

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 330

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1979 ORDERS The NBC orders for next year were announced recently. West Yorkshire are to receive 15 Bristol VRT 3 with Gardner 6LXB engines; 8 Leyland National 11.3 m (series A); 7 Leyland National 10.3m (series B) and 27 Leyland Leopard PSU3/ Plaxton coaches.

York-West Yorkshire will receive 7 Bristol VRT3/6LXB.

The large number of coaches on order for the main fleet is of interest and may well see the end of the 1967 RELH's (1014-7) and the last three MW's (1086-8), the Certificates of Fitness of all of which expire in early 1979.

AUTUMN TOUR - Sunday 1st October, 1978

Members are reminded about this Tour, which is to Hull, visiting East Yorkshire and Hull Corporation, and using a Lodekka. Anyone who has not booked is invited to send in their booking forms as soon as possible to [REDACTED]. Remember the success of this and future tours depends on full support being received.

PART II FLEET HISTORY Thanks to the sterling efforts of some of our members, we now have a further supply of the above, which covers the 1935-75 period. Copies are available from our Publications Officer, [REDACTED]. Priced £1.30 including postage.

FORTHCOMING EVENTS

FSV CIRCLE The next Social Meeting will be on Thursday 5th October from 7pm in Meeting Room No. 1, Second Floor, Bradford Central Library, Princes Way, Bradford.

MCVC YORKSHIRE SECTION The next meeting will be on Wednesday 11th October, at 7.45pm in the Metro Leeds Sports and Social Club, Concordia Street, Leeds.

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

1. FLEET CHANGES

NEW VEHICLES

4060	CWX 104T	Ford Transit	?	Pick-up	?
	CWX 102T	Ford Escort Estate	Architect's Office (Clerk of Works).		
	LBT 43T	British Leyland Mini (Car)	Mobile Inspectors		

ADDITIONAL INFORMATION

4060 arrived during August and is similar to 4050/1. These are probably more successful for carrying stores, etc, than the enclosed Transit vans used previously. The Editor could not let the opportunity pass to comment that once again, after 15 years, a CWX registered vehicle is allocated to Keighley. Both 4060 and car CWX 102T were supplied and registered by Harrogate Motors; the vehicle registered CWX 103T has no connection with the Company. New cars CWX 102T and LBT 43T were new on 1st September and are allocated to Harrogate. Triumph 2000 MWU 995P is still used by the Area Architect; new Austin Maxi KBT 109S is used by the Area Architect's Office.

ALLOCATIONS AND TRANSFERS

4058 (ex 1774)	Rebuilt	to Harrogate	1.8.78.
1215	from C.R.W. Spare	(delicensed)	31.8.78.
1216	Wetherby	"	"
4048	Keighley	"	"
1210	Leeds	C.R.W. Spare	1.9.78.
1262	York	Wetherby	"
1314	Harrogate	York	"
1473	York	Harrogate	"
4060	(new)	Keighley	11.9.78.

Notes:- 1. 1215/6 are both withdrawn due to C of F expiry on 26/9/78. and 12/9/78 respectively. 1215 was the prototype vehicle with curved back seats and did a demonstration tour of many operators throughout the Country when new.

WITHDRAWALS

1st August 1978:- car YWX 890S (General Manager)
 31st August 1978:- 1215/6 to held in reserve
 4048 (following accident damage) and Car
 OUA 214P (mobile inspectors).

SALES AND DISPOSALS

1st August 1978:- Car YWX 890S to NBC Northern Region, Darlington
 (following the appointment of Mr. R.H. Roberts
 as Group Executive.)

FLEET TOTAL

	<u>WY</u>	<u>WY</u>	<u>1.9.78.</u>	<u>1.9.77.</u>
Licensed:-	451	85	536	529
Delicensed:-	1	1	2	6
	<u>452</u>	<u>86</u>	<u>538*</u>	<u>535</u>

*The Fleet Total excludes 1215/6.

2. VEHICLE NOTES

OVERHAULS

August 1978:- 1223, 1349/54/6

HEAVY DOCKS

August 1978:- 3820

REPAINTS

June/July 1978:- 3460

August 1978:- 3459, 1421

? 1978:- 1280

UNLADEN WEIGHTS

1223, 3820 - both 7903 kg; 1349/54/6 - all 7658 kg

The unladen weight of 1421 after repaint is now 8-13-0(ex 8-12-0), and this is carried at the rear nearside behind the rear wheel in the standard position for other than Leyland National Types.

LIVERY CHANGES

New logo:- 1349/54/6, 1421, 1280

New VR's 1701-3 are without the new logo on the front but 1704-9 have this. 1223 already had the new logo. 3459/60 have received the additional white below the windscreen and centralised fleet numbers but not, of course, the new logo. 1436 now has the additional white below the windscreen, no new logo, the front number in the same position and the rear number in the centre on the white band.

GENERAL NEWS

1337 no longer carries a plate on the radiator grille with the new logo.

The Telma retarder on 1067 has been removed or, at least, the operating mechanism removed.

The latest VR's have aluminium used ticket boxes instead of fibreglass.

3960 carry
 3954
 1247
 He

ADVERTISEMENT NEWS

3960 carries a new side advert for the USDAW Trade Union.
3954 has a new side advert for Vernons Pools.
1247 has a nearside advert for the Royal Insurance Group. A new side advert at several depots on DX/VR's is "Start living with Schreiber".
The rear advert for "Storno Car Radio Phones" has ceased.
1708 (O) has received a "Colman" lower rear advertisement for its first advert.
1278 (I) has a painted lower rear advert for "Quarby Tool Hire, Eastburn".

3. SERVICE CHANGES

The following applications have been made:-

STAGE CARRIAGE

S.750 EW25/22 697 Bradford - Keighley

Mon-Fri: To retime the 0620 Keighley to Bradford to 06.15

S751 BW25/837 715 Keighley - Denholme

Mon-Fri: To retime the 10.10 Keighley - Oxenhope to 10.05

S752 BW25/850 714 Keighley - Oxenhope

Mon-Fri: To retime the 16.50 Keighley - Oxenhope to 16.55

S753 BW25/886 665 Bradford - Mytholmes

Mon-Fri: To retime the 22.40 Keighley-Mytholmes and 22.58

Mytholmes-Keighley to 22.45 and 23.03

To retime the 22.35 Mytholmes- Keighley to 22.38.

S754 BW25/849 713 Keighley - Stanbury

Suns: To retime the 20.55 Stanbury-Keighley to 20.50

S755 BW25/852 719 Keighley-Bracken Bank Circular

Suns: To retime the 0950 Keighley-Bracken Bank to 09.45

S756 BW25/353 10 Harrogate - Penny Pot Lane

Sats: To withdraw the 07.30 Harrogate - Burley Bank Ave and return

S757 BW25/544 29A Harrogate-Stonehouse Inn

Tues: To withdraw the 17.45 Harrogate-Stonehouse Inn and return and to operate the 17.45 Harrogate-Henwith Hill and return on Tues as well as other weekdays.

Sats: To retime the 0723 Harrogate - Forest Moor to 0720 and 07.47 Forest Moor-Harrogate to 07.42

S758 BW25/724 570/1 Bradford-Brighouse

Mon-Sat: To operate via Whinney Hill Estate.

S759 BW25/835 724 Keighley-Bingley

Mon-Sat: To retime the 22.45 Keighley-Morton to 22.35 and 23.00 Morton-Keighley to 22.50.

S760 BW25/116 673 Bradford- Woodlands Hospital

To operate the 18.30 Bradford - Woodlands Hospital and 20.10 Woodlands Hospital-Bradford on Fri as well as Mon-Thurs.

4. OPERATING NOTES

BRADFORD Last months notes regarding 1051/2/5/64/93/4 should have appeared under this heading and not under Malton. On 1/9 1048 was noted on the M1, south of Woolley Edge Services being towed by 4044 (B). On 5/9, 1067 was on Shiploy Glen (647) in the evening.

HARROGATE 2502 (SK) was still working for Harrogate on 29/8. On Wednesday only a York depot vehicle (usually a RELL) with conductor works 1135 York-Harrogate (84), 1345 Harrogate-Knaresborough (12 dup), 1425 Knaresborough-York(84). On 9/8

the vehicle on this duty was 3975. It is not known whether 3975 worked Harrogate-Knaresborough via route 12 or via the main road. On 1/8, 2502 (SK loan H) was on 14A. On 5/8, 1067 (B) was on Bradford-Harrogate (674).

LEEDS On 20/8, 1357 (W loan B) was on Bradford-Scarborough(43), and was on 653/4 Bradford-Otley on 22/8 and 23/8. On 27/8, 1262 (YK) was on Leeds-Scarborough (43) and the following day 3954 (YK) was on this route. On 3/8, 1021(L) worked 1805 Leeds-York (43). On 19/8 1371 (YK loan L) worked 1405 Leeds-York (43). On 21/8, 1371 (YK loan L) worked 0715 Leeds-York (43), and later on the 1810 Scarborough-Leeds for York Depot. On Leeds-Bridlington (44) on 16/8 was 1450 (L) and 1241 (L) was on this route on 28/8. On Whitby (291) on 12/8 were 1092 (H), YTC 249 and Millburns MBT 244T. On 21/8 3171 (loan L) was on Leeds-Skipton (784) at lunchtime; the same day EYMS Leyland National 169 (RAG 169R) was in Leeds on an East Coastel.

MALTON Malton depot have used the following vehicles on Leeds-Scarborough during August:- 1338/9, 1403(M); 1267/96, 1313/45/70/1/96/7, 1401 (all YK), with 1345/96/7 making the most appearances). 3329 (YK) was used on Malton Car 6 on 12/8, at least on the 87 part of the rota.

YORK Noted on 1725 York-Leeds (43A) have been:- 1/8 - 1277 and 8/8 - 1342; On 1/8, 1401 was on Y13 and the following day 1308 was on 84 and 1279 on the 1125 route 43. On 3/8, 1236(H) was on 84 and 3831 on 79. On 4/8, EYMS 784 was on 469 and 1379 on 43. On 6/8 1353 was on 43, 1345 on Y13 and EYMS 958 on 45. The following day 3954 was on 79, 1289 on 43 and 3174/5 on Y13. On 8/8, 1154 was on Y15. On 9/8, 3457 was on Y13 and 1254/1347 on 84. Noted on 10/8 were 1335 was on Y13, 1209 on 85, 1443 on 84 and 3175 on Y9. On 11/8, 3796 was on Y10 and 1259 on 84. On 14/8, 1226 was on Y11 and 3984 on 80. The following day 3458 was on Y14 and 3838 on Y15. On 16/8, 1309 was on 84 and 3175 on Y13. On 17/8 3460 was on Y13, 1371 on 82 and 3983 on 84. The following day 1268 was on Y9 and 1309 on 84. On 21/8, 1351 was on 43A and 3432 on Y13 and the following day 1376 was on 43A and 1209 on Y13. On 23/8, 3430 was on Y10, 1339 on Y19, 3173 on Y11A and 1169 on a Races Special. On 24/8, 1481 was on 79, 1337 on the 1125 route 43 and 1346 on 43A. On 30/8, 1339 was on 1710 to Tadcaster, 3834 on 79 and 1481 on 84. On 31/8, 3432 on Y1, 3975 on 79 and 1487 on the 0955 to Leeds. Golden National 1473 has again mostly been on Y9 but was on Y14 on 24/8 and was in Rougier Street one evening showing "19". On 26/8, 1042(YK) was on York-Tadcaster (Woodlands) (43). On 1/8, 5 private hire coaches were seen between Leeds and York just after 1700, numbered 2-6, as follows: 1050/2/5/9 and 251X (number not known). 1054 has been working the York City Tour for the last few days of August and 1089 or 1090 was noted on Leeds Road heading for York on 28/8. 4058 was in York depot doorway on 25/8. An EYMS Renown was working for Pocklington at the end of August, unusually nowadays. Also at Pocklington is an ex North Western coach which also works the local routes 94/95. It is understood that YVR's were working to Scarborough on 43 on Bank Holiday Monday.

5 SOLD STOCK NEWS

OWX 167 (Ex DX23, LD6B sold Norths, Sherburn 6/70)

To Partridge (Claireaux), Hadleigh, 11/70.

Spratt, Wreningham, Norfolk, 12/71

Helping Hands Community Bus, Wymondham, Norfolk 8/76,

YWT 293 (Ex SUG 78, MW5G sold Norths, Sherburn 9/71).

To MacGregor (Hedingham and District), L72, 10/71

Smith, Garnswelt, 6/74

Davies, Morrision 3/75

Lewis, Capel Mendre ?
Withdrawn 3/78.

MCY 405 (Ex DAW 1, AEC Regent V sold Norths, Sherburn 11/69)
To Smith, Reading 12/69

"Mr. Harry" Reading 6/73

Jamieson (dealer) Dunsroft 2/77

Pickersgill and Laverack, Carlton 3/77

MCY 408, NCY 455 (Ex DAW 2/4, AEC Regent V Sold Norths, Sherburn
To Smith, Reading 12/69 11/69)

To Goodwin, breaker, Carlton 1/77

BYG 757B (Ex 1202, RELL (6G) sold Norths, Sherburn 3/77)

Gone from Norths for scrap (shell only), 3/78

WY VEHICLES IN MACAU

CWY 981/2 (Ex SG 42/3) on arrival in Macau ran virtually unchanged (including Bible indicators) and carried registrations M86 and M87 (order not known). They now have registrations M101/2 respectively, and are B33D but evidently still have original bodies. Fleet numbers are L101/2 and current registrations M-10-46 and M-10-71 respectively.

DWW 589/94 (Ex SG75/80) were out of service by 1975, one as an engineless hulk, the other as a shed. They have now been rebodied and replaced in service - DWW589 has a Metro Dodwell B29D body and registration M-14-02; DWW 594 has a Union Auto B31D body and registration M-16-04. Fleet numbers L113/4 respectively.

EWY 422 (Ex SG106) now has a B33D body, fleet number L115 and registration number M-27-05.

LWR 434, OWX 152 (Ex SMG 4/40) now have B43D bodies, fleet numbers LS133/4 and registration numbers M-44-29 and M-45-77 respectively.

The L types at least were bought by Mee Wah Auto Parts of Hong Kong on behalf of their Macau operator, Companhia de Autocarros "Fok-Lei" Limitada (Macau Bus Service) and the above details are by courtesy of the PSV Circle publication on the subject.

YG 8984 (Ex 304, G05G sold Cowley (dealer) 8/52)

To Showman, Penrith, by 9/54

Still running, 4/71 with van body

This appeared unexpectedly at the Dunbar Vintage Vehicle Rally (as an entrant) on 27th August, 1978, on trade plates 799 NL; It's showman owner was [REDACTED] who died about 2-3 years ago, and the vehicle passed to another Showman who did not operate it. In early 1978 it was bought by a [REDACTED] of Greenlaw, near Duns, Berwickshire, and a partner, who intend to restore it as an example of historic fairground transport. Only the front end of the body is original, cut down at the bottom of the upper deck window pillars and extending (much altered) back to the first bay behind the bulkhead. The half cab has been extended to make a full front. Behind the first bay the vehicle was cut down to chassis only, and an old showman's trailer caravan body (complete with clerestory roof and coal range) mounted on it. The result is certainly unique in appearance but still worthy of preservation as the only West Yorkshire G05G still in existence and the only G05G so far preserved.

6. TEN YEARS AGO The September 1968 issue was an 8 page issue and had no new vehicles entering service. SEG 23 had been withdrawn and a summary was given of the location of stored vehicles. On overhaul DX159 had its Cave Browne Cave equipment removed but DX156 had retained it.

DGW9, although still in stock, had been painted into disposal livery.

DGW 4 had had a busy time, being noted on Menston-Otley (52) on

17th August and on a Leeds-Harewood (36) special for the Traction Engine Rally on 1st September. At Otley, DAW9 had been on Otley-Horsforth, the first known appearance of an ex Ledgard vehicle as the service car since the takeover. Bedford/Beadle KSP3 had been found derelict in the yard of Smith Construction, Birmingham, the first report since 1958 (is it still there?) Ex DBW 1 had visited the South of France and Paris as a mobile caravan. Nearer home, SGL56, with registration plates JHN358, was still running in Leeds with a showman (is it still around?). The issue ended with a list of paint dates of early post-war Bristols.

7. OTHER INFORMATION

Study of 1470

August 1st - route 11; 9th-route 36; 11th-routes 653/4/36/78/24;
12th - route 11; 22nd-routell; 28th-route 78; 29th-route 11.

YORK DEPOT

The field at the back of the depot, now more of a yard, had had high wire netting and barbed wire fitted round it and many vehicles, including new YVR's and Nationals, park there overnight. After over 40 years, roof ventilators have been fitted at close intervals along the depot roof and the pits roof, no doubt to clear fumes.

ALMEX TICKET MACHINES

The new Almex machinery have letters to indicate the class of ticket issued, as follows:- S-Single; R-Adult Return; C-Child; E-Child Day or Period Return; P-Pensioner; T-Transfer; D-Day return; W- Wanderbus or Dalesrider; X-Parcels; M-Multi-Journey.

ARCHIVES MATERIAL A letter from the Company's Chief Engineer (██████████) dated 10/3/54 has recently come to light regarding the then new Fleet Renumbering. Points of interest from this letter are:-

- (a) the SGW and SBW types were numbered in one series from 1 to 35 as the Company intended that engines would be changed from time to time. All that would then have been involved would have been the alteration to the engine code in the fleet number eg SBW 21 to SGW 21 or SGW 6 to SBW 6 etc. In the event this never took place.
- (b) The Lodekkas were designated DX to differentiate between them and other lowbridge or highbridge double deckers. The lack of an engine code B or G is accounted for by the Company's apparent intention to fit all Lodekkas with Bristol engines. It was the intention to remove the Gardner engines from DX 3 and 4 on their first overhaul and fit them with Bristol AVW'S but this was never done.
- (c) The Company hoped to accumulate sufficient 6 cylinder Gardner engines from DX3 and 4, plus those from 640-645 and one or two spares to convert 845-854 from Bristol to Gardner. This would have resulted in the DBW's stopping at 25 and the DGW's continuing from 11 to 20. Again in the event this never took place.

PLANNING APPLICATION The company have recently applied for planning permission for the erection of a garage for the company's private cars at the rear of 9 Regent Parade, Harrogate.

HARROGATE MEETING - Saturday 25th November, 6.30 pm in Moss Grange Training School, 9 Regent Parade, Harrogate. A meeting has been arranged for the above date, at which a talk will be given by the Company's Traffic Manager, ██████████. All members are welcome, and it is hoped further details about the subject of ██████████ talk will be to hand next month."

IMPORTANT NOTICE TO ALL W. Y. I. S. MEMBERS REGARDING THE AUTUMN TOUR

Shortly after the October issue of the Bulletin was typed, a major crisis occurred which almost resulted in the Autumn Tour having to be cancelled.

Because the Tour is taking place on a Sunday, the three operators involved were all unable to allow us to visit their Works, and this would have meant that we would have had very little of interest to see during the entire day.

At extremely short notice, therefore, and bearing in mind that the aim of the original Tour was to see the East Yorkshire fleet, the route and venue of the Tour has been altered.

Please note the following changes to the departure times, which are now as follows:- Bradford (Interchange) 9.30am, Leeds (Vicar Lane) 10.00am, York (Rougier Street) 10.45am. From there the route would have taken us to Pocklington, but this garage has from very recently been closed on Sundays. We shall, however, be able to visit the E.Y.M.S. depot at Driffild, following which the lunch break will be taken in Bridlington.

After lunch, the E.Y.M.S. depot will be visited, and the route will then be via Flamborough and Filey to Scarborough, where the Marine Drive will be traversed. The tea break will then be held, probably at Westwood Coach Park, and there will be sufficient time included in this break for passengers to walk round the town of Scarborough if they so wish.

Following tea, the return route will be via Malton to York (arrive 7pm), Leeds (7.45pm) and Bradford (8.15pm).

We still intend to use a Loekka on this Tour, and this will therefore be an added attraction, but at the time of writing, less than a fortnight from the date, bookings are still low. In order to avoid the danger of an LH having to be substituted, please send in your bookings NOW (by First Class Post, please) to [REDACTED]. The fare for the Tour is likely to be £2, which represents excellent value for a full day excursion; the last time we visited Bridlington, 12 years ago, the fare was £1, and the cost of everything has much more than doubled since then!

We hope you will endorse our decision not to cancel the Tour completely, and that you will show your approval by booking NOW if you have not already done so, and by taking part on the day and helping to make the Tour financially viable as well as having a good day out.

In case you cannot find the original booking form, another is included below:-

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BOOKING FORM FOR W.Y.I.S.AUTUMN TOUR TO BRIDLINGTON- SUNDAY 1st OCTOBER 1978.

To:- [REDACTED] (by First Class Post, please). I wish to take part in the above Tour and would like to reserve seats (.....adult andchildren). I will join the Tour at(Bradford, Leeds or York).

Name (Caps.)..... Address

Signature

Date