

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 283.

OCTOBER, 1974.

PERSONAL. [REDACTED] retired on the 30th. September, and following his long service with West Yorkshire, we would like to wish him a very long and happy retirement. We would also like to thank [REDACTED] for all the assistance he has given to us.

[REDACTED] formerly General Manager of East Midland Motor Services, Ltd., has been appointed General Manager of West Yorkshire, to succeed [REDACTED]. We wish him every success in his new post.

AUTUMN TOUR, - Sunday, 29th. September, 1974.

We were very pleased to welcome 33 members and friends on this Tour, which used 1205 (L) and 1945 (K). We hope that all enjoyed the day's events, which followed the itinerary set out in previous issues. In a week of mixed weather, we were very lucky that it was fine for most of the day, which helped to make the Tour even more enjoyable.

Our grateful thanks are due to Ribbles Motor Services, Burnley and Pendle Joint Committee, Dales Railway Preservation Society, our driver, C. Homan, of Leeds, the Company for their usual helpful co-operation, and last but not least, Colin Wright for making the arrangements.

FORTHCOMING EVENTS.

HARROGATE MEETING - Saturday, 2nd. November, 1974.

As those who were on the Tour already know, a meeting has been arranged for Saturday, 2nd. November, at 7-30 p.m. Thanks to the generosity of the Company, the meeting will be held at Moss Grange Conductors' School, off the Stray, and the speaker will be [REDACTED], the Company's Traffic Manager. Please make every effort to attend.

P.S.V. CIRCLE.

The next Social Meeting will be held on Thursday, 7th. November, from 7-00 pm., in the Bradford Metro Staff Canteen, Forster Square, Bradford.

H.C.V.C., YORKSHIRE SECTION.

The next meeting will be on Wednesday, 13th. November, at 7-30 p.m., in the Leeds Metro Sports and Social Club, Concordia Street, Leeds.

PRESS DAY for the November Issue will be on Saturday, 2nd. November, 1974, and all items should be sent, to arrive on or before that date, to [REDACTED].

1. FLEET CHANGES.

NEW VEHICLES.

33457. GUA 821 N Leyland National, 11351/1R. 01556 B52F. ?
- UWY 634 N Ford Cortina - New in mid-September for the Secretary.

ADDITIONAL INFORMATION.

3457 was delivered in late August to Grove Park, with registration UWV 801 N, but due to the re-organisation of vehicle licensing from the 1st. October, was first taxed as shown. It has a smaller pod on the roof, and a different door handle arrangement. It was delivered as B52F & 23 standing passengers, but has probably entered service without provision for standees.

The difference in the door arrangement between 1037-46 and 1047-56 referred to in Issue 277, is that the earlier batch has mechanical doors, whilst the latter batch has manual doors.

1945 carried unladen weight of 8-8-7.

1. FLEET CHANGES, (cont.)

<u>ALLOCATIONS AND TRANSFERS.</u>				
1093	from YORK	to ILKLEY		13.9.74.
1217	" ILKLEY	" HARROGATE		"
1285	" LEEDS	" WETHERBY		22.9.74.
3172/3/4	" YORK	(Delicensed)		30.9.74.
1251	" HARROGATE	"		"
1252	" MALTON	"		"
1253/4	" LEEDS	"		"
1354	" BRADFORD	"		"
3431	" YORK	"		"
1768	" BRADFORD	"		"
1773	" OTLEY	"		"
3171/5/6	(Delicensed)	to YORK		1.10.74.
1244	"	" ILKLEY		"
1245	"	" LEEDS		"
1320	"	" HARROGATE		"
1352	"	" MALTON		"
1417	"	" BRADFORD		"
1775	"	" OTLEY		"
1779	"	" BRADFORD		"
3457	(New)	" YORK		"
1006	from WETHERBY	" YORK		"
1242	" ILKLEY	" LEEDS		"

- Notes :-
1. All vehicles are relicenced at their former Depots except 1352 (ex.Bradford) and 1779 (ex.Leeds).
 2. 1352 had been off the road since 31/12/73, and makes its first move since new.
 3. The YLH situation is becoming comical, as 3172/3/4 have only been back on the road since the 1st.July, and the batch has not all been in service together since the 30th.April.

STORED VEHICLES.

HARROGATE. The situation behind Grove Park is unchanged, except for the apparent loss of the old type CUG, possibly to inside the Garage.

LEEDS. Inside the Garage are 1068/95 & 1700 are stored, and possibly 1253/4.

SKIPTON. No vehicles are at present in the field, and 1066 remained inside the Depot.

WITHDRAWALS.

30th.September,1974 :- 1700 to Held in Reserve.
1121/5/6 & 3685, which were Held in Reserve,
are now Held for Disposal.

FLEET TOTAL.

	<u>W. Y.</u>	<u>K.W.Y.</u>	<u>Y.W.Y.</u>	<u>1.10.74.</u>	<u>1.10.73.</u>
Licensed :-	390	51	80.	521	510.
Delicensed :-	19	1	8.	28	30.
	<u>409</u>	<u>52</u>	<u>88.</u>	<u>549</u>	<u>540.</u>

* The Fleet Total excludes 1700, but includes 1434-8 & 3459-61.

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

September,1974 - 1244/5, 1775 & 3790.

REPAINTS AND TUV's.

? 1973 - 1256 & 1346.
September,1973 - 1757.
September,1974 - 2102/3, 2766, 1707/68, 2822, 1908/13 & 1707.
January, 1974 - 1269.
May, 1974 - 1727.
September,1974 - 1204/13/86, 3297, 2734, 1787/9, 3793/8, 3828/30, 3930/2 & 4026.
October, 1974 - 3927/9/52/3/5 & 4027.

PAINT DATES.

2109/10 - both W.Poly 4/72; 2332 - W.Poly 2/72; 1068/3956 - both painted out.

2. VEHICLE NOTES, (cont.)

LIVERY CHANGES.

Poppy Red Livery :- 2102/3, 1204/13/56/69, 3297, 1346, 1707/27/57/68/75/87/9, 2734/66, 3793/6, 2822, 3828/30, 3927/9/30/2/52/3/5, 1908/13, 3796 & 4026/7.

1244/5/86 & 3790 were already in poppy red, 3952 and other YVR's were repainted at Leeds.

Various points have emerged concerned with last month's list of vehicles still in Tilling red. Two vehicles on the list were 1206/67; these are, however, in poppy red and were reported in Issues 277 & 262 respectively. Five vehicles not on the list are in poppy red, but have escaped publication - these are 1256/69, 1346, 1727/57, and are shown this month for completeness. In addition, 1906 was shown in Issue 279 as a repaint, but due to an omission was not listed under livery changes as being in poppy red; the same applies to 3951 in Issue 282. Finally, two vehicles not on the list are still in Tilling red, and should be deleted from Issues 270 & 266 respectively, where it was said they were in poppy red; these are 1313 & 2762. In view of all this, it is probably as well to recap with an amended list :-

2104/8/9/11, 1138/9/66, 1255/60/5/71-3/8, 2295, 1313/62, 2332, 2695/6, 1702/6/8/24, 3731, 2738/40, 1756, 2762/4, 1769/73/7/82/5, 3792/5-7, 3829/31 & 3933/54 = (Total 43). Of these, it has been suggested that 1724/85 at Bradford are in poppy red, but confirmation is required, please.

During the latter half of September, a start was made on altering the Keighley - West Yorkshire vehicles into main fleet stock. So far, only vehicles in poppy red have been so treated, and they have had their gold fleet names replaced by 5" white main fleet transfers, the "2" in the fleet number altered to "1", and the legal ownership panel changed from Keighley - to "West Yorkshire Road Car Co." The Keighley - West Yorkshire fleet is officially still in existence at the moment, and this situation will be changed only when all vehicles have been altered. It will probably be of interest to record a survey of the entire Keighley - West Yorkshire fleet (except 31) made on the 28th. September. Still as in Tilling red and unchanged :- 2104/8/9/11, 2295, 2332, 2695/6, 2738/40/62/4. In poppy red, but still Keighley - West Yorkshire :- 2101/2/10/59, 2280/1/93/4, 2300/1, 2425-8, 2739/41/2/5, 2822/4/5, 2925/6. In poppy red and altered :- 1103/60, 1299, 1733-6/44/63/5/6, 1823/6/7 (Ex. 2103, etc.) Delicensed - 2429. Not seen - 2737/43. Total = 52.

GENERAL NEWS.

1767 (B) now has a front number plate in smaller (3½") digits.

Of the first batch of S.G.'s, 1203 now has the later style of plastic tail lamp, whereas 1201/2 still retain their original old type tail lights with a chromium surround to the glass lenses.

Following repairs, 1144 (L) now has a front grille made out of "SRG mesh".

1037-41 were being fitted up for one-man operation during September, probably to enable them to be used on stage carriage services in connection with the bus grant scheme. They are being fitted with yellow, hinged PAYE boards in the nearside windscreen, and are having to have a door fitted next to the driver, in order to carry the ticket and change-giving machine.

Further VR's to be noted with three-piece rear engine covers include 1909/10/11. VR's checked recently, and found to retain one-piece covers are 1912 & 2935/6. Can any member do a survey of the YVR's, please?

1203 carries a small plate on the dashboard, reading "First gear must be used to start this vehicle. Approximate maximum road speeds - 1st. gear, 6 m.p.h., 2nd. gear, 13 m.p.h., 3rd. gear, 22 m.p.h., 4th. gear, 32 m.p.h., 5th. gear, 47 m.p.h.

ADVERTISEMENT NOTES.

A recent side advert. is for "Enlightenment" - Pilot Matches, whilst another is for "Take the Coach Roads of Britain with National Express."

1712 (L) has received a new style paper F. & J. Kitchen waistband advert in place of its previous painted version.

A target advert. at several Depots, now ceased, was for York Races - 4/5th. Sept.

A further new paper side advert. is for "High and Mighty" - a mens' outside clothes shop at Leeds and Hull.

2. VEHICLE NOTES, (cont.) ADVERTISEMENT NOTES, (cont.)

1723 (L) has a lower rear advert. for Pioneer Stereo Car Radio.

1386 (L) has gained a painted lower rear advert. for Arthur Gill, (Bradford). Further to last month, 1413 (L) is definitely without an Audion upper rear advert.

Presumably to coincide with the Election Campaign, Mother's Pride Bread have issued several side adverts, including "The M.P. for any Party", "Keep your M.P. in your Cabinet", and "Return your M.P. to the House".

More new side adverts. have appeared at York, including "Habitat" for York's newest store, and "Presto" supermarkets.

The temporary inside adverts. at York have now been removed; surprisingly, there has been no advertising for staff on York buses.

3. SERVICE CHANGES.

From the 31st. August to 5th. September, routes 66/66A and all routes through Bolton Woods were diverted, due to a subsidence under Stanley Road. The 66/66A, instead of turning left into Bolton Woods, turned right down Gaisby Lane into Canal Road.

Staff shortage at York has been causing difficulties during late August and September. At the end of August, a list was published of services in York which could be affected by cancellations, since York was 20 drivers and conductors short. An intensive recruitment campaign was then mounted, and by the 9th. Sept., an all-out effort was made to operate a full service.

Staff shortages at Leeds have also been causing concern to the extent that during the week commencing the 8th. September, Information Bureau 4028 was on Wilk's Car Park, adjacent to Vicar Lane Bus Station, advertising for drivers and conductors.

Bradford Depot crews stopped work in the early evening on Friday, Saturday and Sunday from the 13th. September to 6th. October, 1974, in protest against recent acts of hooliganism. As a result, services had to be curtailed or cancelled in the Bradford area. Services affected were 30/50/1/3/5/5A/6/6A/7/9/60/1/2/3/3E/4/66/6A/7/8/8A/9/9A.

The service improvements in the Baildon area detailed in Issue 274 were finally introduced on Sunday, October 6th. Service 59 to Lucy Hall Drive now has an hourly service; service 61 is extended every 30 minutes from Baildon Towngate to Brantcliffe Drive, and a new service, 59A, operates hourly from Bradford to Baildon Towngate and thence to Station Road. A leaflet was issued to cover the revised timetable.

4. OPERATING NOTES.

BRADFORD. On 2/10, 1206 (K) worked the 12.25 Bradford - Keighley (67), a Bradford duty. On the same day, 1307 (B) worked the 12.20 to Eldwick (68), and later the 4.45 pm., to Leeds (30); 1232 worked the 13.45 to Shipley Glen (60), and 1367 (L) was on 30 all day. On 30/9, 1419 (D), working on 55, was replaced by Leeds 1917 at Leeds. This then worked on 66/66A for Bradford Depot on 1/10, and was finally returned to Leeds in exchange for 1419 on 2/10. On 30/9, 1/10 & 2/10, 2695 (K) worked the Skipton turn 13.45 Bradford - Skipton (67) instead of the usual 1919 (Sk). 1233 (G) has also appeared on this working. 1071 (H) worked the 16.35 Bradford - Belmont Avenue (58) on 30/9. On 2/10, 1201/27/9, 1307/48/67, 1801 & 1161 were all noted on 30, with 1780 (B) on 30A.

HARROGATE. On 24/9, 1382 (P.B. loan H) was on Harrogate - Tadcaster (78), and again on 26/9. On 25 & 26/9, 1097 (H. loan I) was on Harrogate - Wetherby (78). On 14/9, 1258 (H) was in Wetherby Bus Station, showing "York/79". On 21/9, 3330 (Yk.) was on Harrogate - York (84), and on 27/9, 1007 (H) was on Goldsborough - Harrogate (84). On 4/8, 1342 was on route 36, and 1360 on route 5B. 1342/3 have been noted on various duties other than routes 84 & X.99 during August and September, as follows :- 8/8 - 1342 on route 350 (Bilton - I.C.I.) in the morning, and 1343 on route 10 in the evening. 12/8 - 1343 on routes 4 & 13 in the morning. 13/8 - 1342 worked as 1343 on the 12th., and 1343 was on route 24 in the afternoon, followed by route 18. 6/9, - 1342 again appeared on routes 4/13 in the morning, and route 22 in the afternoon.

4. OPERATING NOTES, (cont.)

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HARROGATE, (cont.) 7/9 - 1343 was on routes 5 & 23A in the afternoon. 10/9 & 26/9 - 1343 was on route 350 (Bilton - I.C.I.). 27/9 - 1343 on route 76. 30/9 - 1342 on route 76. On 9/8, 1393 (O.loan H) was on 6A/22/24, and 1265 (O.loan H, loan P.B.) on route 24. On 10/8, 1213 (H) was on the 07.40 Bradford - Harrogate (51) and 1219 (H) on routes 8/16/18/77. On 12/8, 1265 (O.loan H) was on route 76, and 1806 (H) on route 5. On 13/8, 1265 (O.loan H) was on 6/7/12/13 group. Car 43 is scheduled to be operated by an LH., according to the running board, but the normal type used is an SRG. Between 15-23/8, however, 1130 (H) was used except for the 20th., when 1139 (H) was used. The following week SRG's re-appeared. On 20/8, 1270 (O.loan H) was on 22. 1270 has been on loan to Harrogate since then, working on most OMO duties. On 29 & 30/8, 1415 worked the 08.00 to the Avenue (4). Also on 29/8, 1156 (P.B.) spent the day on 1/2. On 31/8, 1213/30 (H) were on 11/11A, and 1222 (H) on 1/2, whilst an unusual visitor to Harrogate was Crossville FLF6G DFG 246, which is an overall advertising bus for "Sherpas". This was in connection with the "Audio/74" Exhibition. On the same day, a train derailment resulted in 1308 (H) & 3106 (Y.) at least, working Harrogate - York duties, carrying British Rail Conductor Guards. At the beginning of September, 1375 (H) returned to Harrogate having been on loan to Otley since early in May. It was replaced at Otley by 1347 (H), which was joined there later in September by 1312 (H). Meanwhile, 1278 (O) remains at Harrogate. On 2/9, 1415 (H) was on 4/13/350, 1213/14 (H) on 11/11A, 1091 (H) on 77, and 1097 (H) on 36. In 3/9, 1169 (Sk.loan H) worked Car 43, and on 4/9 was noted on the 08.05 Bechelor Gardens - G.P.O. Ruts (3). The contract journey at 16.50 from Ross Pottery, Ripon to Knaresborough (330) was worked by 1097 (H) on 5/9. On 10/9, 1224 (L.loan W) was on 78, 1415 (H) was on the 07.50 to Pannal (7) and 1411 (H) on the 17.45 to Claro Road (8). On 11/9, 1411 (H) worked on route 3, (later replaced by 1168), and 1221 (H) on route 5A, 1051 (H) on route 3, 1255 (H) on route 84, and 1137 (U) on route 36. On 12/9, 1221/31 (H) were on 9/9A in place of the normal LH/SRG's. On 26 & 27/9, 1097 (H) loan W worked route 77. On 30/9, 1258 (H) worked to York at 05.55. The 17.50 Harrogate - York was worked by 1077 (X) on 1/10. On 21/5, 1097 (H) was in Scarborough on X.43 from Leeds.

ILKLEY. 2160 (K.loan I) worked the 07.05 Ilkley - Crompton Parkinson's on 1/10, and on 2/10 was used by Leeds on the 07.25 Leeds - Harrogate (36). Strangers in Ilkley Garage on 28/9 were 2160 (K) & 1807 (L). 2160 was on 72 on 2/9, and on 3/9. 2159 was on Skipton Local (74) on 28/9, 1158 (L.loan L) was on Ilkley - Leeds (33) on 18/9, as was 1249 (O) on 21/9. On 23/8, 1152 (I) worked the 16.55 Leeds - Ilkley (33 dupl.). On 2/9, 1412 (L) was on the 15.25 Leeds - Ilkley (33). 1206 (K) spent several days working for Ilkley from 2/9. On 12/9, 2104 was working on Leeds - Keighley (31). 1808 (I) was working on 67 for Keighley on 25/9, having been replaced by 2762. 1737 (K) arrived at Ilkley on 22/9 as a replacement for 1809. On 24/9, 1372 (Yk.) was noted on the 13.10 Leeds - Keighley (31). On 29/3, 2111 (K) was noted on Keighley - Ilkley (K.5). 1049 (L) was garaged overnight on 30/9 - 1/10, having been brought from London to Leeds by an Ilkley driver.

KEIGHLEY. On 28/8, Metro.Kirklees 4424, actually now with Metro.Calderdale, was in Keighley Bus Station on driver training, and again on 18/9. On 11/9, Metro.Calderdale 384, a 1956 Daimler CVG 6, was on the 08.10 Halifax - Keighley (2), and 09.30 return. On 13/9, 3298 (Yk.loan L) reached Keighley on the 14.40 Leeds - Keighley (31), and 15.53 return.

LEEDS. On Leeds - Ilkley (33) have been 2201 (K.loan I) on 22/8, 2762 (K.loan I) on 27/9, and 1757 (K.loan I) on 27 & 28/9. On 27/8, 1772 (L) was on Leeds - Tadcaster (42), and on 17/9, 1263 (M.loan L) was on this route. On 4/9, 1182 (O) was on the 16.35 Leeds - Otley (32). On 14/9, 1166 (O) was on the 15.55 Leeds - Ilkley (33). On 17/9, 1071 (H) worked the 16.40 to Red Hall (38), and 1093 (I) the 16.55 Ilkley (33 dupl.). On 19/9, 1178 (L) worked the 15.40 Leeds - Keighley (31), 1093 (I) the 16.55 Leeds - Ilkley (33 dupl.); 1917 (L) the 16.50 Leeds - Farsley (49); 1071 (H) the 15.30 Leeds - Harrogate (36), and the 17.25 Leeds - Barwick (48); 1137 (U) the 14.30 Leeds - Harrogate (36); 1903 (B.loan L) the 17.10 Leeds - Alwoodley (36); 1945 (K), the 16.10 Leeds - Wetherby (40); 1805 (I) the 15.45 (41 dupl.) and the 19.45 Wetherby (41 dupl.); and the 17.45 Wetherby (41). 1001 (L) the 17.05 Leeds - Barwick (48 dupl.), and 1252 (H), the 16.05 Red Hall (30) with a Leeds crew.

p.t.o.

4. OPERATING NOTES, (cont.)

LEEDS, (cont.) An interesting sight in Vicar Lane at 12:50 on 5/9, was all three of the first batch of SRG's in the Bus Station at the same time, 1201 (B) was on the 1.06 pm., Leeds - Bradford (55), 1202 (B) on the 12.55 Leeds - Bradford (30), & 1203 (L) on the 12.50 Leeds - Farsley (49). On 30/8 & 5/9, 1005 (L) worked the 07.25 Leeds - Harrogate (36). On 29 & 30/8, 1381 (P.B.loan H) was on 36, and on 1/9 its place had been taken by 1302 (P.B.loan H). On 1/9, United 4187 was on Leeds - Middlesbrough (X.99), and instead, United LH.1502 was on 36. On 12/9, 1137 (U) worked the 07.25 Leeds - Harrogate (36). The morning Leeds - Alwoodley (36 dupl.) is normally a DX turn, but other vehicles appear frequently. The last month has, however, been exceptional, with the following variations from the DX theme being used :- 9/9 - 1254 (L); 11/9 - 1917 (L); 12/9 - 1340 (L); 13/9 - 1158 (W.loan L); 16/9 - 1708 (D.loan L); 17/9 - 1071 (H.loan L); 25/9 - 1290 (L); 26/9 - 1177 (L); 2/10 - 1158 (W.loan L); 2/10 - 1240 (L); & 3/10 - 1209 (W.loan L). On 24/9, 1158 (W.loan L) worked the 07.25 Leeds - Harrogate (36). Learner bus 4023 was noted on the Dewsbury - Leeds road just before Tingley Crossroads on 25/9, and two days later was seen on the Harrogate - Leeds road. Also on 27/9, 1370 (K.loan L) worked the 07.05 Leeds - Harrogate (36). On 26/9, 1158 (W.loan L) worked the 07.25 Leeds - Harrogate (36); on the previous day this had been worked by 1144 (L). Vehicles garaging overnight at Leeds Depot on 20/29th September included 2762 (K); East Yorkshire 794, and Hants & Dorset 3003. 2762 remained at Leeds the following night. On 19/9, 1933 (H) worked the 17.15 Leeds - Ripon (36). On 21/9, 2281 (K) was on the 10.55 Leeds - Ilkley (33), and on 26/9 on the 11.35 Ilkley - Leeds (34M). On 23/9, 2299 (K.loan L) was noted on 38 & 48A.

MALTON. Working the Local service (92) on 21/9 was 1336.

SKIPTON. 2738 (Sk.) wandered a little further than usual on 20/9, when it was noted on Leeds - Keighley (31) !

YORK. On 14/8, 1813 (K.) was on Y.11A, 1097 (H) was on a Private Hire in York on 21/8. 1162 (M) was on a Y.11A duplicate at 08.20 on 22/8. 3790 worked the Safari rota on 23/9. 1334 was on Y.9 on 24/9. On 4/9, 1240 (L) was on Y.8. In York on 19/9 was 1772 on Tadcaster - York, and on 20/9, 1919 (Sk.) was there on the same duty. On 16/9, 1356 (L) was on Y.9, showing "York". On 18/9, 4023 was on Learner duties in York. On 17/9, 1917 (L) was on York - Tadcaster, normally an RELL/LH duty. On 18/9, 1356 (L) was on service 80, showing "white blank". 1917 (L) again worked into York from Tadcaster at about 5.15 p.m.; on 30/9, 1918 (L) was noted, and it would appear that there is now a regular double-deck working into York of a Leeds vehicle and crew. On Leeds - Scarborough (43) have been :- 26/8 - 1287 (K.loan M); 27/8 - 1287 (K.loan M); 29/8 - 3328 (K.loan M); 10/9 - 3331 (K.); 13/9 & 15/9 - 1391 (L.loan M); & 26/9 - 1370 (K.loan L). On Leeds - York (43) have been 3816 (K.) on 26/8; 1397 (K.loan L) on 12/9; 1263 (M.loan L) on 18/9 & 19/9, and 1372 (K.loan L) on 26/8. The Leeds double-decker referred to above worked the 17.25 York - Leeds (43), and the following have been noted :- 13/9 - 1903 (B.loan L); 20/9 - 1918 (L), and 24/9 - 1917 (L). On Leeds - Bridlington (44) have been East Yorkshire Motor Services 737 on 30/8 & 14/9; 1040 (L) on 24/9, & 1386 (L.loan E.Y.M.S) on 28/9, having replaced E.Y.M.S., 794 which was in Leeds Depot. On 29/9, E.Y.M.S. 772 was on this route, as was 1386 (L.loan E.Y.M.S). On 21/9, E.Y.M.S. 755, an A.E.C. Bridgemaster, was on Leeds - Hull (46). On 5/10, 1093 (I) & 1097 (H) were both on Bridlington (X.44). On York - Wetherby (79) have been 3430 (K.) on 29/8, and 1337 (M.loan K.) on 8/9. On 4/9, 1240 (L.loan W) worked on York Race Course duties.

LONG DISTANCE. On 29/8, 1006 (W) replaced a United at Wetherby, and worked to Newcastle (?) on 201. On 28/9, 1006 (W) & 1033 (H.loan W) worked an excursion from Wetherby to Blackpool Illuminations. A Southdown was in Ilkley on 17/9, as was Hebble 222 on a "Yorkshire Dales Excursion" on 22/9. 1137 was on X.72 on 21/9, whilst on the same day 1086 & 1040 were on Morecambe (288). Working on 210 to Birmingham on 24/8 were 1019 (B), 1026 (B), 1048 (K) & 1006 (W) as far as Nottingham. From Birmingham on 1/9 were 1036 (K), 1011 (O), & 1047 (K). On 210, also on 1/9, Ribble Leyland National NTC 618M was running on Leeds - Preston (282). On 5/9, Southdown 752 DCD was on Coventry - Newcastle (313).

4. OPERATING NOTES, (cont.)

LONG DISTANCE, (cont.) On 7/9, 1721a (L) was in use as a waiting room at Wellington Street, the first for some time. On the same day, 1725 (L) was there showing "X.72" - perhaps foreshadowing 1945's trip to Kettlewell on our trip. Also on 7/9, 1041 (L) was on Coventry - Newcastle (314). On 14/9, 1243 (L) was on Whitby - Leeds (291). On 27/9, working on Cambridge - Leeds (309) was 1053 (L), whilst on Luton - Leeds was 1016 (I). This carried two drivers - one Ilkley and one York. The York driver had taken 1018 (Yk.) from York - Barnsley as a South-West Clipper feeder, and continued as co-driver to Luton. On return to Barnsley, he took his bus back to York. On days when the York driver does not go through to Cheltenham, or act as co-driver elsewhere, he returns to York by using the 9.55 X.36 White Rose Express to Leeds, and the 10.45, 43 to York. The vehicle stays in Barnsley and another driver comes out to pick it up in the evening. An unusual hiring recently has been NEW 704 L from Carterton Coaches of Oxford, which usually goes to Scarborough. On 28/9, Primrose Valley RBT 637M worked to Scarborough (43 dupl.), leaving RBT 638M also in Wellington Street. On 21/9, 1721 (L) was again on waiting room duties. On 30/9, noted on 300 was 1010 (I); on 309 was 1053 (L), and on York - Barnsley (223) was 1018 (Yk.). Noted on X.99 recently have been United 1577 on 11/8, 1400 (H) on 14/8, 1255 (H) on 31/8 & 3/9, and 1248 (O) on 6/9.

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5. SOLD STOCK NEWS.

JYG 721, (Ex.SGW.6 LL5G, sold E.Gibbons, Old Trafford, 5/69.)

Although this vehicle was preserved, it was sold by its "enthusiast" owner to an unknown scrap dealer in the Manchester area about 6 months ago, and broken up.

JWU 872/5/85, (Ex.SGL.2/5/15 LL5G, sold Norths, Sherburn, 11/65.)

All to Amey's Transport, Abingdon, 2/66.

These are understood to have been scrapped, although SGL.15 was noted in Exshott Woods in 6/68.

JWE 871/4, (Ex.SGL.1/4 LL5G, sold Norths, Sherburn, 11/65.)

To Tighe, Kilton Lindsey, 3/67 and 9/67 respectively.

These have both been sold for scrap by Tighe - date not known.

JYG 723, (Ex.SGW.8 LL5G, sold Norths, Sherburn, 3/66.)

To Silverwing Coaches, Hull, 7/66.

To Advance Roadways, Goole, 6/72.

Withdrawn by Advance, 7/73. This understood to have been sold to a Mr.Gatenby, at Howden, although another report says that the vehicle was scrapped by Advance.

JYG 717, (Ex.SGW.2 LL5G, sold Norths, Sherburn, 4/68.)

To Palethorpes Sausages, Market Drayton, 11/68.

This is now with Bibby's at Liverpool. Date of transfer not known.

JYG 731, (Ex.SGW.16 LWL6B, sold Norths, Sherburn, 11/68.)

To Evans, (Contractor), Sunderland, 9/70.

This has now been scrapped, - date not known.

JWU 886, (Ex.SGL.16 LL5G, sold Norths, Sherburn, 1/67.)

To Nitrovit, (Buxted), Thirsk, 7/67.

Still with Buxted, and to be retained for approximately a further 12 months.

LJY 713, (Ex.CUG.7, LS6G, sold E.C.W.Sports & Social Club, 8/67.)

Now with Ben Jordan, (Dealer), Coltishall, Norfolk, by 9/74.

Currently for sale @ £ 500 !

TWY 604, (Ex.1662, LD6B, sold Norths, Sherburn, 2/73.)

To Mrs.Smith, London area, 8/74, for use as a caravan.

LWR 435, (Ex.SMG.5, LS5G, sold Norths, Sherburn, 4/71.)

Gone from Sherburn, 8/74, and must be presumed sold for scrap in view of its condition.

JUB 303 E, (Bedford VAM 14). For disposals since sale see Issue 281.

From Hughes, (Dealer), this is now with Wain & Flatley, Heckmondwike, 8/74.

5. SOLD STOCK NEWS, (cont.)

KY 825, (Ex.DX.47, LD6B, sold Norths, Sherburn, 4/71.)

To Wray, (Ideal), Hoyle Mill, 6/71.

To Askin, (Breaker), Barnsley, 3/74.

To Norths, Sherburn, 5/74.

This arrived at Vancouver Docks on July 13th., and is now owned by Oak Bay Double Decker Tours, Ltd., Vancouver, Canada.

TWY 610, UWW 741, (Ex.1668 & 2671, LD6B, sold Norths, Sherburn, 10/73 & 7/72.)

Both arrived at Vancouver Docks on July 13th., and are also owned by Oak Bay Double Decker Tours, Ltd., Vancouver, Canada.

MWY 118, (Ex.1609, LD6B, sold Norths, Sherburn, 7/72.)

Exported to Canada, 2/73, and owner by Vancouver Airport Limousines, Vancouver, British Columbia.

This is also now owned by Oak Bay Double Decker Tours, Ltd., Vancouver, by 7/74.

EMT 383 C, (Ex.1194, SUL4A, sold Norths, Sherburn, 10/73.)

Noted parked at the side of a road in Thorne, near Goole, on the 29th. August, still in Sale livery. It is possible that this was the vehicle seen near Sheffield (actually at Thorpe Healey) in Issue 280, since this has now gone.

WEST RIDING MW6G's.

The only item of note this month is that 104 of Featherstone Depot was at Savile Town, Dewsbury, on the 8th. September.

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6. TEN YEARS AGO.

The October, 1964 Issue gave a report on the Bradford area Tour, which had used DX.82, SGL.1 & JUB.29.

New vehicles entering service included the first 36-ft. buses in the fleet, SRG.1-3, which were allocated to Harrogate, together with ERG.4-6 and KDX.166 (all at Keighley). Vehicles withdrawn comprised SG.119, DB.2/5/16/7/8/9/50/3, KDB.26 & DBW.31, thus both the double-deck coaches went at the same time. & 23/4/5/47/9 Allocations and Transfers had resulted in Leeds being without any DB's, whilst Skipton was without a Keighley - West Yorkshire saloon for some years.

A number of applications for service changes had been submitted, mostly involving timing alterations.

Sold Stock News reported that DG.36 was still running for Greyhound, Sheffield having been noted near Blyth, Notts.

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7. OTHER INFORMATION.

LEEDS BUS STOPS.

Further to last month's note, by the 5th. September, the bus stop at the Cookridge Street terminus of 34 had been replaced by a sign reading "34, 34M, Otley, Ilkley, Skipton." Signs have appeared up Woodhouse Lane/Otley Road in the outward direction, as far as Headingley Bus Depot, however, which read "Services 34, 34M, 54, 54A, 55, 55A". Also in Leeds, the bus stop in the Headrow outside the Eagle Star Insurance Building, which for some years has read "32 GUISELEY", MENSTON" (note the mis-spelling) has now been replaced by one of apparent Leeds Corporation origin, reading "32 Guiseley, Otley; 32M Guiseley, Menston, Otley", with Guiseley spelt correctly!

OTHER BRISTOLS.

Further to the notes in Issue 281, 355 EDV was ex. Tillingbourne Valley, Guildford, and 357 EDV was formerly with Laporte, Immingham. Both were bought from Norths by Hutton Wandesley Farms, Ltd., Rufforth, with whom they are now running.

p.t.o.

7. OTHER INFORMATION, (cont.)

LEEDS DESTINATION BLIND.

A close spacing 31" blind, though not the latest version, is as follows :-
 "White Blank; Private; Excursion; Race Special; Hospital Special; Works Special;
 School Special; Keighley; Saltaire; Leeds; Bradford; Greengates; Yeadon;
 Yeadon (Hawthorn Road); Rawdon; Airport; Horsforth; Ilkley; Leeds; Otley;
 Skipton; White Blank; Arthington; Alwoodley; Ripon; Harrogate; Leeds;
 Knaresborough; Kirk Deighton; Wetherby; Tadcaster; Boston Spa; Thorp Arch;
 Thorne; Red Hall; Parsley; Leeds; Aberford; Barwick; Cross Gates; Scholes;
 York; Leeds; Scarborough; Bridlington; Hull; Hawes/Muker; Blackpool; Morecambe;
 Whitby; Bradford/Leeds; White Blank.

SCHOOL SPECIALS.

Can any member supply an up-to-date list of route numbers used on School Specials (200's, 300's, 400's, 500's, 600's) ? The York, Keighley and Bradford area ones were given several years ago, but have no doubt changed by now. Leeds/Lireborough area and Harrogate area have never been published. We will publish any details members can provide of these. In addition, since the beginning of September, vehicles have been seen in Ilkley carrying schoolchildren. Route numbers are 536/537/538. Bradford Depot work 536 into Ilkley and 538 into Otley. Otley Depot work 537 into Ilkley. A succession of vehicles has been noted running through Guiseley, Rawdon and Horsforth showing 536/537/538/539/540/541. It is most likely that these are temporary contract journeys for children attending other schools whilst St. Mary's School at Menston is closed for structural checks. Does any member have details of these duties ?

BRISTOL VRT, MARK 3.

A Mark 3 version of the Bristol VRT was announced on September 6th., and the following item, which appeared in the "Commercial Motor" on that date, may be of interest to members.

As well as engine encapsulation, to reduce exterior noise levels to below 80 dB, a number of detail modifications to the chassis have been introduced. From now on, the Leyland 510 engine in 170 b.h.p. form is offered as a regular option to the Gardner 6LX & 6LXB units. The VRT.3 will go into full production from next March.

To ensure an adequate air flow across the engine, a large 22 inch eight blade fan is mounted on the offside of the engine. This is driven from the engine by a short coupling shaft and a poly V belt. The fan is overhung, to avoid the usual problem of radial supporting struts which both impede the airflow and conduct noise and vibration. The fan itself is mounted in a grp moulding which connects inside the bodywork.

Air is sucked in through an inlet in the rearmost panel on the offside of the upper deck, a site chosen because air is forced against the side of the vehicle at that point during forward movement. After being blown across the engine by the fan, the air is extracted by similar trunking on the vehicle nearside to an outlet grille on the rear corner of the upper saloon. At speed there is a natural tendency for a vacuum to form at that point, so air is literally dragged from the vent.

The quietened Bristol is unusual amongst vehicles with encapsulated engines in that the panels used for the purpose are not specially insulated. Instead, they are formed of fairly thick grp but rely for their noise-deadening properties on their good sealing. There are four hinged panels around the side and back of the engine. For day to day maintenance only, the upper of the two back panels need only be opened, and this has a supporting stay. Underneath are three removable steel panels. There are eight drain holes for spilled fuel oil. These drain into two open-ended top-hat section channels, so that there are no direct outlets to the air, through which noise could escape.

7. OTHER INFORMATION, (cont.)

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BRISTOL VRT, MARK 3, (cont.)

To prevent noise caused by the vibration of various parts of the vehicle which do not need to be directly connected to the engine, none of the encapsulating panels have been mounted on a member with direct contact with the engine. Instead, a special framework has been constructed for the opening panels which adjoins the chassis frames behind the engine bulkhead. Similarly, the underpanels have two special sub-frames to support them. For the same reason, much attention has been paid to preventing engine vibration travelling forwards through the engine bulkhead. All water and air pipes have flexible sections, where they pass through the bulkhead, as does the exhaust pipe. There is a large rubber gaiter around the drive shaft. All these connections between engine and vehicle are firmly sealed at the bulkhead. The only exception is the exhaust pipe. Tests have shown that no extra noise escapes when a small gap is left around the pipe, and this is considered desirable, to prevent any possible heat build-up.

Resultant noise levels have been 80 dBA at the offside and 78 dBA at the nearside.

Amongst detailed modifications to the chassis not caused by the noise reduction process, the most important is probably the moving forward by $4\frac{1}{2}$ " and tilting of the radiator. This has been necessary to improve the airflow, and to give more space for the fitting of BET-type curved windscreen. Driving controls have been re-arranged slightly, and the air-operated throttle on the Leyland National has been adopted.

Two versions of the VRT/3 were at the Commercial Motor Show. A Leyland-engined chassis was on the Bristol stand, and a Gardner-engined complete bus for the Northern General Transport Co., was on the Eastern Coachworks stand.

West Yorkshire currently have four VRT's on order, but whether VRT/2's or VRT/3's will arrive is not known.

TML/RJ. 14.10.74.