

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 321

DECEMBER 1977

SEASONS GREETINGS

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

GOLDEN JUBILEE

The Yorkshire Evening Post on 9th November reported that the Company were likely to repaint two buses in a special livery to celebrate the Golden Jubilee of the Company, which falls next year. It is believed that present intentions are to paint a VR and a National in gold with suitable lettering. East Midland painted 2 buses in the original colours used by the Company, to celebrate their Golden Jubilee, but it is not thought likely that West Yorkshire will take similar action.

JOINT OPERATING COMPANY

The proposals outlined last month were ratified on 24th November and the new Company is expected to become operational in the New Year. Details of the form that integration will take have been given but it has been said that "There are obvious duplications (of operations) at present notably along Kirkstall Road, Leeds and Manningham Lane, Bradford, where green and red buses could be seen in file. Until now, because of the licensing agreement, both companies have had sovereign rights on specific routes. It is hoped that now a sensible give and take policy will emerge. It is likely that a common fares structure will be sought to bring Metro and NBC fares in line".

1978 SUBSCRIPTIONS

As agreed at the Leeds Meeting, the 1978 Subscription rate will be £1.40, and a renewal form appears with this issue. Please renew promptly and make all cheques and postal orders payable to [REDACTED].

LEEDS MEETING - 26th November 1977

25 members attended this meeting, which was held in the YMCA, Leeds. This figure includes the Chairman who eventually found his way after becoming lost in the City Centre one-way streets.

The Secretary reported that over the year we had lost 13 members and gained 9 new ones, leaving a current membership of 109. As regards 1978 subscriptions, [REDACTED] explained that whilst we had covered costs satisfactorily during 1977, there was some paper to buy for 1978 and the unknown factor of possible postal increases. He therefore suggested that the subscription should be raised very slightly to £1.40 to cover these factors, and this was agreed unanimously.

pointed out that the new subscription is still less than 12p per month, of which 7p goes immediately on postage and another 1p on an envelope, leaving only 4p for printing costs, paper, other stationery items, etc, and must represent excellent value for money.

A discussion then took place on future tours, and it was agreed to make another attempt to visit United, with either Pottenes or Nottingham(Leicester) Trent etc as two alternatives.

Business over, we settled down to watch an illustrated talk by on preserved buses, and it was interesting to see so many vehicles that were familiar to Rallies in the 1960s, but which are no longer active. The time passed all too quickly and we are very grateful to for giving us his talk.

FORTHCOMING EVENTS

PSV CIRCLE The next Social Meeting will be on Thursday 5th January from 7pm in meeting room No 1, second floor, Bradford Central Library, Princes way, Bradford.

HCVC YORKSHIRE SECTION

The next meeting will be on Wednesday 11th January at 7.45pm in the Metro Leeds Sports and Social Club, Concordia Street, Leeds 1. The title of this meeting is "An Evening of Films from British Leyland".

PRESS DAY For the January issue will be on Saturday 31st December 1977 and all items should be sent to arrive on or before that date, to . Please note the date which is necessary to allow the usual 1st allocations/fleet list etc to be compiled.

"WEST YORKSHIRE ROAD CAR CO LTD"

This is the title of a new book to be published in mid January by the Transport Publishing Company Ltd, who have produced such books as "The Leyland Bus", "Sheffield Transport", "Lanchashire United Transport" etc. The author is and the book is a complete illustrated history of the Company from 1906-77 in case bound A4 landscape size, and contains over 200 photographs many of them from official sources and a large number of which have never been published before. In addition appendices give details of vehicles owned, liveries, depots, tickets and routes. The estimated published price will be approximately £8.50 plus postage, but a special rate has been negotiated for WYIS members which will give a saving of £1 to anyone ordering the book through the WYIS. Anyone wishing to take advantage of this offer should watch for further details, which will be published as soon as they are known. No orders or money should be sent at this stage.

Members may wish to know that this comprehensive history is in addition to the long awaited Part I of the joint PSV Circle/WYIS Fleet History, much of which is now duplicated and which can be expected to be published in the first half of 1978.

1. FLEET CHANGES

	<u>New Vehicle</u>	
4056 XUG 682S	Ford Escort Van	Green Livery

	<u>Rebuilt Vehicle</u>	
4055 573 EWX	Bristol FS6B 214067	ECW 13871 7-15-0

Additional Information

The "Chassis" number of 1485 is 04643 and it was licensed from 7th February 1977.

4056 was delivered from Harrogate Motors and being painted in the Body Shop by 15/11/77.

Allocations and Transfers

4055 (ex 1762)	(rebuilt)	to HARROGATE	1.11.77.
1105	from ILKLEY	to BRADFORD	11.11.77.
1106	from LEEDS	to BRADFORD	"
1107	from SKIPTON	to BRADFORD	"
1266	from BRADFORD	to SKIPTON	"
1284	from BRADFORD	to LEEDS	"
1359	from BRADFORD	to ILKLEY	"
1010	from SKIPTON	to LEEDS	15.11.77
1019	from SKIPTON	to BRADFORD	"
1040	from BRADFORD	to SKIPTON	"
1078	from SKIPTON	to HARROGATE	21.11.77.
1003	from LEEDS	(delicensed)	30.11.77.
1208	from LEEDS	"	"
4056	(New)	to HARROGATE	1.12.77.
1206	from C.R.W. SPARE	to LEEDS	"

- Notes:-
1. These are the first moves since new for 1284 and 1359
 2. 4056 is a new van for the Depot Engineer at Grove Park. His former van, 4042, remains licenced at present.
 3. 4055 entered service in mid November, although licensed from the 1st of the month. 4026 remains in use at present. due to the temporary incapacity of 4024 (see under Vehicle Notes - General News).
 4. The transfers of 11th November are due to service requirements - see under Operating Notes - Keighley.
 5. The delicensing of 1208 is due to C & F expiry on 21/12/77; similarly 1003 has been withdrawn because of C & F expiry on 22/12/77; this confirms that it was not overhauled by Midland Red during the summer (see issues 316/317).
 6. Skipton receives its first ever Plaxton coach.

Stored Vehicles

Harrogate Behind Grove Park by 20th November were 1076, 1204/11/4/7. It should be noted that 1214 is not delicensed. All of 1204/11/7 are engineless and in addition 1211 has been cannibalised, with indicator glasses and gear removed, etc. The burnt out Leyland National 1448 is still at the side of Grove Park and has not gone as was suspected a few months ago. 4027 is also down the side of Grove Park.

Withdrawals

30th November 1977:- 1003 and 1448, both to "Held in Reserve". Both 1448 and 4027 are definitely "held in reserve" and not "held for disposal" though neither could ever re-enter service.

	<u>Fleet Total</u>			
	<u>WY</u>	<u>YWY</u>	<u>1.12.77.</u>	<u>1.12.77.</u>
Licensed:-	439	84	523	520
Delicensed:-	7	2	9	16
	<u>446</u>	<u>86</u>	<u>532*</u>	<u>536</u>

*The Fleet Total excludes 1003 and 1448.

Temporary Loans

United 686 remains on loan to Bradford, with 1946 away on Tees-side. Repainting of silver buses into normal livery cannot be long delayed and it is therefore possible that 1946 may not run again in silver for WY.

2. VEHICLE NOTES

November 1977:- 1316/33/40
Overhauls
Heavy Docks

November 1977:- 1812

October 1977:- 1436, 1811
Repaints
November 1977:- 1016/37/8, 1206/12/76, also 1420 (partial).

Rebuilding

1762 has been rebuilt as a permanent learner bus as 4055 in the same manner as 1756/4054 reported last month.

Currently at Willowbrook, Loughborough, is 1024 and possibly 1025. 1001 on rebuild also received a new instrument panel and carries a plate inside reading "Body and mechanically overhauled by Willowbrook".

Unladen Weights

1316 - 7633kg; 1333/40 both 7836 kg; 1812 7941kg
1375 now shows 7-3-1 (ex 7-10-3).

Certificate of Fitness

1001 - 17/2/84

Livery Changes

New logo:- 1037/8, 1206/12/76, 1436, 1811. 1420 has not received the logo.

Dual purpose livery:- 1037/8 (also 1333/40 as before). Of the 1037-41 batch 1037-40 are all now in dual purpose livery but on 2nd December 1041, also due to be repainted, was still in Leeds Depot in National White.

Extended White Band:- 1420/36. 1420 had its front fleet number centred, but put on the red in error; this should have been corrected by now. 1436 has the front fleet number in the normal position but the rear one is in the centre on the white band.

General News

1217 is a further withdrawn REEL to have its engine removed. The engines from this, 1204 and 1211 have all been sent out to various depots and have probably been fitted to other vehicles by now. 4024 has required some repairs during November which have included the fitting of a new rearside front wing.

1231 shows seating capacity 53 on the back panel after recent repair although it is a 54 seater.

By 22nd November, 1001 had covered 1429 miles since rebuilding. The fleetnames may not, after all, be smaller than usual.

1314 after overhaul has regained a polished aluminium strip around the front.

Advertisement News

Now inside adverts include "Miss Selfridge at Cresta House", "New Sovereign Bradford Hospitals Scheme", and a new NBC advert about giving up your seat to the aged/disabled. A new side advert is for "Room for Two More Inside Pirelli" which is for their slippers, etc.

At York, an upper rear advert on 3174 is for "Glover Oil", and the latest "Roses" advert is for half price vinyls. It is reported that 1343 has a rear advert for "Stamps Post Office Radio Phones, tel Whitley Bay 32537" though as this is in dual purpose livery this seems doubtful: perhaps 1353? The latest "Racing at Wetherby" target advert is for "26/27 December". 1423 has a Rawcliffes" upper rear painted advert. As Rawcliffes have branches at Bradford, Harrogate and Leeds, and 2 Nationals at each of the last 2 depots carry their advert, it is assumed that one other National at Bradford has one.

3. SERVICE CHANGES

The following applications have been made:-

S672 BW25/718 BACHELOR GARDENS - CARMIRE'S AVE/ASPEN LANE

Mon-Fri:- To introduce a revised timetable
To introduce an alternative route between
Knarborough Bus Stn - Carmires Avenue.

S673 BW 25/120 84 HARROGATE - SCARBOROUGH

To revise the timetable between York - Harrogate and in consequence amend the route schedule.

S674 BW 25/530 3 BUS STATION - GPO HUTMENTS

Mon-Fri:- To withdraw the 08-05 Bus Station - St. Georges Road.

S675 BW 25/902 New Service CROSSFLATTS (RYCHWORTH CLUB) - BINGLEY (ST. JOSEPHS SCHOOL)

via Crownest Road, Crownest Lane. Priesthorpe Lane Bingley Park Road
Main Street Keighley Road.
To operate Mon to Friday school terms only. Vehicle allowance 1.

S 676 BW 25/903 New Service BINGLEY (Park Road) - RYSWORTH MIDDLE SCHOOL

Via Park Road. Villa Road, Priesthorpe Road, Charles St. Park Road,
Main Street, Keighley Road, Marley View, Horton Lane.
To operate Mon to Friday school terms only - Vehicle allowance 1.

S677 BW 25/905 New Service SUTTON VILLAGE - TOULSTON LODGE GS.

on the following routes:-

- 1) via Sutton rd, Leeds Road, Union Corner A64.
- 2) via Garnett Terr. Garnett Lane, Woodlands Ave. Sutton Rd then as 1
- 3) via Toulston Lodge A64 Leeds Road, Union Corner Sutton Road Woodlands Ave.

To operate Mon to Friday school terms only. Vehicle allowance 2

S678 BW25/904 New Service York (Station Road - TADCASTER (TOULSTON LODGE GRAMMER SCHOOL)

on the following routes:-

- 1) York - Bishopthorpe - Copmanthorpe to Toulston Lodge via Station Road, Queen St., Nunnery Lane. Prices Lane, Bishopsgate St. Bishopthorpe Rd. Bishopthorpe. Unclass roads to Copmanthorpe 1464 Tadcaster. Commercial St. Bridge St. High St. Chapel St. Westgate, Station Rd. Leeds Rd.
- 2) Heather Dene (Tadcaster) - Toulston Lodge. via Wighill Lane. Commercial St. then as route 1
- 3) Oxton Lane (Tadcaster) - Toulston Lodge. via Oxton Lane, Commercial St. Bridge St. High St. Leeds Rd.

To operate Mon to Friday school terms only. Vehicle allowance 3.

S679 BW25/906 New Service BATCHELOR GDNS - ROSSETT HIGH SCHOOL

Via Batchelor Gardens. Hall Lane, Hill Top Rise, Hill Top Ave, Crat Lane, Bilton Lane. Skipton Road, Knarborough Rd. York Place, Otley Road, Pannal Ash Rd.

To operate Mon to Friday school terms only. Vehicle Allowance 1.

S680 BW 25/907 New Service NEW PARK (ELECTRIC AVE) - ROSSETT HIGH SCHOOL

Via Skipton Rd, Harewood Rd. Jenny Field Drive, Ripon Rd, Crescent Rd, Montpellier Rd, Cold Bath Rd, Otley Rd, Pannal Ash Rd.
To operate Mon to Fri School Terms only. Vehicle allowance 1.

S681 BW 25/908 New Service - WOODLANDS HOTEL - ROSSETT HIGH SCHOOL

Via Wetherby Rd. St. Nicholas Rd. Cawthorne Avc. Fairfax Avc. Tunstall Rd. Stanhope Drive. Knaresborough Rd. York Place, Otley Rd. Pannal Ash Drive.
To operate Mon to Fri only Vehicle allowance 1.

S682 BW 25/909 New Service CLARO RD/HAMBLETON RD - ROSSETT HIGH SCHOOL

Via Claro Rd. Skipton Rd. Grove Rd. Kings Rd, Crescent Rd. Montpellier Rd. Cold Bath Rd, Otley Rd. Pannal Ash Rd.
To operate Mon to Friday school terms only. Vehicle allowance 1.

S683 BW 190/150 New Service YORK (RAILWAY STN) - DISTRICT HOSPITAL (YORK - WEST YORKSHIRE)

via Station Rd. Lendal Bridge. Museum St. St. Lecnards. Gillygate, Clarence St. Wigginton Rd.
To operate in accordance with hospital requirements.
Vehicle allowance 1.

S684 BW 25/353 10 BUS STATION - PENNY POT LANE

Mon to Fri: To introduce an additional journey at 08-05 Bus Station to Buryale Bank Avenue.

S685 BW 25/253 16 HARROGATE - ALDBOROUGH

Mon - Fri:- To delete reference to the time point at Aldborough Green on the 15-37 Boroughbridge to Harrogate Journey.

T101 BW 25/89 from KEIGHLEY (Lawkholme Cres).

To introduce the following additional excursions:-

- 198 Bath (Day Fare 4.20 Throughout the year
- 199 Bedford (Old Warden Airfield) (Day) Fare 3.50 Throughout the year
- 200 Belvoir Castle (Day) Fare 2.20 Throughout the year
- 201 Castle Donington (Day) Fare 1.85 Throughout the year
- 202 Cheddar Gorge & Bristol (Day) Fare 4.30 Throughout the year
- 203 Chester & Port Sunlight (Day) Fare 2.05 Throughout the year
- 204 Church Fenton (Day) Fare 1.50 Air Displays
- 205 Beamish Museum (Day) Fare 2.40 Throughout the year
- 206 Duxford Air Museum (Day) Fare 3.50 Throughout the year
- 207 Kirkcudbright & Dumfries (Day) Fare 3.50 Throughout the year
- 208 Lancaster (Hornsea Potteries) (Half Day) Fare 1.60 Throughout the year.
- 209 Lancaster (Hornsea Potteries) & Blackpool (Day) Fare 2.05
- 210 Liverpool & Port Sunlight (Day) Fare 2.05 Throughout the year
- 211 Louther Wild Life Park (Day) Fare 2.45 Throughout the year
- 212 Ravenglas & Eskdale (Day) Fare 2.45 Throughout the year
- 213 Wedgewood (Barlston) & Stoke on Trent (Day) Fare 2.00
- 214 West Wycombe Park & Hell Fire Caves (Day) Fare 4.00
- 215 Finningley (Day) Fare 1.70 Air Displays

A general fares increase has been applied for by both West Yorkshire - York - West Yorkshire, but because the proposal to form a joint management company (West Yorkshire Metro National Co. Ltd) has been ratified by all parties the application in the West Yorkshire Metropolitan County is not being proceeded with. Included in the increases are the following:-

- Dalesrider (Day) from £1.40 to £1.60
- Dalesrider (Half Day) from 95p to £1.10
- Wanderbus from £1.30 to £1.50
- OPA Flat Fare in York from 2p to 3p
- York Tourist Ticket from £1.59 to £1.80
- York City Tour from 60p to 75p

OFFICE
HARROGATE
YORKSHIRE

4. OPERATING NOTES

HARROGATE The report in the November bulletin regarding 1949(H) working Rt. 9 is only rare insofar as 1949 was the vehicle observed. On Mon-Fri teatimes there are two double decker duties which involve rts 9/9A. These are normally however worked by lodelkias. The duties concerned are :- a). 1542 Bus Stn - Convent (-); *1550 Convent - Bus Stn (234); 1556 Bus Stn - Fountains Ave (11); 1607 Fountains Ave - Cawthorn Ave (11); 1634 Cawthorn Ave - Fountains Ave (11A); 1657 Fountains Ave - Bus Stn (11A); 1710 Bus Stn - The Avenue (4); 1720 The Avenue - Bus Stn (4); 1740 Bus Stn - Woodlands (9A); 1747 Woodlands-Dene Park (9A); 1815 Dene Park - Bus Stn (9) then to Grove Park. (*) Shows "Bilton 11" on indicators, and children from Convent and St. Aidan's are allowed to ride through. b) 1535 Bus Stn - Rossett High (7 Dup); 1545 Rossett High - Woodlands (224); 1600 Woodlands - Gremmar Sch (-); 1610 Grammar Sch - Woodlands (211); 1618 Woodlands - Bus Stn (-); 1630 Bus Stn - The Avenue (4); 1640 The Avenue - Bus Stn (4); 1710 Bus Stn - Woodlands (9A); 1717 Woodlands - Dene Park (9A); 1745 Dene Park - Oatlands (9); 1808 Oatlands - Bus Stn (9) then to Grove Park.

On 27/10, 1337 (H) worked Rts 1/2. On 29/10, 1336 (H) was on the same routes. Also noted on 29/10, was 1412 (L loan Y) on 1510 H'gate-Scarboro (84). 1228 (H) worked Rts 674/24/23A on 1/11. Other "Old Type" Srg's on out district routes have been 1221 (H) on Rt 653 (2/11), 1209 (M) on Rt 84 H'gate - Scarboro (84) (3/11), 1228 (A loan M) also on Rt 84 to Scarboro (4/11), 1223 (H loan L) on Rt 36 (9/11), 1228 (again!) on Rt 84 to York (16/11), 1233 (H) on Rt 36 Leeds - Ripon (18/11). On 12/11 the two Leeds depot duties on Rt 36 (Leeds - Harrogate) were worked by 1230 (K loan L) and 1373 (SK loan L). On 9/11 whilst 1223 (H) was working for Leeds on Rt 36, 1452 (L) was working H'Gate Car 49 on Rts 4/23A at lunchtime. Newly repainted 1039 (B) was on Rt 674 on 14/11. 1037 (H) also newly repainted was on Rt 36 (Leeds - Ripon) on 21/11, and on 26/11 was on Rt 84 H'gate - Scarborough.

1001 (L) worked Rt 36 (Leeds - Ripon) on 26/11 and 28/11. 1007 (H) worked Rt 24 on 22/11, and the following day was seen heading for Scarborough on Rt 84. 1182 (O loan H) has been noted on Rt 7/24A (25/11), routes 9/9A (27/11) and routes 6/7/12/13 (29/11).

KEIGHLEY On 10/11, a landslip occurred at Sudon End, Cross Roads, causing the Denholme to Keighley road to be closed at this point for an indefinite period. All traffic has been diverted at the Flappit Inn, to continue over the moors to the Oxenhope - Cross Roads Main Road. Due to a very tight manoeuvre having to be made at this road junction, RESL'S were placed on this service. The "Ilkley Section" continued to use RELL/LN vehicles. The journey time between Bradford and Keighley is at least one hour, covering the new diversion, and sometimes longer at peak periods. By week commencing 28th November, Bradford and Ilkley have placed DX crew operated buses on these services to eliminate crew changes in Keighley from vehicles used on 697 and others on 765. Workings observed have been:- 16th November - Keighley - Bradford (697) - 0750 - 1102 (K loan I); 0850 - 1107 (B); 0950 - 1110 (K); 1050 - not recorded; 1150 - 1102 (K loan I); 1250 - 1111 (K loan B); 1350 - not recorded; 1450 - 1102 (K); 1550 - 1111 (K loan I); 1650 - 1107 (B). Keighley - Ilkley (765) - 0800 - 1254(K); 0900 - 1428 (K); 1000 - 1254 (K loan I); 1100 - not recorded; 1200 - 1254 (K); 1300 - 1428 (K); 1400 - not recorded; 1500 - 1428 (K loan B); 1600 - 1254 (K); 1700 - not recorded. By 28/11, Bradford were using a DX on 697/765 in place of the usual SRG (OMO), with 1100 Keighley - Ilkley (765) and 1250 Keighley - Bradford (697) worked by 1779 (B). Keighley were still using RESL'S, with the 1300 Keighley - Ilkley being worked by 1107 (B). On 29/11, the 0750 Keighley - Bradford (697) was worked by 1825 (K loan I); 0850 Keighley - Bradford (697) by 1778 (B);

0900 Keighley - Ilkley (765) by 1104 (K) 1000 Keighley - Ilkley (765) by 1825 (K loan I); 1350 Keighley - Bradford (697) by 1106 (B); 1400 Keighley - Ilkley (765) by 1800 (K loan I). 1650 Keighley - Bradford (697) by 1778 (E) and 1700 Keighley - Ilkley (765) by 1220 (K).

On 14/11, 1280 (K) worked 0812 Bingley - Morton (723); on 17/11, 1332 (K) worked 1545 Keighley - Morton (721) and 1022 (L) was on 1410 Leeds - Keighley (760) on 24/11.

LEEDS On 12/11, 1373 (SK loan H or L) was on Leeds - Harrogate (36). 1701 has been working fairly regularly on 44 Leeds - Bridlington and also on Leeds - Scarborough (43), Leeds - Bridlington (45) and Leeds - York (43A), but has been on routes 739 (9/11) 36 (11/11) and 754 22/11 as well as visiting works for attention during November. Learner bus 4023 was noted parked at Newton Bar roundabout Wakefield, at 3pm on 9/11. On 24/11, 1210 (L) was on Leeds - Tadcaster (742). On 20/11 an East Yorkshire Ford/Duple bus was on Leeds - Bridlington (44 or 45) On 12/11, 1391 (B) worked a private hire to West Park School Leeds. On 14/11, 1936 returned to service after at least 2 months off the road.

YORK On 26/11 1298 (YK loan B) was on Bradford - Scarborough (43). On Leeds - Scarborough (43) have been 1042 (YK loan L) on 5/10; United 6065 (SC loan M) on 20/11 and 1061 (L loan YK) on 27/11. On Leeds - York (43/43A) have been:- 0715 Leeds - York - 1344 (I loan L) on 18/11; and 1345 (YK loan L) on 21 and 22/11; 1725 York - Leeds 1022 (L) on 10/11; 1015 (L) on 11/11; 1053 (L) on 12/11; 1056 (L) on 15/11 and 1010 (L) on 29/11. 1805 Leeds - York (43 - 1053 (L) on 2/11. 1049 (L) on 9/11; 1230 (K loan L) on 15/11 and 1010 (SK loan L) on 24/11. On 8/11, 346 (YK) was on 2125 York - Leeds (43). On 5/11, 1228 (H loan YK) was on York - Tadcaster (87) as was 3432 (YK) on 14/11. On 1/11, 1262 was on Y14 and 1377 on 43A. On 2/11 3175 was on Y13 and on 3/11, 1343 was on 0955 York - Leeds 43A and 3835 on route 80. On 4/11, 1268 was on Y9. On 7/11, 1335 was on route 80 and 1154 was on Y14. On 6/11, 3331 was on Y14 and 1348 was on 79. On 9/11, 1262 was on 87 and 1054 on City Tour. On 10/11, 3952 was on 80, 1061 on 759 and 1450 on 43A. On 11/11, 3331 was on Y11, and on 14/11 3838 was on 80 and 1348 on 0955 York - Leeds (43A). On 17/11, 1287 was on 85 and on 20/11, 1356 was on Y13. On 18/11, 3919 was on 46A and on 21/11, 3461 was on Y8. On 22/11, 1356 was on Y13 and 3957 on Y10. On 25/11, 1297 was on Y21. On 27/11, 3173 was on Y10. On 28/11, 3174 was on Y11 and 1297 on Y19. On 30/11, 1046 was on 84 and 1153 on Y24. On 22/11 1209 worked 1235 Leeds - Scarborough (43). On 27/11 3431 had an unusual duty when it conveyed the NBC football team to Dunnington for their game there.

LONG DISTANCE

On 29/11, Midland Red 444 worked 0910 Keighley - Birmingham. On 23/11, 1273(L) was working on 359 to Sunderland in the evening.

2 SOLD STOCK NEWS

WJU 269- (Ex 1048 MW5G sold Lincolnshire RCC 2271, 6/72).

Noted on 10th November working on Scunthorpe - Brigg (114) for Lincolnshire. This is now the only ex West Yorkshire MW owned by Lincolnshire.

6 TEN YEARS AGO

The December 1967 issue opened with the news that West Riding had sold out to the Transport Holding Company and that the British Electric Traction Group had also sold out to the THC.

A long list of additional vehicle details was given, including unladen weight changes, body and chassis numbers. Four new vehicles entered service - SRG51 at Keighley and SRG52-4 at Bradford

Only a month after the Ledgard takeover, there was only one SGW running (6), and only 10 SBWs. The fleet total had reached 601, the first time it had been over 600 in the history of the Company.

More ex Ledgard vehicles had been repainted red/cream and full details were given. Details were given of vehicle workings introduced as a result of the Ledgard takeover. These included an Otley duty involving travelling dead to Leeds to take up duty and an Ilkley duty which appeared to have a similar requirement.

The 9 page issue ended with the usual membership renewal form

7. OTHER INFORMATION

Study of 1470

October - 27th routes 674/6/24/777/23A; 29th - 11/11A; 31st - 36(am); School Specials/36 to Ripon (dup) 129 (pm).

November - 2nd - route 36; 3rd - 11/11A; 9/9A; 4; 6th - route 11; 8th - route 11; 9th - route 11/11A; 16th - 11/11A; 17th - 11/11A; 19th - 11/11A; 21st - 15/3/School Special (am); 25th - 11/11A; 26th - 11/11A

During the summer, 1470 worked the Harrogate - Kettlewell section of 84B on an unknown date.

WANTED

Our Publications Officer, [REDACTED] is anxious to obtain a MacBrayne's Timetable of any age. Will anyone who can assist please write to [REDACTED] direct at [REDACTED]

OTHER BRISTOLS

As well as their ex West Yorkshire Lodekkas, the Wakefield Shirt Company ("Double 2) run at least two other Bristols. These are 973WAE, and RELH6G coach ex Bristol Omnibus and 819 MHW, an FLP6G ex Bristol Omnibus C7024. It is of interest to note that West Riding are still running 813 MHW of the same batch and have only recently withdrawn 814/5/24 MHW.

GREATER YORK TRAVEL STUDY REPORT

The Yorkshire Evening Press of 18th November 1977 carried an item reporting on future plans for the York area. Because of its interest the item is included in full:-

North Yorkshire County Council will not be setting aside any money in its traffic plans for the provision of a central bus station in York before 1991.

The council's Highways and Transport Sub-Committee was told at a Greater York Travel Study meeting in York Guildhall on 22nd November that there is "not a high priority for such a large investment at present".

Such a station would cost between £300,000 and £2m., excluding land costs, a report for the meeting noted.

If it were on land now used for car parking, near York Station, it would mean journeys across the city centre for country buses now with termini in Piccadilly and Exhibition Square. There would be difficulty in finding enough land in any other central location.

The report states: "Consideration of the need for a central bus station relative to the objectives for the provision suggest there is not a high priority for a large investment for such a facility at the present time."

"There is, however, a need for some improved passenger facilities, particularly in the provision of bus shelters. Further investigation on this aspect might be undertaken by the county council."

There is little provision of shelters for passengers throughout the city, says the report; and money is being set aside for that.

At present, all York-West Yorkshire city service routes, except the 9, 19 and 13a, stop outside York Station. Other main stand-over points are Roughier Street and for country services Exhibition Square and Piccadilly.

It is estimated that a central bus station would need about 30 stands, taking one to two acres, to house country and city services together; or 16 stands, over half to one acre, for the country buses only.

York-West Yorkshire now operates about 85 buses within the study area, about one-third of which are one-man operated. Other public companies and independent operators run about 30 vehicles in the area.

About 90 per cent of city households are within five minutes' walk of a bus stop and surveys show that some 15 per cent of all trips within the city by residents are by bus.

Buses are used more by women than men - 70 per cent. of the passengers being women. The services are "vital in providing mobility to those who do not own a car, particularly old people, although half of all bus passengers come from households who do own a car," says the report.

Wives shop by bus while husbands take the family car to work.

One aspect which the sub-committee has to watch is whether measures to tempt more car owners to come to work by bus might result in shopping trips being made by cars thus freed, increasing the imbalance between the numbers of people on the buses in peak hours and non-peak hours.

In recent years, notes the report, most bus operators have had difficulties staying financially viable with increasing costs and falling passenger demand.

Between 1965 and 1975, York-West Yorkshire mileage decreased by only seven per cent. while patronage fell by 27 per cent.

The joint commercial and city council undertaking showed a consistent profit until 1971, when it fell into loss and, apart from a small profit in 1973, it has lost money ever since.

Most passengers travel to and from the city centre rather than on through journeys.

In peak periods buses run slowly, especially west of the central area along Station Road, Lendal Bridge, St. Leonard's Place and Gillygate; with some further delays in Lord Mayor's Walk, Leeman Road and Hunnery Lane.

One-third of the passengers have no other way of travel. But of some nine per cent who have given up using buses, not all have turned to cars.

"A significant proportion now cycled or walked", says the report.

Predictions are that by 1991 there will be some 30 per cent of York-area households not owning cars, and a large proportion of bus journeys made by car-owning families when the car is not available for the journey.

"While many of these trips may be undertaken by cycle or on foot", said the report "there will continue to be a significant proportion of journeys which will depend on the bus, particularly journeys by the elderly and young."

"The bus service should seek to provide an adequate level of accessibility to work, shopping and other facilities. Furthermore, to restrain the commuting car drive it will be necessary to ensure that the bus services are not impeded by the restraint measures and that the bus offers a viable and attractive alternative mode."

Some bus priority measures have already been introduced, such as priority turns at Coppergate and a bus detection device incorporated in traffic lights at Tower Street and Scamper Street.

Other measures are now under consideration says the report. It is unlikely that such measures will of themselves significantly cut car travel but they could play an important part in improving bus reliability, reducing loss mileage and costs and improving the morale of bus staffs.

Most of the main radial approaches used by buses, such as Layerthorpe, Lawrence Street and Falford Road, are wide enough to carry bus lanes.

At the Holgate Road junction with the Mount a priority bus turn facility is included in short-term measures.

Gillgate and possibly Bootham are not wide enough for bus lanes, but inbound traffic along these junctions could be metered to provide a controlled flow within the capacity of the junction. The traffic flow could be regulated by signal control at Haxby Road and Clifton, where bus lanes might be provided to give bus priority.

Bus lanes at signal - controlled junctions would give a chance to regulate - and if necessary delay - inbound traffic to give an advantage to public transport.

In York, where there might not be enough buses on certain roads to justify a separate lane, other priority vehicles might be allowed to share the lane.

The report also considers a "park and ride" system, as part of a policy to restrain cars from coming into the city centre. But, it notes, it would cost an estimated £90,000 a year to run a 10 minute bus service from one outer-city park site to the central area, between 10 am and 5 pm every day.

Such a service would "reduce the need to provide valuable central area parking space to meet a relatively short peak holiday demand."

A central bus station would give greater passenger comfort, with places under cover for people to wait; a direct interchange from one service to another; and a chance for more economic and positive supervision of services.

"Greater overall passenger comfort might be achieved by the provision of bus shelters both in the centre and in the suburban areas," said the report."

It is recognised that there are locations within the historic centre where shelters may be environmentally unacceptable but there is little provision of shelters for passengers throughout the city.

"The level of interchange is low, both in bus transfer and between bus and rail and this would add little justification for the bus station.

"It may be that greater supervision and monitoring could be achieved more economically by the installation of a more sophisticated communication system."

No provision has been made in estimated expenditure to 1991 for a bus station, but a sum has been included for improved passenger facilities.