

HON. EDITOR:

HON. CHAIRMAN:

HON. VICE-CHAIRMAN:

HON. TREASURER, MEMBERSHIP SECRETARY, &amp; PUBLICATIONS OFFICER:

[REDACTED]

OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH : Sunday, August 22nd, 1954.  
 Visit to Potteries Motor Traction Co. Ltd., Stoke on Trent. Meet at  
 2.30 pm Head Office, Woodhouse Street, Stoke on Trent. W.Y.I.S. members  
 who are not members of the Omnibus Society but who wish to take part in  
 this visit, are requested to notify [REDACTED].

1. STOCK CHANGES(a) NEW VEHICLES

Fleet No.	Regn. No.	Chassis			Body			Seats	Ent.	U.W.
		Make	Type	Number	Builder	No.	Type			
EUG 13	MWY 224	B1	LS5G	101128	ECW	7527	S	41	F	6-14-3
EUG 14	MWY 225	B1	LS5G	101129	ECW	7528	S	41	F	6-14-0
EUG 15	MWY 226	B1	LS5G	101184	ECW	7529	S	41	F	6-14-2
EUG 16	MWY 227	B1	LS5G	101185	ECW	7530	S	41	F	6-14-3

(b) RELICENSED

SG 30 (139), SG 44 (153), SG 50 (159) - 1/7/54

In our last issue a list of nine unlicensed vehicles was given. To this list should be added KSP 4 (K617), omitted in error; this makes the total up to 10.

(c) ON HIRE TO 'WEST YORKSHIRE'

Lincolnshire 1164/65/68/70 returned to owner 30/6/54

(f) VEHICLE SALES & DISPOSALS

The 'J' type vehicles held at Bradford were sold in June 1953 and were collected, one at a time, by their new owner early in 1954. They were :- 103, 906/22/23/38/41/53/64/67/69/78/80/86/97. The remaining 'J', 998, was moved from BRADFORD to HARROGATE in March 1954, and was subsequently broken up.

The vehicles held at LEEDS and YORK - 101, 928/68/71/73/93 - were sold in March 1954 and were later seen in North's yard. Those held at HARROGATE - 937/46/54/57/99 - were also sold in March 1954.

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3. DEPOT CHANGES(a) ALLOCATIONS & TRANSFERS

CP 1	(646)	from HARROGATE	to YORK	17/6/54
Lincolnshire 1164/65/68/70		" BRADFORD	(Lincolnshire)	
EUG 13, 14,		( new )	" BRADFORD	30/6/54
EUG 15,		( new )	" LEEDS	1/7/54
EUG 16,		( new )	" YORK	1/7/54
SG 30, 44, 50, (139/53/59)		( delicensed )	" HARROGATE	1/7/54
EG 12	(645)	" HARROGATE	" SKIPTON	1/7/54

3. DEPOT CHANGES (Contd)

(a) ALLOCATIONS & TRANSFERS (Cont'r)

SG 66 (175) is confirmed as being at HARROGATE (see Issue 40).  
EUG 11 is, at the time of writing, allocated to SCARBOROUGH for the  
X192 Liverpool - Scarborough service.

(b) TEMPORARY LOANS

The following were used over the Whitsuntide period:-

Wilts and Dorset	284	FMW 1	Bristol LS5G	ECW	S 41 F
Wilts and Dorset	539	JMR 324	Bristol LS6G	ECW	C 39 F
Thames Valley	148	EJB 148	AEC Regal	Duple	C 33 F
Eastern Counties LE	702	KNG 702	Bristol L5G	ECW	S 31 R
Eastern Counties KS	900	HRT 330	AEC Regal	Duple	C 35 F
Hants and Sussex		DBK 991			
Bere Regis & Dist:		DHT 636	Bedford OB		
Bere Regis & Dist:		CGC 920			

(c) MOVEMENTS OF DELICENSED VEHICLES

SG 30 (139), SG 35 (144), SG 50 (159) had been moved from YEADON to  
HARROGATE by 17/5/54; SG 44 (153) had followed by 8/6/54.  
SG 36 (145) was moved from HARROGATE to YEADON between 6/5/54 and 31/5/54.  
102, which left YORK with the other J's in March, returned in May  
completely stripped of internal fittings.

The disposition of withdrawn vehicles is now :-

BRADFORD	-	SG 29 (138)
HARROGATE	-	CP 2 (647), SG 73 (182); 107 (Coronation Display vehicle)
KEIGHLEY	-	KSG 59 (K168), KSP 4 (K517); South St:- K962/63
LEEDS	-	1001
SKIPTON	-	KSG 95 (K205)
YEADON	-	SG 36 (145); 1013
YORK	-	989 (rest bus), 102, 984, 1014

Only five of the delicensed L's have not been re-certified; they are  
SG 29, SG 36, KSG 59, SG 73, KSG 95. For various reasons it is thought  
that they will not enter traffic again. CP 2 (647) was involved in an  
accident last year.

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4. VEHICLE NOTES.

(a) OVERHAULS

July 1954 : DG 29 (386), DG 46 (715), DB 24 (752),  
DB 37 (775), DB 59 (805), YDB 90 (Y843),  
SG 141 (262), KSG 21 (K422).

(b) REPAIRS

June 1954 : 1018, SBW 26 (449),

(c) DEPOT OVERHAULS

The following have had depot overhauls for  
re-certification :-

BRADFORD	-	SG 9 (118)
HARROGATE	-	SG 30 (139), SG 32 (141), SG 35 (144), SG 37 (146) SG 44 (153), SG 50 (159), SG 66 (175), SG 74 (183)
LEEDS	-	SG 39 (148), SG 81 (190), SG 88 (197)
YORK	-	SG 12 (121)

Notes :-

DB 58 (804) has had the small window added on the near side (see  
Iss - 24, page 2). It is the last of the ex-804-13 batch to be so dealt  
with.

VEHICLE NOTES (contd)

DBW 10 (828) has been fitted with rear doors.  
CUG 10, although now fitted with normal coach type seats, still bears the  
U.W. 17-1 (3 cwt less than the normal) which was correct when it was  
fitted with the 'bucket type' seats.

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5. OPERATING DETAILS.

Once again this season many private operators are hiring their vehicles to 'West Yorkshire'. Comprehensive lists of some were given last year. Of these, Wrays, and Longsters of Patelay, seem to be unaltered, but others are given below :-

PARKERS of DONCASTER

This list corrects and amplifies that given last year.

9	CTA 102	Leyland Lion LT5A	Harrington
10	FW 2176	AEC Regal I	Barnaby
12	JWT 39	Albion Valkyrie	Barnaby
13	JWT 40	Albion Valkyrie	Barnaby
14	JWU 708	Albion Victor	Duple
15	VO 5608	AEC Regal I	Duple
16	JWU 351	Albion Victor	Barnaby
17	JWU 352	Albion Victor	Barnaby
18	SMF 338	Maudslay Marathon III	Whitson
19	KWT 704	Albion Valiant	Barnaby
20	KWT 705	Albion Valiant	Barnaby
21	KF 8682	AEC Regal I	Burlingham
22	LTU 2	Commer Avenger	Plaxton
23	CFV 304	Maudslay Marathon III	Whitson
24	GGB 96	Maudslay Marathon III	Plaxton
25	BAL 153	Albion Valkyrie	Harrington
26	GDF 563	Maudslay Marathon III	Whitson
27	GHO 41	Maudslay Marathon III	Whitson
	DBA 484	Maudslay Marathon III	Plaxton
	EF 8692	Maudslay Marathon III	Plaxton
	CAG 332	Albion Valkyrie	Duple

SIMPSON'S of RIFON

A comprehensive list is given for the first time.

7	HWW 642	Bedford OB	Duple
8	HWY 269	Guy (Meadows)	Plaxton
9	HWY 270	Guy (Meadows)	Plaxton
10	JWT 848	Bedford OB	Duple
11	KTB 503	Maudslay Marathon III	Duple
12	LWX 225	Bedford SB	Plaxton
13	KWX 226	Bedford SB	Plaxton
14	KWX 227	Bedford SB	Plaxton
15	KWY 97	Bedford SB	Plaxton

BODDYS of BRIDLINGTON

This firm should not be confused with Boddys of Camblesforth, near Selby, who also hire vehicles to 'West Yorkshire'

CTA 109	Leyland Tiger TS7	Burlingham
CS 5230	Leyland Tiger TS7	Plaxton 'Envoy'
ERO 300	Leyland Tiger TS7	Plaxton 'Envoy'
FWF 89	Leyland PS1	Duple
NBT 500	Leyland PS1	Plaxton
NBT 502	Leyland TS7	Burlingham
HYG 797	Leyland PS2	Plaxton (ex-Kitchens, Puds)
EFW 632	AEC Regal I	Burlingham
FWF 87	AEC Regal III	Plaxton 'Venturer'
FWF 88	AEC Regal III	Plaxton 'Venturer'

5. OPERATING DETAILS (Contd)

BODDYS of BRIDLINGTON  
(Contd)

LBT 511	AEC Regal III	Plaxton
DTY 422	AEC Regal III	Plaxton 'Envoy'
ITE 532	AEC Regal III	Burlingham
PUA 170	AEC Regal IV	Plaxton 'Venturer'
NRH 887	AEC Regal IV	Plaxton 'Venturer'
NRH 888	AEC Regal IV	Plaxton 'Venturer'

HARGREAVES of HEBDEN, near Grassington.

DWT 164	Bedford WB	Plaxton
GWT 206	Bedford OB	Burlingham
JWU 792	Commer Avenger	Duple
HBU 106	Bedford SB	

SILVER STAR COACHES, SKIPTON

JWW 733	Bedford OB	Mulliner
SMY 916	Bedford OB	Duple

YORKSHIRE QUEEN, LEEDS

HUP 275	Dennis Lancet III	Duple
KTC 627	Bedford OB	Duple
WMT 337	Bedford SB	Duple

DOBSON'S of BEDALE

JPY 112	Bedford SB	Burlingham
JVN 600	Bedford SB	Duple

SERVICE MOTORS, LEEDS

This firm, which, in previous seasons, has hired vehicles to 'West Yorkshire', was taken over recently by Wallace Arnold Tours.

TILLING TRANSPORT (ETC) LTD

New LS6B coaches delivered in 1954 are :- OJJ 749-51 and OLU 752-55. None has yet been seen on hire to 'West Yorkshire', although OJJ 751 was in Leeds on 7/7/54.

BRADFORD : The 6.0 pm Bradford-Scarborough express service on Whit. Friday (4/6/54) consisted of CBW 1 (666) and SG 143 (264) (both YK). SP 1 (614) (H) duplicated on 53 in the evening of Whit Sunday (6/6/54). The 10.15 am Hawes (78) service on Whit Monday had EB 1 (650) (B) from Bradford and SG 146 (267) (L) from Leeds. On Whit Tuesday, KDB 15 (K743) was used on Harrogate (53) at 2.5 pm. Other observations on this day were :- EUG 9 (YK), EUG 10 (YK), EUG 12 (B) and Lincolnshire 1165 used on a non-stop run to Ilkley at 2.45 pm; SG 14 (123) (B) sent to Morecambe (X88); SBW 18/17 (437/38) (both B) were used on the Fountains Abbey service. The X87 service from Keswick consisted of :- EUG 8 (then L), EB 1 (650) (B) with Ribble 376, 416, 741, 790, 835, & 839 and Cumberland 345 MAO 103 of Whitehaven Depot. Hired vehicles noted in Bradford on Whit Tuesday included :- EWO 505 Bedford OWB and BCK 552 Bedford OB/Duple of Broughtons, GWW 426 Daimler CVD6 / Plaxton of Kildare Coaches, and Parkers No. 21 & EF 8692.

On Saturday 19/6/54, SG 117/18 (222/23) (both B) were to operate on the 7.30 am Doncaster-Blackpool (J7) returning to Barnsley at 2.40 pm ex-Blackpool. On the same day the following were seen in Bradford on the Scarborough and Bridlington services :- Boddys of Bridlington NBT 500/02, FWF 89 & HYG 797. The X192 Scarborough service consisted of Ribble 947 (Tiger Cub/Burlingham coach) with SGW 7 (428) (B) & SBW 23 (446) (H). SGW 7 had worked to Scarborough on the 6.0 am express service.

On 26/6/54, Ribble 816 was seen at 10.13 am on the St. Helens-Scarborough (X192) service in company with SG 101 (206) (H). It is not usual for WY vehicles to be used on this particular service.

On 4/7/54, Boddys NBT 500 & HYG 797 were again noted on the Bridlington and Scarborough services.

OPERATING DETAILS (Contd)

BRADFORD : CNR 242 a Bedford OWB of Lyles, Dewsbury was also noted on hire on 4/7/54.

8/7/54 saw the first known visit to Bradford of a Morris/Beadle when SM 2 (619) (H) arrived on 51 at 5.45 pm. The Scarborough-Liverpool (X192) service on 10/7/54 consisted of Ribbles 720, 747, 804, 817, 831, & 893.

DBW 31 (851) normally used on the Bradford-Scarborough express service was, on 10/7/54, used on the 6.30 am and 2.30 pm express Bradford-Bridlington services. During the previous week EUG 14 worked Bradford-Scarborough while DBW 31 under went a dock.

BRIDLINGTON : One of our observers was in Bridlington last month and the following observations were made by him.

SATURDAY - 12/6/54

10.0	am	Leeds	express	-	SGL 13 (413) (L) with EYMS 596.
10.0	am	Leeds	44	-	SGW 5 (426) (YK).
10.30	am	Bradford	express	-	CUG 4, CUG 5, & CUG 6 (all B).
10.30	am	ex Leeds	express	-	EG 5 (253) (H), SG 134 (255) (H) & SG 146 (267) (L).
10.56	am	ex Leeds	44	-	SG 150 (271) (YK).
11.0	am	Leeds	44	-	SG 146 (267) (L), EYMS 592, with SG 150 (271) (YK) duplicating to York.
11.56	am	ex Leeds	44	-	SG 134 and EG 5 returned empty to Leeds.
12.0	noon	Leeds	44	-	SGW 1 (418) (YK)
12.5	pm	ex Skipton	express	-	EGW 12 (B)
3.50	pm	ex Leeds	express	-	Burrows (Wombwell) No. 86 EVH 589 Maudslayi and HD 5326 Leyland belonging to Tetley, Leeds, 8.
4.0	pm	ex Leeds	express	-	JWX 599 Albion of H. Poskitt, Whitley Bridge.
4.15	pm	ex Leeds	express	-	EYMS 596.
4.20	pm	ex Leeds	express	-	HRF 165 Leyland of Eddie Brown Tours, Helperby, York.
4.30	pm	ex Leeds	express	-	EYMS 597.
6.30	pm	Bradford	express	-	CUG 5, CUG 6 (both B).
6.30	pm	Leeds	45	-	SBW 26 (449) (YK).

SATURDAY - 19/6/54

10.0	am	Leeds	express	-	EG 3 (251)(H), SBW 22 (445) (H), & SBW 33 (456) (L).
10.0	am	Leeds	44	-	DB 48 (786) (YK).
10.30	am	Bradford	express	-	CUG 4 (B) with Boddys (Bridlington) NBT 500, NBT 502 & FWF 89.
10.30	am	ex Leeds	express	-	SGW 4 (425) (YK) returned empty - ? to York.
10.30	am	ex Leeds	express	-	SG 132 (247) (H), SGL 14 (414) (L). (both returned empty to Leeds at 10.35 am).
11.56	am	ex Leeds	44	-	SBW 24 (447) (YK).
12.0	noon	Leeds	44	-	SBW 24 (447) (YK).
12.5	pm	ex Skipton	express	-	CUG 2 (B) with Simpson's No. 13.
12.18	pm	ex Leeds	45	-	SGL 17 (417) (YK).
3.35	pm	ex Leeds	express	-	Midland General 142 FRB 711 on hire to WY.
3.50	pm	ex Leeds	express	-	EYMS 590 & 597.
4.5	pm	ex Leeds	express	-	SBW 22 (445) (H).
4.7	pm	ex Leeds	express	-	EYMS 602.
4.21	pm	ex Leeds	express	-	SBW 33 (456) (L).

5. OPERATING DETAILS (contd)

HARROGATE : DK 1 (822) made its appearance again, after an absence of several months, in late June. It was seen on 74 on 27/6/54, and has later been working on routes 9 & 12.

Tuesday 29/6/54 saw UAS BJ 135 on the Limited Stop service to Middlesbrough. It is a 1935 JO5G (WY's oldest J is 1937).

On 2/7/54, SM 2 (619) was seen on 13 (Bilton-St. George's Road) for the first time. Both SM 1 & 2 are usually on 17 & 18. SP 1 & 2 (614/15) are still working on routes 6 & 7.

SG 1 (110) (B) has been on loan to HARROGATE a number of times recently

LEEDS : A Harrogate depot vehicle - SBW 21 (444) - worked the 1.45 pm Leeds-Bridlington (44) journey on 4/6/54; it was accompanied by SGW 6 (427) (YK).

The Liverpool-Scarborough (X192) service on Whit Saturday consisted of Ribble 747, 748, 903, 905, & 907. Vehicles returning from the East Coast at lunch time included :- SG 112/13/16/35 (217/18/21/56), SGL 3 (40), SGW 2/6 (423/27), SBW 27/29 (450/52), CB 3 (662), CBW 1/9 (666/74), CUG 3/10 (656/59), EUG 4/8/9/10, and DBW 31 (851).

Vehicles noted on hire to WY during Whitsuntide included : HTJ 957 & HUU 430 both Bedford OB/Duple of Waddington's, Leeds, and JPY 112 & JVN 600 of Dobson's, Bedale.

The night service to Kendal (X87) commenced on Friday night June 4th; EUG 6 (L) went up with four passengers. The vehicle rostered is the same one that does the day service to Keswick. The morning departure from Keswick commenced on 5th June, but the first observed journey was on 19/6/54 when Ribble 916 appeared. This journey appears to be Ribble worked so giving that company the first regular working on this service for some time.

On Whit Sunday the following were used on the 9.5 am excursions from Leeds :-

Bridlington :- SBW 34 (457) (L), CUG 8 (K), EUG 10 (YK), EUG 12 (B), EB 10 (659) (L), & EG 7 (640) (L). EB 10 was the service car.

Scarborough :- SGW 9 (430) (B), SBW 35 (458) (L), CUG 3 (B), CUG 7 (K), EUG 8 (YK), EUG 9 (YK), DBW 12 (830) (L). DBW 12 was the service car.

Whitby :- SGW 7 (428) (B), SBW 28 (451) (L), SBW 30 (453) (L), CUG 9 (L). UAS BBE 2 was the service car.

EUG 3 (L) and CUG 5 (B) were also noted, but no destination was displayed on their indicators. Hants & Sussex DBK 991, and Thames Valley 148 also ran on these excursions.

Traffic to the coast was very heavy on Whit Monday. One of our observers at Seacroft noted no less than 64 vehicles between 9.15 am and 9.35 am. A number did not display their destination and so a complete analysis is not possible. All credit must go to the driver of EUG 12 (B) who not only displayed the destination (Scarborough), but set the route numbers to show "EK 3" (Excursion, No. 3 bus). The following vehicles were noted.:-

DBW 29 (849) (L).

EB 2 (651) (B), EB 3 (552) (I), EB 4 (653) (L), EB 5 (654) (L),

EG 4, 5, 6, (252/53/54) (all H), EG 9 (642) (L), EG 11 (644) (H).

EUG 3, 5, 6, (all L), EUG 7, 8, 9, 10, (all YK), EUG 12 (B).

CUG 1, 2, 3, (all B).

SG 79 (182) (YK), SG 101, 104, 105, 106, 107 (206/09/10/11/12) (all H),

SG 111 (216) (L), SG 117, 118 (222/23) (both B), SG 132 (247) (H),

SG 141, 142, 143, 144, 145, 148, 149, 150 (262-66/69/70/71) (all YK).

SGL 7 (407) (SK), SGL 13, 14, 15 (413/14/15) (all L), SGL 16 (416) (YK).

SGW 1 (418) (YK), SGW 2, 3 (423/24) (both L), SGW 4, 5, 6 (425/26/27) (all YK), SGW 10 (433) (K).

SBW 13 (431) (K), SBW 15, 19, 20 (436/40/41) (all B), SBW 23 (446) (H),

SBW 25 (448) (YK), SBW 28, 32, 35 (451/55/58) (all L).

Simpson's Nos. 12 & 15, Dobson's JPY 112, and Longsters GN 7269 were also used.

14 on 27/54  
 aboune  
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Because of the rain traffic to Wetherby races on Whit Monday was not heavy. Among vehicles noted were :-

- SG 39, 48, 76, 88 (148/57/85/97), SGL 2 (402) & DG 15 (361) (all L); SG 15, 70, 78 (124/79/87), 105, & 976 (all YK);
- DG 10 (356), KDB 26, 57 (K764/95) ran through from Keighley.

On Whit Monday many departures on the Leeds-Scarborough (43) service were worked by double deckers. Among those seen were :-

- 9.5 am DBW 29 (849) (L); 10.5 am DB 48 (786) (YK);
- 11.5 am DG 5 (351) (YK); 12.5 pm DGW 9 (863) (YK);
- 2.5 pm YDG 73 (Y703); 3.5 pm YDB 71 (Y761);

Other observations on this day were: Wilts and Dorset 284 used on the 1.40 pm trip to Fountains Abbey; YDB 88 (Y820) on the 2.45 pm departure to Bridlington; GCG 920 of Bere Regis and District also went to Bridlington.

SG 85 (194) (YK) was seen in Leeds at 3.5 pm on 10/6/54, displaying "34 OTLEY" on its indicator. There is no journey to Otley at this time, but there is a 3.15 pm departure to Ilkley. It is possible, therefore, that SG 85 was being used as a duplicate.

Dobson's JVN 600 was noted on the Limited Stop service on 12/6/54. Saturday 19/6/54 produced the following hirings on the East Coast services: Boddy's ERO 300 & LBT 511; JV 8964 a Lancelot II of Anfields (Bridlington) T. Burrows No. 67 KTB 502 Maudslay Marathon III/Duple; KTC 627 & WMT 337 of Yorkshire Queen; HNN 969 of B & I de luxe; JP 6500 Bedford OB/Duple of Hardcastles, Doncaster; Broadbent's No. 23 KOF 484 Bedford OB / Duple.

When seen on Saturday 26/6/54, the 10.0 am Leeds-Bridlington express consisted of: EUG 10 (YK), with EYMS 597 & 603, while that to Scarborough included: EB 2 (651) (B) and KSGL 18 (K419). At the same time the following were seen on hire to WY: Thames Valley 146, Lincolnshire 1165, Tilling MXB 733 & MXB 736, and GWX 496 a Daimler of Kildare Coaches. During the afternoon, a Bedford OB/Duple, GAJ 588, belonging to J. Robinson, Thirsk, was also noted as having been on hire.

All the WY journeys on the Leeds-Bridlington (44/45) services are, with one exception, worked by York depot. The exception is the 2.45 pm departure from Leeds (returning at 6.30 pm from Bridlington) on Sundays only yet on Sunday 27/6/54, DGW 4 (858) (L) was noted on the 1.45 pm turn. The following Sunday produced DE 47 (785) (YK).

Two series of observations are reproduced by way of interest :-  
 30/6/54 - 9.5 am Scarborough (43) - SEW 27 (450) (L)  
 9.5 am Bridlington (45) - SG 142 (263) (YK)  
 9.5 am Whitby (91) - United BBE 2

Vehicles used on the day trips were: EUG 12 (B) to Scarborough, and SGW 7 (428) (B) to Bridlington.  
 1/7/54 - 9.5 am Scarborough (43) - SBW 30 (453) (L)  
 9.5 am Bridlington (45) - SG 150 (271) (YK)  
 9.5 am Whitby (91) - EB 2 (651) (B)

EUG 12 (B) also went to Scarborough, but there is no day trip advertised on a Friday.  
 CBW 7 (672) (H) worked the 10.25 am Leeds-London departure on 1/7/54. One of the Roe bodied KSG's - DG 35 (392) (B) - was working 30 (Bradford-Leeds) on 2/7/54; normally, eight footers are used on this service. The previous day produced SG 62 (171) (B) on the 11.20 am Leeds-Bradford turn.

The 10.15 am Scarborough-Liverpool (X192) was seen in Leeds on 2/7/54 and consisted of Ribble 892 and EG 1 (249) (YK).

When seen on Saturday 3/7/54, the 10.0 am Leeds-Bridlington express included: EYMS 590, 592 & 601, while that to Scarborough consisted of: DBW 31 (851) (B) and SBW 13 (431) (K). At the same time the following were seen on hire to WY: HUP 245 Bedford OB/Duple of B & I de luxe; GN 7269 of Longsters, Pateley Bridge; CWT 950 belonging to Brooke, Great Houghton, nr. Barnsley; and Parkers (Doncaster) No. 21.

Double deckers were again in evidence on Leeds-Scarborough on Sunday 4/7/54. The 12.5 pm and 7.5 pm turns were worked by DBW 27 (847) (YK) and the 4.5 pm journey by DBW 32 (852) (L).

5. OPERATING DETAILS (Contd)

SKIPTON : The new Skipton-Harrogate-Bridlington express service commenced on Saturday 12/6/54. The first vehicle used was EUG 12 (B). The following week, 19/6/54, CUG 2 (B) was seen with Simpson's No. 13 duplicating from Otley. EB 3 (652) (I) was used on the Skipton-Wetherby-Scarborough service. SG 74 (183), SG 104/06 (209/11) (all H) & SG 115 (220) (L), were noted at Otley on the J.9 Leeds-Blackpool service; EUG 7 (YK) ran through from York. SBW 13 (431) (K), also seen at Otley, was on the Keighley-Newcastle service.

YEADON : DG 34 (391) (B/YDN) was seen working Leeds-Rawdon (33) on 9/7/54 and 10/7/54. As stated in Issue 32 (page 5), it is not usual for Bradford vehicles to run 33.

YORK : The EUG's allocated to York have been noted on 43, 44, 74 and X192. EUG 11 was noted on 7/6/54 working Liverpool-Scarborough it later worked Scarborough-Leeds (43) and back. In the summer workings York now has a daily turn to Hull departing Leeds at 8.5 am. Previously, York depot only worked to Hull on Sundays, although and KMS double decker operates from York working the 10.5 am and 6.5 pm departures from Leeds.

Hired vehicles noted in York over the Whitsuntide period included :- Simpson's No. 15 on 7/6/54; Boddy's CS 5230 on 8/6/54; Boddy's FWF 89 with J. Broadbent No. 16 HWF 557 Bedford OB/Duple; Yorkshire Queen KTC 627; Don Smith, Darfield, EBU 961 Leyland PS1, appeared on the 1.30 pm express departure from Scarborough on 12/6/54 with KSG 18 (K419), CB 6 (665) (K), EB 3 (652) (I), Lincolnshire 1165/68 to Keighley and Bradford, SG 103/06 (208/11) (both H), EUG 9 (YK) went to Leeds. EG 1 (249) (YK) was on the 1.30 pm service to Harrogate (74).

DB 48 (786) (YK) was on 44 (Leeds-Bridlington) on 19/6/54, being the first double decker, other than YDB 88 seen at Whitsuntide, to be noted on the route this year. This duty which commences with the 7.57 am York-Bridlington, was worked by DGW 6 (860) (L) on 27/6/54. The appearance of a Leeds depot double decker on the stage carriage service to Bridlington is most unusual.

Harrogate depot vehicles appear quite frequently on 43 (Leeds-Scarborough) e.g. on 26/6/54, SG 105 (210) was on the 11.5 am service ex-Leeds with DG 5 (351) (YK).

DBW 14 (832) (L) worked the 6.20 am York-Leeds turn on 5/7/54. On the previous evening it was seen working 43 with a York crew.

CP 1 (646) was transferred to York to operate a City of York Tour. It is operating with an "on hire to York-West Yorkshire" label.

During the York-Festival in June, special late night services were operated locally and also to Leeds and Harrogate.

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YEADON AIR DISPLAY

For the third year in succession special services were provided to and from the display which was held on Whit Monday. Vehicles from LEEDS proceeded to Henshaw Lane and thence to Town Hall Square, setting down at the Leeds queue point 200 yards west of the Fountain (towards Albert Square). Vehicles from BRADFORD proceeded via Apperley Bridge and Henshaw Lane setting down in Albert Square. All others went via the same route in Yeadon and discharged passengers in Albert Square. For the return journey the loading points were as follows :-

BRADFORD ; In Cemetery Road, off Albert Square.

LEEDS ; At the arrival point mentioned above.

HARROGATE ; On the Harrogate Road, nearly opposite the aerodrome entrance.

KEIGHLEY ; Albert Square.

Coloured signs were erected showing the way to each point.

RED - Leeds ; BLUE - Harrogate ; YELLOW - Keighley ; GREEN - Bradford  
Leeds and Bradford bound vehicles went via Yeadon Fountain and Rawdon Co-op.; Keighley bound vehicles via route 55 (Guiseley and Shipley),

OPERATING DETAILS (Contd)

YEADON AIR DISPLAY  
(Contd)

Vehicles were hired from Leeds and Bradford Corporations, West Riding Automobile Co., and Todmorden Joint Omnibus Committee. Other odd vehicles garaging in 'West Yorkshire' depots were also used.

TODMORDEN JOINT OMNIBUS COMMITTEE.

Nos. 5, 19, 31, & 34. All Leyland ID2 Lowbridge.  
No. 5 arrived from Keighley at 11.0 am followed by the other three. All four did one round trip to Leeds and then parked in Albert Square. In previous years, they have worked Bradford trips. They all four returned to Keighley between 4.40 and 5.0 pm.

WEST RIDING AUTOMOBILE CO. LTD.

- |      |                            |                                   |
|------|----------------------------|-----------------------------------|
| Nos. | 71, 92, 93, 101, 108, 115, | (red) Regent III.                 |
|      | 186, 228, 241, 243, 244,   | (green) Leyland Titan TD5.        |
|      | 271, 276, 312,             | (green) Daimler CWA6 and CVD6.    |
|      | 619, 628, 629, 633, 634,   | (green) Leyland PD2 (Lowbridge)   |
|      | 635,                       | (green) Leyland PD2 (Lowbridge).  |
|      | 649,                       | (green) AEC Regal III.            |
|      | 653, 655, 658, 662, 663,   | (green) Leyland PD2 (Highbridge). |

The first, 653, arrived at 11.35 am; the others following on excursions from Wakefield, Pontefract &c. Except for one or two which worked to Leeds and back, all the others did one round trip to Bradford. After the show, some, including 71, 92, 93, 101, & 108, did a Leeds trip. Previously, the Red buses have done Bradford trips only. 653, 655, 663, 108 & 658 were the last vehicles to Bradford at 5.0 pm.

BRADFORD CITY TRANSPORT.

- |      |                          |                 |
|------|--------------------------|-----------------|
| Nos. | 477, 480, 481, 482, 483, |                 |
|      | 485, 502, 504, 514,      | Daimler CWA6    |
|      | 545, 548, 551, 577,      | Daimler CVD6    |
|      | 84,                      | AEC Regent III. |

These vehicles provided the backbone of the Bradford service. Owing to the rainy conditions some were homebound very early. The first to leave was 482 at 1.15 pm, followed by 502 at 1.25 pm.

LEEDS CITY TRANSPORT.

- |      |                               |                     |
|------|-------------------------------|---------------------|
| Nos. | 114, 123, 286,                | AEC Regent.         |
|      | 357, 358, 387,                | Leyland PD2.        |
|      | 507, 514, 517, 520,           | Daimler CWA6 & CVD6 |
|      | 401, 403, 405, 417, 431, 432, | AEC Regent III.     |
|      | 435, 449, 461, 462, 471, 480, | AEC Regent III.     |
|      | 601, 603, 613, 622, 650, 653, | AEC Regent III.     |
|      | 656, 665,                     | AEC Regent III.     |

Other hired vehicles noted included :-

- |                  |           |                   |
|------------------|-----------|-------------------|
| EAST YORKSHIRE   | 560 & 561 | - Leyland/Beadle. |
| EASTERN COUNTIES | LE 702    | - Bristol L5G.    |
| RIBBLE           | 831       | - Royal Tiger.    |

WEST YORKSHIRE vehicles noted were :-

- |                 |   |
|-----------------|---|
| From Bradford : | DB 5 (733), DBW 11 (829), DBW 20 (838) (all B),<br>SG 93 (203) (SK) ; also KDB 11 (K739)  |
| From Keighley : | DB 22 (750), KDB 10 (K738), KDB 11 (K739),<br>KDB 54 (K792) ; also DB 5 (733) (B).  |
| From Leeds :    | DG 3 (349) (B), DG 10 (356) (K), DG 14 (360) (B),<br>DG 44 (713) (L), SG 138 (259) (SK), SG 18 (127) (YK),<br>SG 84 (193) (L), SG 91 (201) (L), 976 & 985 (both YK) |

5. OPERATING DETAILS (Contd)YEADON AIR DISPLAY  
(Contd)

DB 8 (736) (L) was seen loading at the Harrogate queue at 4.0 pm. Others noted were : SG 11 (120) (L), SG 15 (124) (H), & SG 54 (163) (H). The following were held at Yeadon Fountain at 4.30 pm for S.S.A.F.A. officials :- SG 18 (127) (YK), SG 70 (179) (YK), SG 78 (187) (YK), 976 & 985 (both YK).

NORTHERN COMMAND TATTOO

This event, the first of its kind to be staged for several years, was held at Roundhay Park, Leeds, from 28/6/54 to 3/7/54. Several thousand people attended the Tattoo which was honoured by the presence on 3/7/54 of H.R.H. Princess Margaret. On this occasion no fewer than 517 coaches from various parts of the north of England were at the Park. Our observers were present on each night of the week, and the following is a list of WY vehicles seen on the coach parks.

MONDAY - 28/6/54 SG 144 (265) (YK), SG 150 (271) (YK), SGW 12 (435) (B), SBW 20 (441) (B), CUG 7 (K), CUG 10 (H), & CUG 11 (H).

TUESDAY - 29/6/54 SG 24 (133) (B), SG 42 (151) (L), SG 71 (180) (YK), SG 74 (183) (H), SG 85 (194) (YK), SG 120 (225) (B), SG 144 (265) (YK), SG 150 (271) (YK), SGL 1 (401) (L), SGL 10 (410) (K), KSGL 20 (K421) (K), SGW 2 (423) (L), SGW 4 (425) (YK), SGW 5 (426) (YK), SBW 13 (431) (K), SBW 15 (436) (B), CUG 10 (H), CUG 13 (H), & CUG 14 (H).

WEDNESDAY - 30/6/54 SG 82 (191) (L), YSG 121-25/27-30 (Y236-40/42-45) (YK), SG 150 (271) (YK), SGW 3 (424) (L), SGW 8 (429) (B), SGW 9 (430) (B), SBW 14 (432) (K), SBW 15 (436) (B), SBW 16 (437) (B), SBW 25 (448) (YK), CBW 1 (666) (YK), CBW 9 (674) (H), CUG 11 (H), CUG 14 (H), & EUG 4 (L).

THURSDAY - 1/7/54 SG 32 (141) (H), SG 42 (151) (L), SG 80 (189) (H), SG 104 (209) (H), SG 115 (221) (L), SG 136 (257) (L), SG 139 (260) (SK), YSG 123 (Y238) (YK), YSG 125 (Y240) (YK), YSG 126 (Y241) (YK), YSG 128 (Y243) (YK), SGL 10 (410) (K), SGL 15 (415) (L), SGW 3 (424) (L), SGW 8 (429) (B), SBW 17 (438) (B), SBW 18 (439) (B), SBW 26 (449) (YK), SBW 34 (457) (L), CB 5 (664) (K), CBW 1 (666) (YK), CBW 2 (667) (YK), CBW 10 (675) (H), CUG 1 (B), CUG 10 (H), CUG 12 (H), CUG 14 (H), EB 4 (653) (L), EB 6 (655) (L), EB 7 (656) (L), EB 10 (659) (L), EG 7 (640) (L) and EG 8 (641) (L).

FRIDAY - 2/7/54 SG 11 (120) (L), SG 34 (143) (H), SG 55 (164) (H), SG 70 (179) (YK), SG 106 (211) (H), SG 138 (259) (SK), YSG 121-30 (Y236-45) (all YK), SGL 3 (403) (L), SGL 7 (407) (SK), KSGL 20 (K421) (K), SGW 1 (418) (YK), SGW 3 (424) (L), SGW 5 (426) (YK), SGW 6 (427) (YK), SGW 10 (433) (K), SGW 11 (434) (K), SBW 16 (437) (B), SBW 17 (438) (B), SBW 18 (439) (B), SBW 20 (441) (B), SBW 23 (446) (H), CB 1 (646) (YK), CUG 7 (K), CUG 8 (K), CUG 14 (H), CUG 15 (H), & EG 12 (645) (SK).

SATURDAY - 3/7/54 SG 5 (114) (B), SG 40 (149) (K), SG 42 (151) (L), SG 44 (153) (H), SG 50 (159) (H), SG 52 (161) (H), SG 106 (211) (H), SG 107 (212) (H), SG 117 (222) (B), SG 119 (224) (B), SG 120 (225) (B), SG 131 (246) (H), SG 136 (257) (L), SG 142 (263) (YK), SG 143 (264) (YK), SG 146 (267) (L), YSG 127 (Y242) (YK), YSG 130 (Y245) (YK), SGL 5 (405) (H), SGL 9 (409) (K), SGW 3 (424) (L), SGW 6 (427) (YK), SGW 8 (429) (B), SGW 9 (430) (B), SGW 10 (433) (K), SBW 13 (431) (K), SBW 15 (436) (B), SBW 17 (438) (B), SBW 19 (440) (B), SBW 20 (441) (B),

ROUTING DETAILS (Contd)

NORTHERN COMMAND TATTOO  
(Contd)

SATURDAY - 3/7/54  
(Contd)

SBW 21 (444) (H), SBW 22 (445) (H), SBW 33 (456) (L),  
KSGL 18 (K419) (K), KSGL 21 (K422) (K), KSGL 22 (K442),  
KSGL 23 (K443) (both K), CP 1 (646) (YK), and  
EG 12 (645) (SK).

Whilst the Tattoo was in progress, Services 38 & 39 (Leeds-Wetherby-Knaresborough) were diverted so as to operate via Easterley Road. LCT bus stopping places were used.  
SG 32 (141), SG 33 (142), SG 67 (176), SG 74 (183), SG 109 (214), SG 131 (246), SG 133 (248), SG 134 (255) (all H) and SG 146 (267) (L), were noted at the Park on 22/6/54. They had been used to convey boys from the Army Apprentice Training School, Harrogate, to Roundhay Park for rehearsals prior to commencement of the Tattoo.

6. SERVICE CHANGES.

YORKSHIRE - LONDON - BRIGHTON - WORTHING

A daily through service between Yorkshire, Brighton and Worthing commenced on Sunday, July 4th. The 9.40 am London departure from Harrogate works through to Brighton and Worthing. The journey has been retimed between Biggleswade and London, arriving half an hour earlier at 7.0 pm instead of 7.30. This makes a direct connection with the 7.0 pm 'Southdown' Worthing service, arriving at 10.10 pm. At the time of going to press, the service is being worked alternate days by 'West Yorkshire' and 'Southdown'. The first coach from Worthing was 1668, NCD 668, a 1954 Royal Tiger with Duple Ambassador C 41 C body. The first 'West Yorkshire' coach was CUG 10 (H).

The 7.35 am Bradford-Halifax-Huddersfield-London service goes to Brighton; it is being worked by 'Yorkshire Traction'. On Monday 12/7/54, YTC 873 (Lancet III) went to Brighton and YTC 899 (Leyland PS2) worked Brighton-Bradford. EYM 523 went to London with YTC 873 and was the first 'East Yorkshire' vehicle to be seen in Bradford on Yorkshire Services. WTD 636 went to Birmingham.

HARROGATE - CLITHEROE - BLACKPOOL

This year there is no 5.30 pm departure from Blackpool. The service otherwise remains unchanged.

SERVICE X88 - LEEDS - SKIPTON - MORECAMBE

Departures from Morecambe now leave on the hour instead of four minutes past. This year the last journey from Morecambe is 7.0 pm - last year it was 6.4 pm - and there is a 6.0 pm departure on Saturdays only.

SERVICE 46 - LEEDS - YORK - FOCKLINGTON - HULL

The 4.30 pm Hull-York journey, returning from York at 6.25 pm, has been re-routed to serve Dunnington - a small village off the main road between Grimston and Kexby.

The 6.30 pm departure from Hull to York, returning 8.25 pm ex-York, also operates via Dunnington (Saturdays excepted).

PROPOSED SERVICE BETWEEN LEEDS and SCHARLIFFE ESTATE, SEACROFT.

'West Yorkshire's' application in connection with the above (see Issue 39) came before the Traffic Commissioners on 14/7/54, together with the proposals for the amended Leeds-Scholes-Barwick-Aberford service. The chairman announced that a decision would be given later.

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7. SOLD STOCK.

- ANW 168 (Bristol J05G ex-WY 928)
- BWT 763 (Bristol J05G ex-WY 968)
- BWT 766 (Bristol J05G ex-WY 971)
- BWT 768 (Bristol J05G ex-WY 973)
- BWT 788 (Bristol J05G ex-WY 993)
- BWT 795 (Bristol J05G ex-WY 101)

All sold to Norths in March 1954, were seen in their Stourton yard on 15/4/54.

BWT 768 was later seen in York on 11/5/54 running on Trade Plates. All appeared to have left Stourton by 12/6/54.

PY 9489 (TS1, ch: 60174, ex-WY 556, originally 505, now 12/28 ex-Lion Bus Service in 1929, rebodied 1936, sold 1949 to York Autowreckers) was later owned by Delahope, Contractors of York. It was last noted at a farm at Full Sutton on 19/4/54.

WW 8253 (TS1, ch: 60156, ex-WY 537, originally 506, now 12/28 ex-Yeadon Transport in 5/29, rebodied in 1936, sold to York Autowreckers in 1950) is in use as a stores vehicle by J.H. Reynard of Helperby. It was seen in early 1954 on a building site at Fifth Avenue, York.

YG 623 (TD2, ex-WY 438, see page 6, April 1954 issue) was in use as a caravan opposite Norths Whinmoor yard in 1949. It was painted green.

YG 8969 (Lanect I, ex-WY 872, ch: 170741, new 3/35, sold to Norths 3/49) was seen during February 1954 at a site close to Middleton Woods, Leeds. It was still in WY livery and was in use as a workshop.

A visit to Bailey's depot at Fangfoss, York, found two vehicles apparently ex-WY, neither of which has ever run for Baileys. They are :-

- YG 2193 (TS4, ex-WY 548, new 3/33, wdn: 9/48) Both were sold 1
  - WX 3819 (Regal, ex-WY 684, new 4/30, wdn: 9/48) 8/49 to Tye, York.
- There is also a rear entrance body ex-Lanects Y844-48.

BWT 767 (Bristol J05G ex-WY 972, sold 8/52 to Mr. Seely of Hayes) was seen at Richmond, Surrey, in a fairground. It was painted grey. Date noted - early 1954.

- DF 7556 (TS3, ch: 61479, ex-WY 525, WX 5916, new 2/31)
  - DF 8013 (TS3, ch: 61485, ex-WY 531, WX 5922, new 2/31)
- Both these Tigers were withdrawn in 3/47 and sold to Norths immediately. They were later re-sold to A.E. Letch Sible, Heddingham, Essex. They appear to have been married to 'Black and White' nos. 25 and 29 whose registrations they now carry. They are apparently still in service with their original bodies. This would appear to be a similar case to that of JUB 29, mentioned several times previously.

A top deck from one of the original bodies of the Y368-78 series is in use as a hen house at a farm between Rufforth and Long Marston. It is painted dark grey and is on the left hand side of the road from York to Wetherby (Route 97).

8. OTHER INFORMATION.

After having been closed for several weeks, the booking and enquiry office at Vicar Lane Bus Station, Leeds, re-opened on 1/7/54. It has been completely re-fitted and modernised, and now has a most interesting window display.