

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 365

AUGUST 1981

PERSONAL

Further to last month, [REDACTED] has been appointed Manager of Midland Red (South), and not General Manager.

BULLETIN BACK ISSUES

We now have a small stock of back issues as follows:-

- 1970 - January
- 1972 - May, July, August, Sept, Oct Nov.
- 1973 - all except October (2 copies each of May, June, Aug, Nov DEC)
- 1974 - All (2 copies of Oct)
- 1975 - All except Nov (2 copies each of May, June, July, Sept Dec)
- 1976 - All except Jan (2 copies of each except Oct)
- 1977 - All except Dec (2 copies of each of Mar, Apl, May, June, July, Sept)
- 1978 - All except Feb (2 copies of each of Apl, June, Oct, Nov)
- 1979 - All except Dec (2 copies of May)
- 1980 - Feb, April, Oct.

These are available on a first come first served basis, at 15p for a single copy, 25p for 2 copies, then rising in 5p stages for each additional copy to 75p for 12 copies (all inclusive of postage).

EASTERN COACH WORKS STAFF MAGAZINE

We have a few copies of this, the sports and social club magazine, as follows:-

- 1950 - May, Christmas
- 1951 - Feb, Mar, Apl, May, July, Sept, Oct Nov

Offers (including the cost of postage) are invited

CROSVILLE UNITED (EMPLOYEES MAGAZINE)

Again, a few copies (issued four monthly)

- 1951 - Sept
- 1952 - Jan, May, Sept
- 1953 - Jan, May, Sept
- 1954 - Jan, May, Sept
- 1955 - Jan, May, Sept
- 1956 - Jan, May

Offers (including the cost of postage) are invited.

Anyone interested in any of the above publications should write to our Publications Officer, [REDACTED]

TRANS PENNINE RUN

This took place on 2nd August with glorious weather. We would like to thank those WYIS members who assisted with the Run in any way.

Anyone who did not manage to obtain a programme on the day can still obtain one for 75p post paid from [REDACTED]

FORTHCOMING EVENTS

HVC YORKSHIRE SECTION

The next meeting will be on 16th September at 7.45pm when [REDACTED] will give

two "Transport Presentations". The meeting will be held in the Metro Leeds Sports & Social Club, Concordia Street.

PSV CIRCLE

The next Social Meeting will be on 3rd September from 7.00pm in Meeting Room No. 4 Bradford Central Library, Princes Way, Bradford.

YORK RALLY

The annual York Rally will take place on Sunday Sept 13th. Details from [REDACTED]

AUTUMN TOUR - Sunday 20th September

Details and a booking form were enclosed with the last issue, our venue this year is Lancashire, using a VR, and we hope that good support will be forthcoming. Please return your booking form at once if you have not already done so.

PRESS DAY for the September issue will be on Saturday 5th September and all items should be sent to arrive on or before that date, to [REDACTED]

1. FLEET CHANGES

NEW VEHICLES

1522	UWY 64X	Leyland National	116AL/1R	07522	B52F	9120	kg
1523	UWY 65X	..	..	07523	..	..
1524	UWY 66X	..	..	07524	..	..
1525	UWY 67X	..	..	07525	..	..
2387	UWY 61X	Leyland	MSU3G4R	8130168	Duple	134/5389	C49F 9233
2388	UWY 62X	..	..	8130185	..	134/5388	..
2389	UWY 63X	..	..	8130510	..	134/5390	..
2601	UWY 79X	..	PSU3F4R	8030897	..	134/5341	DP49F 8993
4075	VKH 37W	Ford Transit	BDVCBA	19287	Pick-up		
4076	VKH 38W	..	BDVCBA	19288	..		
-	UWY 77X	Rover 3500	Vanden Plas	(White)	New	3/8/81	

ADDITIONAL INFORMATION

All this month's new buses were delivered to Grove Park during July.

1522-5 are the same as 1514-21 except that only 1522/3 are fitted with Tachographs, to give a batch of 10 (1514-23) so fitted.

2387-9 were delivered as UUM 48-50W because of difficulties over the past couple of months in obtaining registrations. They were not licensed until 1st August, with "X" registrations, but 2388 spent a short time on driver familiarisation in late August on trade plates, to demonstrate the Ferodo retarder. All have Duple Dominant IV coachwork with the shallower, flat-glass side windows standard on the MK IV Dominant. They have very deep windscreens and a single piece Duple rear window. All are in National white livery, rather than National Express. All have the latest modified Leyland 680 engine to bring the Leopard more in line with the National 2, and have Friedmann & Mayer injection pumps fitted in lieu of the CAV distributor type DPA of the earlier Leopards.

2601 is in red and white DP livery, again with Duple Dominant IV bodywork. Side windows are the same as on 2387-9 but front and rear screens are of the split, shallow type. The rear is similar to 2550-2, with vertical tail lights, whereas 2387-9 have horizontal ones. 2601 has a Ferodo retarder, fitted since the chassis left Grove Park, being one of the 9 chassis stored on WY premises pending fitting with Willowbrook bodies. The current situation is that the outstanding 9 Willowbrook bodies will not now arrive, and the 9 chassis intended to have Willowbrook bodies will now have Duple bodies instead (2600-8). The 3 chassis of 2387-9 are the 1981 order for Leopard/Duples (hence the PSU3G4R chassis) and there should be a further 3 Leopards with the new ECW coach body (2609-11).

All of 2387-9 and 2601 are fitted with Tachographs.

The new Ford Transit pick-ups are 175 diesels (type VGTCLD) and the chassis nos are prefixed SFACXX. The Hull registrations are a consequence of Harrogate Motors being taken over by the Crystal Group of Hull, being supplied already registered (hence the 'W' registrations).

It will be noted that UWY 62-4 L are 3958 - 60 and there are now UWY 62-4X (2388/9 and 1522) in the fleet.

The new Rover 2500 is for [REDACTED], the NBC Deputy Chairmand and Chief Executive. Although licensing, etc, will be dealt with by WY, it is not a WY staff car. The registration number is from a WY batch.

Some reallocation of staff cars has taken place recently.

KWW 159V is now used by the Operations Engineer ([REDACTED]) and KWW166V is still used by [REDACTED] who is now Traffic Operations Superintendent (ex. M.A.P. Project Leader).

As a result both cars are now Harrogate based (ex York).

We now have more details of the miscellaneous vehicles owned by the Company. TWW 801 (Lewin Sweeper) was new 18/6/57, as was TWW 802 (Barford snowplough). TWW 804 (Lewin sweeper) was new 6/9/57; now withdrawn TWW 805/6 (also Lewin sweepers) were new 18/6/57 and 16/9/57 respectively. UYG 7 is not a Barford Atom 15; it is in fact an Allen snowplough (serial no. 72688) and was new 3/7/58. Barford snowploughs 191/2 DWY were nw 4/63; similar NWU 177D was new 16/11/66, and now withdrawn Stacatruc 8717 WW, which is at present stored at Grove Park, was new 5/9/60.

ALLOCATIONS AND TRANSFERS

1278	from Ilkley	(delicensed)	31,7.81.
1295	Keighley	..	..
1300	..	..	..
1313	Leeds	..	..
3931	York	..	..
1945	..	..	..
1947	Keighley	..	..
2514	Leeds	..	..
4050	..	..	..
4051	Harrogate(CRW)	..	..
1522	(new)	to Keighley	1.8.81.
1523	..	Ilkley	..
1524/5	..	Harrogate	..
2387/8	..	..	..
2389	..	Bradford	..
2601	..	Leeds	..
4075	..	Harrogate(CRW)	..
4076	..	Leeds	..
1014/9	Harrogate	Keighley	..
1301	Keighley	York	..
1304	Bradford	Leeds	..
1972	Harrogate	York	..
2540	Bradford(coach)	Bradford (dp)	..
2562	.. (coach)	Keighley (dp)	..
2568	Harrogate(coach)	Harrogate (dp)	..
2582	..	Otley	..

Notes: 1. 1278 was the rebodied RELL; this and 1300/13 are the first curved windscreen RE's to be withdrawn.

2. The withdrawal of 1295 and 1300 depletes the former Keighley-West Yorkshire fleet at Keighly still more, as does the transfer of 1308 to York, obviously its first move since new.
3. The Series 1 VRT is now extinct with WY : has any other NBC company managed this yet?
4. 2514 is the first of the "production" Willowbrook rebuilds to go - the others will follow as 2600/2-5 are delivered.
5. 4050/1 were the first Transit pick-ups in the fleet; in connection with Booking Office trailer 4028 it should be recorded that this was often towed by 4050 rather than 4053, and carried the former's registration number (HWU 661N). 4076 will now be taking over this duty.
6. These are the first moves since new for 1019, 2562/82.
7. The allocation of flat screen 1304 to Leeds in place of curved screen 1313 is interesting.
8. For the month of August only (School Holidays), only one double decker is required at Harrogate, hence the transfer of 1972 (with Leyland engine) to York.

Stored Vehicles

Harrogate Behind Grove Park on 2/8 were 1248/80/8 with 1271 down the side. This means 1245/7/9/52 have all gone.

Skipton. On 19th July 1937/8/9 were still behind the depot.

York In the field on 25/7 were:- 3236/9-42/4/61, 1298, 3922/8/30/2-4/42/3/8/9 and 0057. 1287/94 (ex Leeds) arrived at York in mid July and left on the 24th, 1296 (ex Leeds) also arrived at York and left with 1297 on 16th July.

Withdrawals

31st July 1981:- 1278/95, 1300/13, 1945/7, 3931, 2514, 4050/1 all to Held for Disposal.

Also car MDN 65T (Austin/Morris Princess formerly with NBC Architect's Office and not previously recorded).
WY Staff Cars WUM 864S and LWY 510P.

Sales and Disposals

July 1981:- 1287/94/6/7 to Citybus Ltd. Belfast. Left York on 16th July (1296/7 and 24th July (1287/94).

.. MDN 65T documents transferred to NBC HQ, London.

1st August 1981:- WUM 864S to Mr. S. Tunstall, WY staff (DTS, Keighley)

In addition a number of high mileage Gardner 6HLX engines were collected on 14th July by a Volvo F86 of S. Hughes Ltd. for transport to North6. These were engine numbers 156282 (ex 1343), 164445 (1286), 167618 (1372), 173710 (1314), 177172 (1319), 178778 (1376), 179403 (1334), 179484 (1316), 181379 (1377) and 185741(1389)

2. Vehicle Notes

Heavy Docks

July 1981:- 1445/6/50/6/66/7/9, 1723.

bro

Repaints

June 1981:- 1014, 1475, 1393
July 1981:- 1396

New logo:- 1393/6 (on rear peak)
Rear (red) fleetname:- 1014, 1444/75
Metro Bus fleetname:- During July, West Riding and PTE buses started to be fitted with new fleetnames. These consist of the NBC and PTE emblems in entwined "boxes", followed by "Metro Bus" above "W.Y.P.T.E." or "West Riding", and (below, on two lines) "The easy way from here to there in West Yorkshire".

No WY vehicles had been fitted as we closed for press, but it is understood that once transfers are received, these will be affixed.

Sale Livery

July 1981:- 3236, 1282/4/5
August 1981:- 3242/4, 1248/71/80/8

Paint Dates

3770 - IP 3/81

Unladen Weights

3962 - 8905 kg; 1309 - 7631 kg. 1307 shows 7633gks !

General News

3461 received a yellow PAYE sign during its recent heavy dock. Further to last month, the "dashboard modifications" to 1751-4 could be the fitting of a Tachograph. This item has been fitted to 1750/6/9 at least, and as it is understood that 10 VR's are involved, 1750-9 may all be fitted, though this has to be confirmed.

Further to last month, most of the seats have now been removed from 2520 to enable it to transport wheelchairs.

More vehicles with yellow Pay on Entry signs are 1444/54.

We have not previously recorded that 4065 was fitted, on conversation to a learner bus, with a Propane heater in the lower deck as an extra source of saloon heating.

Advertisement News

Further to last month, York is the one depot that retains quite a number of painted adverts, even 1945 receiving one at the lower rear!

3. Service Changes

N & P 1317

S.126 BW25/115 35 Harrogate - Beckwithshaw
BW25/945 62/62A Fountains Ave. - Pannal Ash
BW25/949 52/53 Jenny Fields - Woodlands

To introduce alternative routes.

N & P 1318

S127 BW 25/752 782 Leeds-Skipton

To amend the time point at Pool (White Hart Hotel) to read Pool Bridge Corner in the Leeds-Skipton direction.

S. 128 BW 25/978 767/8 Leeds-Shadwell

Mon-Fri-to introduce an additional journey 0810 Shadwell to Leeds.

S. 129 BW 25/887 765 Keighley - Ilkley

Mon - Sat to amend 0710 Keighly - Ilkley to depart Silsden at 0725 and operate 5 mins earlier between Silsden and Ilkley.

N & P 1319

S. 130 BW 25/834 70 Skipton (Bus Stn) - Silsden (Kings Arms)

Mon-Fri (School Terms) to withdraw the 1545 Aireville School to Skipton (Bus Stn).

S 131 BW 25/752.784 Leeds-Skipton

Mon-Fri to withdraw 734 1537 Long Meadow (Uplands) to Bus Station and replace with a 1537 Long Meadow (Uplands) to Sackville St. arr 1543.

S. 132 BW 25/126 73 Skipton (Bus Stn) - Short Bank Rd

Mon-Sat to amend 0925 Sackville St. Short Bank Road Circular to commence from Bus Station at 0925 and delete time point at Sackville St.

S. 133 BW25/324 796-9 Leeds ? Knarborough

Mon-Fri (School Terms) to withdraw the additional journey at 1520 from St. Josephs School at Wetherby operating via Bardsey Junior School arr. Leeds 1610

Mon-Fri to introduce an addl journey at 1525 Wetherby to Leeds which during Sch terms starts from St. Josephs School at 1525.

S. 134 BW 25/505 Sp. Leeds - High Royds Hospital

Wed Only to retime 1547 High Royds to Leeds to 1545
Sat only to intorduce an addl journey 1545 High Royds - Leeds

S. 135 BW25/819 781 Leeds-Arthington - Otley

Daily to amend time point at Pool (White Hart Hotel) to be Bridge Corner in Leeds - Otley direction.

S. 136 BW 25/917 44 Leeds - Brillington

Daily to amend route in Pocklington to Grape Lane and George St. instead of Railway St. Market Place Union St. and London St.

S. 137 BW 25/416 87 York-Tadcaster (Grammer School)

Mon-Fri School Terms to introduce following addl journeys
0845 Askham Bryan to Askham Richard School
1535 Askham Richard School to Askham Bryan

4. OPERATING NOTES

One of the Shadwell duties at Leeds is Car 60, commencing 25/5/81, which does Garage - Vicar Lane; 0645 Vicar Lane - Shadwell (767); 0716 Shadwell - City Square (768); City Square - Slaid Hill (Nos.); 0825 Slaid Hill - City Square (768); 0855 City Square - Vicar Lane (Nos) and then goes on to work various school Baths duties.

2539 (L) had a busy few days in late July. Early on the morning of Saturday 25th July, a Northern Scottish, believed to be RRS 54R, failed on the A1 north of Wetherby. 2539 was sent out and the passengers transferred, after which the Northern Scottish was taken to Grove Park for repair. 2539, meanwhile went to Great Yarmouth, then to Aberdeen, followed by a return trip to Perth and a return trip to Dundee before finally returning to Roseville Road at 4 am on Wednesday 29th July. Total mileage for Northern Scottish is an estimated 1400!

Of lesser interest is that 2527, in DP livery, has been to London during July and Willowbrooks 2594 - 6 are also regularly used on this service.

On Sunday night 2nd August, the last (2005) Scarborough - Leeds (43) journey was found to have more than a single deck load. Accordingly the WY saloon was taken off and replaced by a United VR which worked through to Leeds and then returned as far as York, where it spent the night before being returned to Scarborough the following morning. Unfortunately, no fleet numbers are available for this interesting occurrence.

Maiden trip for 260 (L) was to Bridlington on 1st August and the following morning it went to Scarborough.

5. UNUSUAL WORKINGS

JULY

- 1st - 1413 (L loan W) on John Smith's contract to Burton Salmon
- 3rd - 1314 (CRW loan M) on 1925 L - Sc (43)
- 4th - 2101 (B) on 915 (National Express) with 2 Ribble Leopards; 2102(B) on 291 to Whitby and 1401 (YK) on 0930 Sc-L (843)
- 6th - 3459 on 3A (Strensall - Acomb Park), 1005 on 16A (Burton Stone Lane - Fulford) and City Tour by 2542
- 7th - 2557 (YK) on 316 London - WK; 2567 (L) on 1830 Pocklington - L (44)
- 9th - 1314 (CRW loan M) on 1925 L - Sc (43); 1475 (K loan H) on 51
- 10th - 2542 (YK) on 0645 YK-L (46); 1314 (CRW loan M) on 1855 L - YK (46); 1345 (YK) loan M) on 1923 L - Sc (43) and 1401 (YK loan M) on 2130 L - M (43)
- 11th - 1717 (I) on Private Hire, noted on A659 in Tadcaster
- 13th - 2535 (L loan YK) on 0645 YK-L (46); 1314 (CRW loan M) on 1855 L - YK (46)
- 14th - 1314 (CRW loan M) on 0625 M-L (43)
- 19th - 1413 (L) on 0845 L - Sc (842); 1475 (K loan W) at Wetherby Bus Station starting '799'
- 20th - 2586 (L loan YK) on 316 London - YK
- 24th - 1307 (CRW loan L) on 1615 L - Tadcaster (742); 3458 (YK loan M) on 1825 Sc-L (842); 1401 (YK) on 2005 Sc-L (43)
- 25th - 2101 (B) on B-Filey (841); 2599 (L) on 1000 Sc-B (840)
1314 (CRW loan M) on 1345 L-Sc (843); 3431 (YK loan M) on 1545 L-Sc (843).
- 26th - 3431 (YK loan M) on 1020 L-Sc (842)

6. SOLD STOCK NEWS

XWX 388G (Ex 1910, VRTSL6G sold NBC Disposal Centre, Lincoln, 11/80)
now 039/31 FD with Lincolnshire, 5/81, numbered 602 and operating from Skegness.

XWX 56G (Ex 1911, VRTSL6G sold NBC Disposal Centre, Lincoln, 11/80). Also now 039/31 FD with Lincolnshire, 5/81, numbered 603 and operating from Skegness.

XWX 58G (Ex 1913, VRTSL6G sold NBC Disposal Centre, Lincoln, 11/80) To Laverack (PVS), breaker, Carlton, 3/81.

KWU 293D (Ex 1823, FS6B sold North (dealer), Sherburn, 6/79). To Parton & Allen, Carlton, 7/80; Barraclough (Breaker), Carlton by 8/80 and scrapped (presumably the one in issue 353).

MWT 807 D (Ex 1825) FS6B sold North (Dealer), Sherburn, 6/79) To Barraclough (Breaker), Carlton 6/80 and scrapped.

MWW 116D (Ex 3835, FS6B sold North (dealer), Sherburn, 10/79). To Whiting (Breaker), Carlton by 5/80.

TWR 452F (Ex 1256, REL6G sold NBC Disposal Centre, 5/80) To PVS (Breaker), Carlton 5/80.

TWY 606 (Ex 1664, LD6B sold North (Dealer), Sherburn 10/73) To Lingl (UK) Ltd, Macclesfield, 5/74. Now reported that Lingl moved to Congleton c1977 and after the move was used as an immobile storeroom. Still owned 9/80 (Previously reported as being at Cattybrook Brickworks, Patchway, Bristol by 3-4/75).

TWX 145/6F (Ex 2509/10, RELH6G sold NBC Disposal Centre, 5-6/80). Both to PVS (Breaker), Carlton in 5/80 and 6/80.

YHN 811H (Ex 1150, LH6L sold NBC Disposal Centre, 7/80). To Laverack (PVS), Breaker, Carlton, 7/80.

YWU 981G (Ex 1154, LH6L sold NBC Disposal Centre, 7/80). To Laverack (PVS), Breaker, Carlton 7/80.

AWR 884G (Ex 1166, LH6L sold NBC Disposal Centre, 7/80). To Laverack (PVS) Breaker, Carlton 7/80.

BWU 554H (Ex 3172, LH6L sold NBC Disposal Centre, 8/80). To Laverack (PVS), Breaker, Carlton, 8/80.

BWW 154H (Ex 3173, LH6L sold NBC Disposal Centre, 8/80). To Laverack (PVS) Breaker, Carlton, 8/80.

DWU 679B (Ex 1780, FS6B sold Norths, Sherburn, 6/79). To Freestyle Holidays. London, W12 (Later W8), 7/79. Argas Persicus, London SW5, 11/80. Further to issue 361, the real 1780 was parked on the Promenade by Cocker Square, Blackpool, on 5th June with "Top Deck Travel" and painted in their livery. It retains its painted front number plate.

NWT 699K (Ex 4043 Ford Transit sold G. Hines, WY STAFF, 10/80) Appeared as a tender vehicle at the Trans Pennine Run in connection with the Stationery Engine display. It has now been repainted into a very dark green.

OWA 214P (BLMC Mini, sold G.B. Lofthouse, WY Staff, 3/79) Seen travelling along York Place, Harrogate, on 2/8/81. Current ownership not known.

7. OTHER INFORMATION

Samuel Ledgard During March 1981, Bradford Metropolitan Council vacated the former Ledgard garage in Little Lane, Ilkley.

At Armley, the site of the Ledgard Headquarters has altered beyond recognition with the building of the Armley Relief Road. One of the roadways which has been laid over the site of the Ledgard premises has been name "Ledgard Way".

ILKLEY DEPOT During a Public Inquiry during May into proposals to build a supermarket on the car park behind Ilkley depot, it was disclosed that the

planning applications had been submitted by the Company for the bus depot site. Details of the proposals were not give but it was said that WY feat the appeal site and bus depot should be developed together and that if their applications were refused or undecided, they would appeal.

NBC Report and Accounts 1980 This has been published recently and includes a photograph of 2583 and other vehicles at Grove Park, showing "the new pits and improved workshops which have increased workflow at Grove Park, Harrogate, which provides maintenance and servicing facilities for up to 87 vehicles".

Facts concerning 1980 West Yorkshire operations include:-

Traffic Revenue	£16,159,000
Passengaer Journeys	44,028,000
Vehicle Mileage	17,924,000

OTHER BRISTOLS

Parked on the forecourt of a garage near Barwick in Elmet during July has been former Bristol Omnibus MW, BHY 719C, painted in two shades of blue. Current ownership is not known.

Noted running in Pudsey with a number of passengers aboard on 1st August was former Potteries RE, JEH 196K, with curved windscreen ECW bodywork. It was painted a darker shade of red than usual and was showing "Contract /2", but new ownership is not known.

NEW TIMETABLE

A new Harrogate and the Dales Area timetable was issued, dated 19th July. There are a number of changes since the last (31/8/80) edition; in particular the Markington (25/25A) service is now numbered 26/26A, to allow 25 to be used for the Keighley-Burnley service; the unequal struggle to number it 725, (for which reason the Hainworth service was renumbered 705) having been abandoned.

The Knaresborough - Thistle Hill Hoppital service has now been given a number (32). whilst services newly included are the East Coastals and 731/2/5/6/81/95. The Dalesbus section consists of the entire leaflet (including cover) for these services and the Mcorsbus service are also included. The booklet goes up to 152 pages, from 136, despite the omission of all Independents except Pennine, and at 26p is good value.

REGISTRATION NUMBERS

We have previously given details of vehicle s that were allocated registrations that had to be given up when the year suffix system was introduced, and since then some details have been given of registrations booked, but which had to be given up when the vehicles did not arrive until after the suffix letter changed on 1st August. We now have details of two other ranges booked but not used:-

SRG 107-20 (1307-20) were to have been DWT 728-41H and
YVR 55-7 (3955-7) were to have been DWU 840-2H.

PICCADILLY (YORK) DEPOT

On page 22 of the City of York book, we referred to the Piccadilly depot being leased to a private firm. [redacted] wrote an autobiography called "Slide Rule" and in this he says that the embryo Airspeed Ltd (aircraft manufacturers)"rented one half of an empty bus garage in Piccadilly. This building had a floor area of about six thousand square feet and was to be the works of the company for the first two years". Also " when we moved into the bus garage we built a little office about eight feet square and a store of about the same size next to it". The first sailplane was first flown in

August 1981, and old Buick car was used to tow it from York to Sherburn in Elmet aerodrome. Because of this difficulty of having to transport the finished aircraft to an airfield, the firm left Piccadilly in March 1933 to a new factory at Portsmouth Airport. About 100 men were employed at York by the time it closed.

KEIGHLEY BLINDS

A new blind (30") introduced in March, is as follows:- Diagonal Blank; Private, School Special; Works Special; Spring Bank, Keighley, Laycock, Braithwaite, Thwaites Brow; Fell Lane, Parkwood Flats, Silsden; Oakworth, Brakken Bank; Harewood Road; Oldfield; Köghly, White Blank. Airedale Hospital, Bingley, Bradford; Ilkley; Burnley; Keighley; Colne, Cowling; Crosshills; Sutton, Denholme; Hainworth; Haworth, Bradford; Skipton; White Blank; Ingrow; Keighley; Leeds; Greengates; Leeming; Morton; Barley Cote; Riddlesden, Oxenhope; Keighley; Stanbury; Heben Bridge; Silsden, Skipton; White Blank; York; Harrogate; Ilkley; Leeds; Otley, Hebers Ghyll, Horsforth; Middleton Hospital; White Corss; Bramhope; White Blank; School Special; Works Special; Private; Private Charter; Excursion; Birmingham; Blackpool, Bridlington; Keswick, London; Morecambe, Ramsgate, Scarborough; Sheffield; National Express; Diagonal Blank.

This is fitted to all Keighley Depot vehicles and Skiptons double deckers but not to Ilkley Depot Vehicles. There is another blind for Skipton single deckers and Ilkley, which has Embsay, Eastby, Grassington, etc as well as some Keighley local destinations for use when the vehicle is at Keighley for docking.

LEEDS BLINDS

A completely new blind has been produced, in only one version, and fitted to all Leeds Vehicles. It carries a depot and date code "Leeds 5/81", is on a type of thin plastic, and has the full name of each destination stencilled on the back in red. These should overcome all the difficulties that have been encountered with recent blinds, which were made of a thick paper and were not very robust:

Diagonal Blank; Private; School Special; Works Special; Leeds; Aberford; Addingham; Airport; Alwoodley; Arthington; Avro; Bardsey; Barwick; Benton Park; Bilton; Boston Spa; Bradford; Bramham; Bramhope; Bridlington; Collingham; Copmanthorpe; Leeds; Farsley; Greengates; Grassington; Harrogate; Hawes; High Royds Hospital; Horsforth; Hull; Ilkley; Keighley; Keld; Kirk Deighton; Knaresborough; Leeds; Wetherby; Malton; Otley; Pannal Ash; Pateley Bridge, Penn. Pot Lane; Rocklington; Rawdon, Red Hall; Ripon; Saltaire; Scarborough; Scholes; Shadwell; Shipley; Skipton; Leeds; Tadcaster; Thorne; Tockwith; Thorp ARch; Whinmoor; White Corss; Wigh&228;ll; Wike; Yeadon; York; Leeds; White Blank; School Special; Works Special; Private; White Blank; Birmingham; Blackpool; Bradford; Excursion; Fleetwood; Keswick; Leeds; Liverpool; Llandudno; London; Manchester; Morecambe; Newcastle; Private Charter; Southport; Sunderland; Tour; National Express; Diagonal Blank.

Old Certificates of Fitness Expiry Dates

SG1 - 9/11/55; SG2 - 26/12/53; SG3 - 12/12/53; SG4 - 11/8/55; SG5 - 29/11/53; SG6 - 7/1/56; SG7 - 4/58; SG8 - 26/8/54; SG9 - 17/7/54; SG10 - 12/12/55; SG11 - 29/10/54; SG12 - 10/10/55; SG13 - 2/1/54; SG14 - 11/2/56; SG16 - 14/9/55; SG17 - 27/11/56;; SG19 - 23/10/54; SG 20 - 1&247;7/55; SG21 - 25/9/55; SG22 - 2/1/54; SG23 - 13/11/54; SG24 - 23/10/54; SG25 - 18/12/54; SG26 - 24/4/54; SG27 - 20/11/54; SG 28 - 7/11/53; 138 - 18/12/54; SG30 - 3/10/53; SG31 - 4/3/56; SG32 - 3/10/53; SG33 - 3/6/55; SG 34 - 21/11/55; SG 35 - 24/10/53; 145 - 2/1/54; SG37 - 24/10/53; SG38 - 22/7/54; SG 39 - 2/9/54; SG 40 - 6/1/55; SG 41 - 11/12/54; SG 42 - 1&247;8/54; SG43 - 5/8/54; SG 44 - 24/10/53; SG 45 - 11/8/55; SG 46 - 10/6/55; SG 47 - 28/7/55; SG 48 - 23/10/54; SG49 - 13/2/54; SG50 - 5/12/53; SG51 - 4/7/56; SG52 - 27/3/54; SG53 - 19/11/55; SG 54 - 9/1/54; SG55 - 20/3/54; SG61 - 10/7/54; SG62 - 3/10/53; SG63 - 5/6/55; SG64 - 10/57; SG65 - 14/8/54; SG66 - 3/10/53; 11/57 SG68 - 24/4/54; SG69 - 18/12/54; SG70 - 25/1/56; 25/7/57; SG71 - 22/4/55; SG72 - 27/5/56; 182 - 9/1/54; SG74-5/12/53; 11/57; SG75 - 30/10/5&247;3; SG76 - 20/11/54;