

WEST YORKSHIRE

INFORMATION SERVICE

Issue Number 395

February 1984

SPRING TOUR - Sunday 29th April

details of this Tour are given on the enclosed booking form, which you are asked to complete and return to [REDACTED] as soon as possible.

HARROGATE MEETING - Saturday 14th April, 2 pm.

As announced at the November meeting, our April meeting will be held during the afternoon. This is because our speaker, [REDACTED], is travelling to Harrogate for the meeting. [REDACTED] was most recently the General Manager of Nottingham Corporation, but earlier in his career he spent some years with United and it is on these experiences that he will be concentrating in his talk. Please make every effort to attend this meeting.

FORTHCOMING EVENTS

PSV CIRCLE. The next Social Meeting will be on Thursday 1st March from 7pm in Meeting Room no.4, Bradford Central Library, Princes Way, Bradford.

HCVS YORKSHIRE SECTION. The next meeting will be on Wednesday 21st March at 7.45pm in the Metro Sports & Social Club, Concordia Street, Leeds.

PRESS DAY for the March issue will be on Saturday 3rd March and all items should be sent, to arrive on or before that date, to [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED].

1. FLEET CHANGES

New Vehicles

2405	A309	MWR	Leyland	TRCTL11/3R	8300804	Plaxton	8412LTHIC776	C50F	11130 Kg
3832	A683	MWX	"	ONLXB/1R	1134	ECW	25853	H45/32F	9628 Kg
3833	A684	MWX	"	"	1135	"	25854	"	"
3834	A685	MWX	"	"	1136	"	25855	"	"
3835	A686	MWX	"	"	1137	"	25856	"	"
4086	A852	NUA	Ford	Escort van	SFAVXXBBAVDT	28382			
4087	A853	NUA	"	"	SFAVXXBBAVDT	28380			

Renumbering

January 1984:- 2336 to 2566 (not yet back in service).

Additional Information

2405 was delivered at the end of November in plain white, with "Join the National Holidaymakers" in the rear glass panel and WY legal ownership on the skirt panel. The rear wording was removed and the vehicle was stored until early January in Grove Park. A photograph of the vehicle in plain white, with a "West Yorkshire" fleetname temporarily added has been used in a newly produced Private Hire leaflet by the Company. It then entered the Body Shop and has been painted into a special livery. This is basically white, with a black stripe down each side, which "kicks" up towards the rear, flanked by orange ones, which do the same. Down the sides, above the bands, is the legend (all in capitals) "RAY DENISON (black letters) SCHOOL TRAVEL

TO EUROPE" (orange outlined white letters) and behind the rear wheels, towards the rear of the vehicle, is a map of Europe, in beige and orange, on a white ground in a black-edged square. The rear illuminated panel is white, with "RAY DENISON" in black, and over the boot lid is "SCHOOL TRAVEL TO EUROPE" in orange letters. The boot lid itself carries "54, BOROUGHGATE, OTLEY LS21-1AE, WEST YORKSHIRE, ENGLAND" in black on white, with "OTLEY (0943) 461081" underneath in black on an orange band. Orange front and rear hub caps finish off the effect, which is quite attractive.

3832/5 were delivered on 6th January and 3833/4 on the 11th, all to Grove Park. They arrived with NBC logo and "YORK", but had the York coat of arms added in the Body Shop. On arrival the only fleet number was a tiny one by the fuel filler, and normal ones have been added at front and rear - the front one on the offside panel above the headlamp, rather than in the centre as on earlier Olympians. The rear registration plate is in the red panel, just above the white band, previous Olympians having carried it in the white band. Standing capacity of 8 is indicated inside, but no exterior seating capacity transfers were in place on delivery. Detail differences include semi-circular (instead of oblong) rainwater vents on the white bands; water filler and level testing button on the offside (above the engine access side door) instead of the nearside. This necessitates the oblong grille over the offside engine door now being fitted vertically instead of horizontally. Leyland LVS semi-automatic transmission (5 speed) is fitted, but none has a Tachograph.

4086/7 were delivered in all-over red and the relevant transfers were applied in the Body Shop. These and 4082 are in a standard Ford-range colour rather than Poppy Red, but the two shades are very similar. As usual, they were supplied by Crystal, Harrogate.

Allocations and Transfers

2347	from HARROGATE	to KEIGHLEY	18.1.84
1384/8/91/6	" BRADFORD	(delicensed)	31.1.84
2335	" KEIGHLEY	"	"
2405	(new)	to HARROGATE	1.2.84
3832-5	"	" YORK	"
4086/7	"	" HARROGATE	"
1427/40/77	from YORK	" BRADFORD	"
1755	" YORK	" BRADFORD	"
2389	" BRADFORD	" KEIGHLEY	"
2390	" HARROGATE	" BRADFORD	"
2604	" OTLEY	" BRADFORD	"

- Notes:-
1. 1384/8 spent all their lives at Bradford.
 2. 2335 has been at Keighley since new and can be assumed to be destined for renumbering to 2565 and rebuilding to accommodate power operated doors as with 2336.
 3. With the transfer of 2390, all three Leopard/ECW coaches are now at Bradford.
 4. 4086/7 have not yet been allocated to duties.
 5. 2390 and 2604 are making their first moves since new.

Withdrawals

31st January 1984:- 1384/8/91/6 to Held for Disposal. It was apparently intended to withdraw 1393, but following a minor accident to 1384 this was withdrawn instead.

Stored Vehicles

Bradford 1384/8/91/6 have joined 2536 in the yard.

Temporary Loans

From 10th January until the 23rd, 1801 (K) was on loan to York for driver tuition and was used on service during peak hours. 1755 (Yk) was at Keighley in return and as will be seen overleaf has since been transferred to Bradford.

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2. VEHICLE NOTES

Bi-Annual Service

January 1984:- 1729
February 1984:- 1509, 2584

Full Repaints

January 1984:- 2336 (to 2566); 2582/6/7

Livery Changes

Yorkshire Coastliner:- 2566 (ex 2336)
Dual Purpose Livery:- 2582/7 (ex National Express and National respectively)
New National Express Livery:- 2586
Large Fleet Numbers:- 2336 (front only) on repainting and renumbering to 2566.

Rebuilding

Further to last month's note, 2336 is in the process of being rebuilt to accommodate power operated doors, but meanwhile has been painted into Coastliner livery as 2566. On 21st January it was in Grove Park without doors, probably awaiting parts.

Paint dates

2392 - C 2/82; 1825 - W 5/83; 3832-5 all IP 12/83.

Unladen Weights

1444 - 9020 Kg (ex nil); 2560 - 9159 Kg (ex 9050 Kg).

General News

An addition to last month's note is that 3996, shown as Farebox and OMO on the Company's Fleet Disposition, is only fitted for Farebox.

2704 (L), like sister 2703, now carries the rear fleet number at the top left hand corner of the boot lid. It is now fitted for OMO, having already been fitted with a SaverStrip Cancellor. Two further vehicles of this type with their rear fleet number on the corner of the boot lid are 2702/8 (indeed, all of 2706-10 may be so treated).

Further to last month, 1973 does carry the (repaired) front grille off 1987. As part of its accident repairs, 1987 now has a driver's window with a two-part sliding portion and a fixed section rather than the normal two part sliding window fitted to VR's.

1978/9/80 and 1735 are further Bradford vehicles fitted for JMO. None carry yellow "Pay as you Enter" signs. It has still to be confirmed that 1977/81/2, 1727-9/34/6/56 are fitted.

Further Keighley Olympians with Pay as you Enter signs are 1807/18/31, but at least 1801/3/11/25 are not yet fitted.

2564/78 both have large NBC logos in the centre of the front panel rather than the medium or small size usually used.

1427/79/85 do not have a plain rear engine cover (additions to the list in issue 391). A full list of these is 1001/2/4-7/9-14, 1413/7/21/5/7-9, 1432/4-9/44/52/63/6/8/71-7/9/82/5/8/91/3/4 and 3457.

1498 now has a rear fleetname (delete from last month's list). It also now has a yellow Pay on Entry sign (delete from list in issue 391).

Last month we referred to 4057 having received BVW engine no. 7045. This

was removed from 4059 and overhauled for "spare unit" stock on 9/10/80.

The Leyland E0510 engine (no. 7952728) out of 1494, which is currently at Crosville, arrived back at CRW in mid January. In early January, Gardner 6HLX engine no. 178137, formerly in 1368, was despatched to Crosville and should be uprated to 6HLXB, though a Gardner from Crosville overhauled stock may be fitted to 1494 instead.

1830 (K) is the Olympian referred to last month, which was duly converted to CAV 551 controlled automatic transmission at CRW on 24/1/84. 1831 (K) is a further Olympian converted to LVS semi-automatic transmission.

The "ECW oval transfer" saga continues. The situation so far is that 1801-5 have them (except 1804 which is without one on the front roof dome but has one downstairs); 1806-18/20/2/4 seem to be without and 1819/21/5-35 all have them, leaving 1823 still to check.

Contrary to last month's notes, 1008 (G) has a fold-down luggage seat at the nearside, so it is not known which of the Leyland National B's have this feature.

Advertisement News

1748 (B) continues to run in Lightwater Valley livery, suggesting that both it and the service from Bradford may continue for a further summer.

2349, in National Holidays livery, carries a "Bradford/Leeds-Leicester" boomerang vinyl on the boot lid.

1004 (K) has now had its Precious of York upper rear advert removed and a rear logo, pointing to the nearside, substituted. This, and the logos next to the fleetnames, are unusual in that they do not have the square white background, though the "double N's" are still red/blue.

When 2600 was painted into Leeds-Manchester-Liverpool livery, the original plans for 2567 were evidently used as it was painted with "Two Hourly Express" and had to have the "Two" painted out, as 960 had been hourly for some time.

3. SERVICE CHANGES

N & P 1383 (6 January 1984)

Variations

The following application has been made:-

BW 25/861 66 HARROGATE (Bus Station) - MOOR GATES (Cornwall Road)
Mon-Fri: to introduce a revised timetable.

4. OPERATING NOTES

A facet of the Company's operations that we do not often cover is that of the Staff Bus. These, of course, are run to collect or take home crews before or after normal services are running. At Keighley, morning journeys involve three vehicles, as follows:- Staff Bus 1 (Mon-Sat):- depart Garage 0450 via Oakworth Road, Oakworth (0500); Providence Lane; Haworth (0510); Cross Roads; Ingrow Lane; Staveley Road; Bracken Bank Grove; Bracken Bank Avenue (0520); Ashbourne Road; Queens Road; Keighley Bus Station (0525). Staff Bus 2 (Mon-Sat):- depart Garage 0440 via Crosshills (0455); Steeton; Dragdishaw Road; Silsden (0505); Steeton; Bus Station; Guard House; Traffic Island (0520); West Lane; Bus Station (0525). Staff Bus 3 (Mon-Sat):- depart Garage 0450; Bradford Road; Bingley (0505); Thwaites; Parkwood Street; Long Lee (0520); Bus Station (0525). We have no details, unfortunately, of the evening journeys.

The new Barton-le-Willows service at York (83), referred to in issue 393, is part of York Car 50 (from 21/11/83), still shown, as with other York rotas, as "SD OMO Small", though York no longer have any small saloons! It operates (Friday only) 1020 York (Piccadilly) - Barton (83) and 1045 return, then various school specials and 1405 Piccadilly-Barton (83) and 1430 return and finishes with (daily) 1635 York (Rougier Street) - Wetherby (79A) and 1740 return.

At Bradford, from Christmas Eve, buses on the West Royd service travel anti-clockwise round the loop. This is because when turning from Leeds Road into High Busy Lane they were grounding and damaging their engines.

One man operation was introduced from 29/1/84 on Bradford-Leeds (655/670/755); Bradford-Baildon (659/660/661); Bradford-Keighley-Haworth (665); Bradford-Keighley-Skipton (666/667/668) and Bradford-Keighley-Crosshills (669). It was also introduced on Laycock-Keighley-Spring Bank (701); Keighley-Oldfield (716) and Keighley-Harewood Road (720). Timetables have not been changed (though arrival on some routes will be later than previously) and conductors are still being used on some busy duties. No extra vehicles are involved, the turn round being achieved by a shorter layover time involving a change of driver. The PTE have bought land at Mytholmes for a turning circle but until it is ready Keighley are using a conductor. Similarly at Lucy Hall Drive (Baildon), vehicles had three options - to turn at the school turning circle; to turn at Baildon village avoiding Belmont or to be crew operated and it is not yet known which is the chosen solution.

We understand that the reason why Leyland National 2's and more recently National 1's are used on West Royd is because this route takes a lot of change and the Nationals are equipped with a chute on their change machines for bagging coin. RELL's are not so fitted and hence are not used on this route.

An achievement on 7th January was the appearance of all the Coastliner liveried coaches on East Coastals; 2545/72/3/99 were on 842/843 to Scarborough whilst 2567 was on 744 to Bridlington.

5. UNUSUAL WORKINGS

- January 4th: 1362 (H) on 1855 Tadcaster-Harrogate (78A) and on the 27th.
 6th: EYMS 519 (PAG 519W) on 1520 Leeds-Hull (746) (EY blue VR in traditional livery).
 8th: 2607 (Yk) on 1625 Scarborough-Leeds (843) - this car finishes at Malton; 2584 (H) on 1855 Tadcaster-Harrogate (78A).
 9th: 2329 (Yk) on York-Tadcaster Grammar School; 1369 (L) on 1140 Leeds-Scarborough (842).
 10th: 2346 (K loan L) on Hull-Leeds (360). This spent the first part of the month at Leeds.
 12th: 1400 (B loan L) duplicating 0640 Leeds-Keighley (760) with 1451 (L); 2579 (Yk) on 1735 York-South Milford (747).
 13th: 1488 (M) on 1540 Leeds-Scarborough (843) and on the 0740 Scarborough-Leeds (843) on the 14th.
 14th: 1411 (H loan L) on 1510 Harrogate-Leeds (36).
 15th: East Yorkshire 923 (BKH 923K) on 1420 Leeds-Hull (760) in place of the usual decker.
 16th: 1813 (G loan K) on 0740 Leeds-Keighley (760) with 1702 (L) duplicating.
 18th: 2575 (L) on 1715 Leeds-Tadcaster (742); 1821 (L) on 1740 Leeds-Scarborough (842); 1366 (L) on 0640 Leeds-Keighley (760).
 19th: 1811 (G loan K) on 0650 Skipton-Bradford (666).
 21st: 2599 (M) on 1300 York-Tadcaster (87).
 24th: 2600 (L) on Tadcaster Grammar School-Woodlands Estate etc (205); 1811 (G loan K) on 1710 Leeds-Keighley (760).

January 25th: 2572 (L) on Boston Spa High School-Barwick.
26th: 1489 (H loan L) on 1141 Shadwell-Leeds (767/8).
27th: 1516 (H loan L) on 1335 Leeds-Shadwell (767/8) - still at Leeds on 30th January.
29th: 1815 (L) on 1820 Leeds-Scarborough (842).
30th: 1008 (G loan K) on 1743 Keighley-Morton (724).
31st: 1999 (K), farebox fitted, on 0650 Skipton-Bradford (666) - this is still a two man duty.

Last month we recorded that National Travel (West) 22 SEA 311R was in Leeds depot on 5th January. This had failed with broken windscreen wipers at Bradford at 1300 on Newcastle-Liverpool and was replaced by 2569 (B).

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6. SOLD STOCK NEWS

OWY 749/51K (Ex 1108/10, RESL6G sold Ulsterbus, 9/83)

As Ulsterbus nos. 765/6, these duly entered service on Londonderry city services in mid-November.

MWW 754K (Ex 1361, REL6G sold Citybus, Belfast, 5/83).

Maliciously destroyed 22/6/83 with Ulsterbus (no. 752).

To Corrie, Campsie, 8/83 as scrap.

XWX 56, 388G (Ex 1911/10, VRTSL6G sold NBC Disposal Centre, Lincoln, 11/80)

Returned to APT from loan to Lincolnshire 25/9/83.

XWX 56G at Bracebridge Heath, Lincoln, sheeted up, 1/2/84.

9168 YG (Ex 1073, MW6G sold Rev. Father Green, Weymouth, 6/76)

To non-PSV, Southend, 9/80.

Eastern National Preservation Group (or one of its members), for spares by 10/83.

OWT 784M (Ex 1178, LH6L sold NBC Disposal Centre, 10/80)

To Silcox, Pembroke Dock (no. 4), -/81.

Withdrawn after accident, by 12/83.

BYG 851H (Ex 1944, VRTSL6G sold APT Ltd, Lincoln, 3/81)

To Ensignbus, Purfleet, by 3/82.

Tillingbourne (Sussex) Ltd, Sevenoaks, -/82.

Was in Safeway advert livery but repainted blue by Tillingbourne Metropolitan, Cranleigh, 5/83 and to Metrobus, Orpington, 9/83. May not have been withdrawn by Tillingbourne as previously given.

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7. OTHER INFORMATION

BUS STOPS. In the November issue, we referred to the joint WY/PTE stops provided along Thornton Road, Bradford. These, and others in the Bradford area, are of a new type divided diagonally with one half red and the other half green, with "MetroBus" in white across them.

At Keighley, a bus lay-by for inward bound services is being constructed in South Street, near Aireworth Street.

OTHER BRISTOLS.

CHY 416C, the ex Bristol Omnibus Co MW with Royds School, Oulton, was noted passing Vicar Lane Bus Station, Leeds, on 15/12/83.

AAH 736J, the ex Eastern Counties REL6G now with Edwards Coachways, Horsforth, has been repainted into a livery of fawn with a brown roof, waistband and skirt. It has been seen on shoppers services to Asda, Morley and Hillards, Bradford, during January.

GLJ 476N, the ex Hants and Dorset LH6L now with a school in the Leeds area, is still in poppy red with a white band and was noted outside the International Pool in Leeds on 3rd February. It has a hand-made "Private" card in the indicator and was supplied by Norths, Sherburn.