be fitted just to the rear of the entrance.

The early short Leyland Nationals do not have fold-down seats for extra luggage accommodation but the short Leyland National 2's (1015-21) are so fitted. All long Nationals (except, perhaps, 3457-61) are thought to be fitted.

1816 (L) was at Hargreaves, Stanningley, for at least a fortnight during late December/early January for mechanical attention.

2330 has received similar attention to 2329, done in early 1983, and now sports a blue striped interior. It has now lost its "National" rear fleetname and reads "West Yorkshire" in red on a white background. Similar rear fleetname treatment has also been given to 2388/9. It has become the practice on repaint in National Express livery to leave the boot lid in plain white, to accommodate boot lid vinyls. Hitherto, a large red/blue "double N" emblem was applied. However, 2388/9 have received a "double N" to become exceptions to this general rule. 2335 now has a "double N" logo at the front instead of "National Express", but otherwise remains in National Express livery.

We have not previously recorded that 2350 is unique in the 2345-50 batch in having stainless steel rubbing strips down the sides instead of black rubber, having been like this from new.

1477 (Yk) has neither white relief across the front nor a front logo; 1755 (Yk) is without a front logo.

3950/67 have their rear route number boxes painted out but still in place; 3952/4/6/8-64/8 have had them removed and a plain panel inserted instead.

2526/30 may be the last two RELH/Plaxtons to retain a microphone for their PA system (though 2526 is now withdrawn).

Leyland Nationals without yellow "Pay on Entry" signs:- delete 1497, add 1477 to the list in issue 391.

Leyland Nationals without plain engine covers:- delete 1497, add 1477/82 to the list in issue 391.

The "no rear fleetname" survey is now complete:- 1005/8-13, 1411/5/25/43/4, 1454/64/70/1/7/82/3/9/98, 1502/3/10, 2562/3. This list replaces that in issue 391. (Also 1801-7).

Advertisement News

At York, a new side advert is for Pilcher Homes. A new, large, side advert is for Videoshack of Nunnery Lane, whilst one of the normal size is for Multisound Hi Fi of Davygate Arcade.

The side advert at York for Ear Ecstasy at Virgin Records has ceased, but a new one is for Ski Tyrol National Holidays.

At least 3967 and 3964 have side adverts for "See the CIS for Insurance".

New inside adverts are for 'National Express Bonus Breakaways'; 'Passport to London'; 'Dogs for 10p'; at York 'Permits for under 16's'; again at York 'Fares Increase Held due to grant from N Yorks Council' and, in West Yorkshire County, 'Ker Ching a Post Office!'

The Wendy Woods "Knit" side adverts have ceased.

1415 (H) has a Massingberd advert at the upper rear, which is peeling off to reveal the NBC logo beneath.

1013 is a further Keighley depot short National with a Precious of York upper rear advert.

3. SERVICE CHANGES

N & P 1381 (9/12/83)

The following applications for variations have been made:-

BW 25/915 743 YORK-MALTON

Fridays only to introduce the following additional journeys:

1020 and 1405 York-Barton-York Circular and in consequence introduce a revised route.

This facility to be for an experimental period of 6 months. This commenced on 25th November, using route no.83.

BW 25/253 57/8 HARROGATE (Bus Station) - RCLIFFE (Church)

Mon-Sat to retard the 0641 Boroughbridge to Harrogate to 0645 and operate 4 minutes later between Boroughbridge and Knaresborough.

N & P 1382 (23/12/83)

BW 25/483 741 LEEDS (Vicar Lane B.Sta) - WETHERBY (Sandbeck Way)

Mon-Fri to withdraw the 0810 Bramham-Thorp Arch Trading Estate.

to retime 0740 Leeds-Wetherby to 0735 and operate via Thorp Arch T.E.

BW 25/696 78 HARROGATE (Bus Sta) - TADCASTER (Bus Sta)

To amend 1555 Harrogate-Tadcaster to operate Monday to Saturday instead of schooldays only.

To amend 1555 St.Aidans School-Wetherby to operate Monday-Friday (School Terms only) and commence from Claro Road at 1550 and operate via Plompton Rocks.

Monday-Friday (School Terms only) to introduce an additional journey at 1555 St.Aidans School-Spofforth (Commences from Claro Road at 1550).

BW 25/988 690 KEIGHLEY (Bus Sta)-BINGLEY (Railway Sta)

Wed only to amend the route in Cullingworth so as to operate via Greenside Lane, Sunningdale Crescent and Westhill Avenue.

BT 25/986 20-6 ACCRINGTON (Peel St) - KEIGHLEY (Bus Sta)

Mon-Fri (School Terms) to withdraw 1515 Keighley-Colne

to introduce an additional 1520 Keighley-Cowling

Mon-Fri (School Hols) to introduce an additional 1520 Keighley-Cross Hills.

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4. OPERATING NOTES

On 10th December, at least, roadworks at the Cavendish Street end of Townfield Gate, Keighley, meant that Keighley-Bradford (665 etc) and Keighley-Leeds (760) journeys had to enter the Bus Station via what is normally their "out" and load at the opposite side of the roadway to their usual platform. They then left via the "in" and rejoined Cavendish Street via Cocke Street.

At least on Sundays, Bradford-Keighley (697) is interworked with Keighley-Ilkley (765); on 11th December, 1478 and 1508 were the Bradford contribution, with Keighley providing Olympian 1803. On the subject of 697, the time point at Denholme (Baptist Church) is no more, having been demolished - perhaps it should now read Denholme (Cemetery)?

Bradford's REL's are not now used as often on the Baildon services as hitherto, with VR's being used more frequently. The displaced saloons are appearing instead on the 665 Bradford-Keighley-Skipton/Haworth group of services which, because of their loadings, normally justify double deckers. The resulting shortage of capacity has resulted in letters of complaint to the Telegraph and Argus.

From 9th December, Harrogate Car 3 (DD OMO), was revised slightly. In issue 390 we gave the previous (8th August) version, and the new duty is as before until after the 0655 Jennyfield-Harrogate (69), which is now followed by 0710 Harrogate-Wetherby (NOS); 0745 Wetherby-Harrogate (77); 0828 Harrogate-New Park School (NOS); 0835 New Park-Grammar School (212), then from 0920 (previously 0750) it takes up duty on Harrogate-Carmires Avenue-Knaresborough-Harrogate-Jennyfield-Harrogate (52) and is then as before. This journey on 77, which runs via Sicklinghall and Kirkby Overflow, may well be the reason for the use of 4084 on tree cutting, referred to earlier.

On the afternoon of 9th and morning of 10th December, the road on either side of Cattal bridge was closed due to flooding. The 79 service was diverted over the 79A route, but not until too late for 1386 (W), working the 1745 York-Wetherby (79), which failed on the narrow part of the bridge. The following morning, 1475 (H) was used on a shuttle service between Wetherby and Hunsingore/Cattal, whilst 4072 was recovering 1386 back to Grove Park, where the REL has since remained, still showing "Wetherby/79" and with the front grille removed.

West Yorkshire vehicles working on the new York-South Milford (747) service carry a board in the nearside windscreen reading "Sherburn, South Milford". This is on two lines and appears to be formed from the relevant destinations from a West Riding blind, stuck onto a board. West Riding journeys are worked by Olympians from Featherstone Depot.

The York Park and Ride services operated on Saturdays 3, 10, 17th and Thursday 22nd December, between Leeman Road/St. Helen's Square and Heworth Green/St. Saviourgate. For the first time double deckers were used on the Heworth Green service (but not on that to Leeman Road!) and on the late opening evening, as well as half fares for all, two drivers were dressed in Santa outfits, and one of their vehicles had tinsel and streamers inside. Vehicles noted included 1519/26/7 on Leeman Road and 3741 on Heworth Green, whilst photographic evidence suggests that 3986 was also used.

East Yorkshire 921 (BKH 921K), Leopard/Plaxton, has made regular appearances on route 744 through to Leeds during December.

On Boxing Day, 2576 (L) worked the two trips on Leeds-York (744).

In issue 391, we outlined changes to the Riddlesden (708) service due to drainage works. In early January, phase 2 was still in operation (having

commenced at the beginning of November), with vehicles working out to Barley Cote and back via Western Avenue, Dunkirk Rise, Scott Lane and Granby Drive. For our survey this month, we can cover the various Magnet Joinery specials in Keighley. Early morning duties comprise Car 24 (DD) from 5/9/83 which works 0707 Keighley-Bingley (Ferncliffe Drive) (666) then 0725 Bingley (Ferncliffe Drive)-Magnet (P), followed by (School Hols) back to Keighley garage at 0737 or (School Terms) 0737 Magnet-Wilsden Chapel (dead); 0805 Wilsden Chapel-Bingley Grammar School (B43); 0825 Bingley G.S.-Crossflatts (dead); 0827 Crossflatts-St. Annes School (947) and 0847 St. Annes School-Keighley depot (dead). Another morning duty is Car 282, 382, 482, 582, 682 (Mon-Fri) which from W/C 19/9/83 works 0705 Keighley Bingley (BBBS)-Magnet Joinery (P) then (School Hols) back to Keighley (dead) or (School Terms) 0731 Magnet-Haworth (Sun Hotel) (dead); 0750 Sun Hotel-Keighley Schools (Bronte, Oakbank, Holy Family & Greenhead) (P) then back to Keighley (dead). This rota was the home of 2528/36 until their withdrawal last month, when it has been seen 2562/4 or, more recently, 2331/5. Yet another morning duty is Car 281, 381, 481, 581, 681, (Mon-Fri) from 31/10/83. This works 0730 Keighley-Magnet Joinery (WKM) then (School Hols) 0735 back to Keighley (dead) or (School Terms) 0735 Magnet-Silsden (Bell Square) (dead); 0815 Bell Square-South Craven School (B40) and later baths journeys. Here the duties start to get a little complicated. On Mondays car 281 ends with the 1510 Keighley-Oakbank G.S. (dead); 1535 Oakbank G.S.-Oxenhope Keighley (dead); 1630 Keighley-Magnet Joinery (dead) and 1645 Magnet Keighley (WKM). On Tuesday, Car 381 works similarly but on Wednesday Car 444 (from 21/9/83), after some Baths specials, works 1530 Worth Valley-Oakbank G.S. then as 281 above. On Wednesdays, car 481 rather than working to Magnet is in fact doing a Webbs Poultry special instead. On Thursdays Car 544 works similarly to 444 except that it works 1525 Bus Station-Oakbank School (dead). On Fridays Car 680 works 1220 Garage-Magnet Joinery (dead); 1245 Magnet-Bingley (P); 1300 Bingley-Keighley (dead) and then continues with some baths specials. Cars 280-580 (Mon-Thurs) do not do this duty.

Returning now to Car 24, which it be recalled had gone to Keighley depot, on Fridays re-emerges at 1235 to Magnet Joinery (dead) then 1245 Magnet Bingley (P) (do not use Healey Lane) and 1300 Bingley-Keighley (dead). On Mon-Fri (School Terms) it subsequently does 1500 Keighley-South Craven School (dead); 1525 S.C.S.-Silsden (Bell Square) (B40); 1540 Silsden-Bingley G.S. (dead); 1605 Bingley G.S.-Ling Bob (B43); Not Friday it works Ling Bob-Keighley (dead). School Hols (Mon-Thurs) it works 1645 Keighley-Magnet Joinery (dead) and finally Not Friday (all year) it works 1655 Magnet Bingley (P) and 1710 Bingley-Keighley (dead). Final duty is left to Car 46 (21/11/83, which does 0625 Keighley-Skipton (667); 0650 Skipton-Eastby (75); 0705 return; 0715 Skipton-Silsden, Howden Road (70) and 0755 return (70M) 0825 Skipton-Keighley (667); 0915 Keighley-Silsden (dead); 0930 Silsden Howden Road-Skipton (70A); 1000 Skipton-Keighley (dead) School Terms (Mon-Fri) 1540 Keighley-Drewry Road (dead); 1547 Drewry Road-Greenhead School (918); 1532 Greenhead School-Ryshaworth School (dead) via Hard Ings Bypass; 1605 Ryshaworth Middle School-Wilsden (B17); Mon-Thurs 1625 Wilsden Magnet Joinery (dead); Friday 1625 Wilsden-Keighley (dead); School Hols Mon-Thurs 1640 Bus Station-Magnet Joinery (dead); Mon-Thurs (all year) 1655 Magnet-Bingley (P); 1710 Bingley-Keighley (667).

5. UNUSUAL WORKINGS

November 28th: 2600 (L) on 1740 Leeds-Scarborough (842).

29th: 1491 (O loan H) on 1655 Harrogate-Tadcaster (78A); 1820 (L) on 2115 Leeds-Harrogate (36).

- December 1st: 1368(L) on 1540 Leeds-Wetherby (741); 2710 (Yk) on 1205 York-Paignton (730)(Maiden trip).
- 3rd: 1520 (Yk) on Cornlands Rd-Burton Stone Lane (6).
- 6th: 3457 (Yk) on 1735 York-South Milford (747); 1475 (H loan L) on Leeds-Wetherby (741) and 1605 Leeds-Shadwell (767).
- 7th: 1815(L) on 1340 Leeds-Scarborough (843).
- 8th: 2702(L) on Leeds-Wetherby (799)
- 10th: 2538 (Yk loan M) on 0855 Scarborough-Leeds (842)-unusual for a Saturday.
- 12th: 2599(M) at Boston Spa Comp. School on BS9 at 1610 and later in Leeds showing "York/743"
- 13th: 2600(L) on John Smith's contract to Bramham/Aberford.
- 14th: 2573(L) on John Smith's contract to Bramham/Aberford; 2575 (L loan H) on 1555 Harrogate-Tadcaster (78A).
- 15th: 2563 (W loan L) on 0919 Shadwell-Leeds (767); 1429 (L) on 1640 Leeds-Keighley (760); 1009 (G loan K) on 1710 Bradford-Skipton (666); 1385 (H) on 1755 Harrogate-Tadcaster (78A)
- 16th: 1709/13, 1987 all on 767/8 (Shadwell) mid/late morning - very unusual; 1811 or 1813 (G loan K) on 1043 Keighley-Leeds (760) and 1210 Leeds-Keighley (760); 1400 (B loan L) on 1315 Leeds-Ripon (36).
- 17th: 1514 (H loan Yk) on 1625 York-Wetherby (79); 1709 (L) on 1315 Leeds-Ripon (36).
- 19th: 1440 (Yk loan M) on 1825 Scarborough-Leeds (743); 1811 or 1813 (G loan K) on 0720 Bradford-Haworth (665); 1725 (K loan I) on Leeds-Ilkley (733).
- 20th: 2557 (Yk loan L) on 0945 Leeds-Knaresborough (799) and 1100 Knaresborough (799); 1715 (L loan K) on Bradford-Haworth (665) but back at Leeds by 1400.
- 21st: 1821(L) on Wighill-Tadcaster G.S. (87); 1709 (L) on 1615 Leeds-Tadcaster (742); 1529 (L) on 1040 Leeds-Keighley (764)
- 22nd: 2595 (M loan Yk) on 1735 York-South Milford (747), later noted working 1825 Scarborough-Leeds (743), presumably from York.
- 23rd: 2585 (Yk loan L) on 1740 Leeds-Scarborough (842); 1522 (K) and 1366 (L) duplicating on 0740 Leeds-Keighley (760). 1522 would be the service car.
- 27th: 2585 (Yk loan L) on 1455 Scarborough-Leeds (842).
- 28th: 1477 (Yk loan M) on 0740 Scarborough-Leeds (843).
- 30th: 1366 (L) on 0835 Tadcaster-Leeds (742); 1369 (L) on 1715 Leeds-Tadcaster (742).
- January 2nd: 2559 (L) on Leeds-Whimmoor (795); 1725 (K loan I) on Leeds-Ilkley (733).
- 5th: 1973 (L) replaced at Bradford by 1728 (B) on 1025 Bradford-Leeds (670); United 1102 (Dennis) in Wetherby Bus Station (failed) and still there on 7th Jan; National Travel (West) Leopard/Willocwbrock 22 (SEA 311R) in Roseville Road depot showing "Afternoon Tour/EX2".
- 6th: 1434 (I loan K) on 0650 Skipton-Bradford (666); 1421 (B loan L) on Leeds-Wetherby (741).
- 9th: 1429 (L) on 1640 Leeds-Keighley (760).

===== 6. SOLD STOCK NEWS

NUG 363P (Ex 4051, Ford Transit sold W.Hall, Harrogate, 8/81)
 Seen parked in St. Georges Road, Harrogate, 31/12/83, still painted in poppy red with no marks of ownership. It was carrying copper heating pipes and other builders materials and is presumably owned by a Contractor.

LWR 410 (Ex CUG 5, LS6G sold Archbishop Holgates G.S., York, 2/67)

To Read School, Drax, 10/73.

We are indebted to the Headmaster of Read School for the information that the vehicle was sold during late 1974 or early 1975, for its engine, but the name of the purchaser is not recalled. It can be assumed to have been scrapped.

NCK 101J (Ex 2101, Leyland PSU4B/4R sold National Travel (West), 8/83)

This arrived at Norths, Sherburn, on 16/12/83, still carrying fleet numbers 2101 and with "West Yorkshire" crudely removed. By 1/1/84 it was parked on Norths forecourt with a Norths sticker in the back window and may now be part of their hire fleet.

FT 957J (Ex 3957, VRTSL6G sold Radio York, 6/83)

This apparently garages at York depot. It is still mainly white, but with two thin yellow bands edged with green around the lower deck and a further one, broken, between decks. It is entitled "The Radio Bus" and has "BBC Radio York" repeated at intervals between decks. The front indicator has "BBC" painted on the route number glass and "Radio York" in the destination glass. Inside, various seats have been removed to leave some at the rear of the lower deck and the front of the upper deck, giving a new capacity of H15/13F. Otherwise, the interior is unchanged.

UY 749/51/2K (Ex 1108/10/1, RESL6G sold Ulsterbus 9/83)

These are now 765-7 in the Ulsterbus fleet and have been allocated to Londonderry city services, in which 767 repainted in Ulsterbus livery was the first to enter service on 1st November.

JWU 336J (Ex 1345, RELL6G sold Reffculā, Bradford, 4/82)

The conversion of this vehicle to a caravan is now complete and it is called "The West Yorkshireman".

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7. OTHER INFORMATION

New Leeds Blind

A new blind, coded "Ls 2/83" has just begun to appear and is not so far fitted to all Leeds vehicles: diagonal Blank/PRIVATE/SCHOOL SPECIAL/WORKSS SPECIAL/LEEDS/ALWOODLEY/BOSTON SPA/ BRAMHAM/ INFIRMARY STREET/ HAREWOOD/ HARROGATE/KIRK DEIGHTON/KNARESBOROUGH/LEEDS/White Blank/PATELEY BRIDGE/RIPON/ SHADWELL/TADCASTER/THORNER/THORP ARCH/THORP ARCH T.E./TOCKWITH/WETHERBY/ WHINMOOR/WIGHILL/WIKE/LEEDS/White Blank/ADDINGHAM/AIRPORT/ARTHINGTON/AVRO/ BRADFORD/BRAMHOPE/GREENGATES/HIGH ROYDS HOSPITAL/HORSFORTH/ILKLEY/KEIGHLEY/ LEEDS/OTLEY/RANDON/SKIPTON/WHITE CROSS/TEADON/BRIDLINGTON/HULL/MALTON/ POCKLINGTON/SCARBOROUGH/YORK/PRIVATE/SCHOOL SPECIAL/White Blank/CONTRACT/ BIRMINGHAM/BLACKPOOL/BRADFORD/CARDIFF/EXCURSION/FLEETWOOD/GRASSINGTON/HAVES/ HULL/HORNSEA/INGLETON/KESWICK/LEEDS/LIVERPOOL/LLANDUDNO/LONDON/MANCHESTER/ MIDDLETON HOSPITAL/MORECAMBE/NATIONAL EXPRESS/NEWCASTLE/SOUTHPORT/SUNDERLAND/ WITHERNSEA/SHEFFIELD/diagonal Blank. The general principle seems to be (1) routes to the north and east of Leeds, (2) routes to the west of Leeds, (3) East Coastal routes, (4) Longdistance routes. Infirmary Street (a new destination) is not in alphabetical order and Middleton Hospital (to which Leeds have no known duties) hardly qualifies as a long distance destination. Contract is another new exposure as is Cardiff.

Other Bristols

United's Ripon-based RELL, 4272, has an LH front. Is it now an RE LH?

POD 807H, an LH6L with Garforth Comprehensive School, was at Norths by January 1984, painted in a livery of black roof, cream windows and waistband and pale blue lower panels.

HHY 184D, an ex Bristol C.C. FLF6G, which as West Riding 545 had a spell working for WY from Bradford depot in September 1979, was seen at Durango, Colorado, USA on 1/6/81, with Top Deck Travel, by one of our earliest members, [REDACTED]

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ALLOCATION OF FLEET AS AT 1ST JANUARY 1984

| | | | |
|--------------------|---|-------------|-----|
| <u>HARROGATE</u> | 1362/82/5, 1411/2/5/6/25/6/32/3/5/7-9/42/3/67/70-3/5/81/9/98, 1502/3/9-11/4-6/24/5 1704/50, 1810/4/27-9, 1992 2346-8/90, 2401-4, 2530/48/50/2/68/70/83/4, 2706. Stored (awaiting disposal): 2526 (at CRV): 2336 Service Stock 4028/56/7/62/70/2/5/8-80/2-4 | Total 61 | |
| <u>Otley</u> | 1444-6/53/4/90/1/4, 1534/5 1705/6/8/16/45/9/57, 1812/9 2574/87, 2601/4, 2707 | Total 24 | |
| <u>Wetherby</u> | 1386, 1456/95-7, 1512/3, 2563 | Total 8 | 93 |
| ===== | | | |
| <u>BRADFORD</u> | 1365/76/84/8/91/3/6/400/3, 1501/4-8/17/8/31-3, 1417/9-23/8/30/1/41/55/62/5/6/8/9/74/9/80/6/92/3 1727-30/4-6/48/56/9/65, 1977-82 2330/50/89/91/2, 2400/6, 2537/40/1/51/69/86, 2608, 2701/8 Stored (awaiting disposal): 2536 Service Stock 4061/6/7/13 | Total 75 | |
| ===== | | | |
| <u>KEIGHLEY</u> | 1002-6/11-21, 1521/2 1701/10-2/4/8/23-6/31-3/47/60-4/6, 1801-9/18/22/5/6/30/1, 1989-91/8/9 2331/5, 2562/4/71/8/80/1, 2606, 2705/9 Stored (Awaiting disposal): 2528 Service Stock 4064/5/9/81 | Total 69 | |
| <u>Ilkley</u> | 1001, 1434/6/78, 1523 1707/17/37/46, 2531/43, 2605 | Total 12 | |
| <u>Grassington</u> | 1007-10, 1811/3 | Total 6 | 87 |
| ===== | | | |
| <u>LEEDS</u> | 1366/8/9, 1529/30 1413/4/29/47/9-52/63/4/76/87 1702/3/9/13/5/58 1815-7/20/1/3/4 1971-3/87/8 2328/49, 2527/32-5/46/7/58-60/7/72/3/5/6 2600/2/3, 2702-4 Stored (Awaiting disposal): 2525/9/39 Service Stock 4076/7, 4068 | Total 58 | |
| ===== | | | |
| <u>YORK</u> | 1427/40/77/82/3/5, 3457-61 1519/20/6-8 1755, 3719-22/38-44/51-4/67-71 3940/1/50/2/4/6/8-70/4-6/83-6/93-7 2329/45/87/8, 2538/42/4/9/57/61/79/82/5 2607, 2710 Service Stock: 4063/74 | Total 83 | 92 |
| <u>Malton</u> | 1488 2545/77/94-9 | Total 9 | |
| ===== | | | |
| | | Total WY | 349 |
| | | " WY | 56 |
| | | Grand Total | 405 |
| ===== | | | |