

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 161

AUGUST 1964

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| Hon. President | : | ██████████ |
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FORTHCOMING EVENTS.

SUNDAY 13TH SEPTEMBER 1964
BRADFORD AREA TOUR.

Full details of the above tour appeared in the last bulletin, together with booking form. Members are asked to complete and return this to ██████████ as soon as possible.

SUNDAY 25TH AUGUST 1964
GLASGOW TROLLEY BUS TOUR. This will be in both single and double deck vehicles.

SUNDAY 4TH OCTOBER 1964
BEACHPOLE TRAM TOUR. This will take place in an open top single decker.

Send 3d stamp for full details of both the above tours to ██████████

DEADLINE for the September issue will be Tuesday 1st September 1964 and all items should be sent to ██████████ on or before that date.

1. FLEET CHANGES.

New Vehicles.

SMG 36 Further details of the above vehicle would be welcome.

The body number of SMG 35 is 14141 - U.W. 6-11-3.

Allocations and Transfers.

| | | | | | |
|--------|------|--------------|----|--------------|---------|
| DX 24 | from | BRADFORD | | (delicensed) | 31/7/64 |
| DX 37 | " | MALTON | | " | " |
| SMG 36 | | (new) | to | YORK | 1/8/64 |
| DX 14 | | (delicensed) | " | LEEDS | " |
| DX 82 | | " | " | LEEDS | " |
| DX 13 | from | LEEDS | " | BRADFORD | " |

Fleet Total.

| | <u>West Yorks</u> | <u>Keighley-West Yorks</u> | <u>York-West Yorks.</u> | |
|--------------|-------------------|----------------------------|-------------------------|------------------|
| Licensed : | 419 | 52 | 68 | |
| Delicensed : | 6 | 1 | 1 | |
| | <u>425</u> | <u>53</u> | <u>69</u> | <u>Total 547</u> |

Last month's total of 547 excluded SG 106 but included SMG 36 which was stored at Grove Park.

Sales and Disposals.

There have been no sales during the last six months.

2. VEHICLE NOTES.

Overhauls.

July 1964 : DX 14 (L), DX 33 (Yk).

Depot Repaints.

July 1964 : SBW 27 (r): DBW 12 (Yk)(t.u.v.): YDX 132: YDX 88 (Lower half only).

General News.

SUG 63 (L) has lost its rear fleet number and allocation disc, these having been covered by an advert.

DX 14 (L) has been fitted with T indicators and small fleet number on overhaul.

SUG 32 has been fitted with flashing indicators about 5 feet back and 3 feet high
DX 154 (L) has been noted with two fleet numbers one above the other, one was of the small type and the other the usual large type.

DX 173 (H) is reported as carrying a rear wheel trim similar to that carried by DX 1 76 except that it is finished in black paint instead of maroon.

3. SERVICE CHANGES.

Stage Carriage.

S.15 (159) has been granted and although no further details have been given in N. & P. we are grateful to the Company for letting us have the following information. Alterations to 96/97 York-Wetherby have been brought about by the introduction of additional journeys during school terms at 3.50pm from Wetherby to Bickerton (96) returning from Bickerton to Wetherby at 4.02pm. This has resulted in the retiming of the 4.00pm Wetherby-York (96) to 4.15pm, and the 5.00pm York-Wetherby (97) and 5.55pm Wetherby-York (97) to 5.10pm and 6.05pm respectively, all these journeys being worked by the same vehicle. In the case of 22 Harrogate-Forest Moor, the 7.45pm Harrogate to Forest Moor and 8.15pm return journeys on Mon-Sat have been withdrawn. The application for the Leeds-Ilkley service was to introduce additional minimum stop journeys but these will only be introduced if and when the rail service between Leeds and Ilkley is withdrawn.

The Company have also let us have details of the alterations to Y.10 Bishopthorpe-Wigginton which came into effect last month. There is now an approximately hourly service on Mondays to Saturdays through the Calf Close Estate at Haxby. Vehicles running through the Estate turn right off the York to Haxby Road at Calf Close running through the Estate to Station Road where they turn left to regain the original route at the roundabout in Haxby village. 2 minutes extra running time is allowed for this detour. With only 2 exceptions the vehicles running through to Wigginton continue to use the original route as to certain journeys terminating at Haxby Co-op.

The following applications have been granted S.15, S.16, S.17, S.18, S.19 (160) but further details are not yet to hand of these.

In the November 1963 bulletin we mentioned a report in the Skyrac Express which referred to a protest by Boston Spa Parish Council against the return to working via Thorp Arch instead of Moor End consequent on the re-opening of Thorp Arch bridge. At that time the Company refused to operate services via Moor End the principal reason being that the line of route along the A.1 is sparsely populated. Now according to a report in the same newspaper certain journeys are to be re-routed via Moor End. All are on service 41 Leeds-Boston Spa-Wetherby, and on Monday to Friday are ex Wetherby at 5.55am, 6.50am, 7.55am and 5.55pm and ex Boston Spa at 7.40am, 8.40am, 12.40pm, 4.40pm 5.10pm and 6.40pm. On Saturdays every journey on 41 is diverted via Moor End in each direction with the exception of the 10.40pm ex Boston Spa. This is for a trial period and is to be reviewed next January. This area is also served by West Riding between Moor End and Wetherby on Saturdays and Sundays only by their Wetherby-Castleford via H.K. Holdfield service.

The application by the Company to delete the restriction on picking up and setting down between Bradford and Bingley on 62/621 (see issue 155) is to heard on 18th August and an might be expected Bradford Corporation are objectors.

Express.

S.5 (160) has been granted.

OPERATING DETAILS.

We are pleased to announce that [redacted] has kindly offered to take over the duty as Depot Correspondent for Leeds and we are pleased to accept his offer. This still leaves us requiring a depot correspondent for Harrogate Depot. Surely there is someone in Harrogate who would be willing to perform this duty, and we should be grateful for any volunteers. Owing to the early Press Day this month any notes on Bank Holiday workings have been held over for next month's issue when we hope to be able to give a full picture of the workings.

Depot Reports.

BRADFORD. On Fri 10 Jly SMG 17 (B) was replaced at York by YSMA 8 for the 8.30pm departure from York for Bradford (the one man duty). YSMA 8 remained at Bradford over the weekend and the following day worked the 8.30am Bradford-Scarborough (43) with Simpsons of Ripon RYG 609 (Bed SEG/Plaxton C41F) duplicating. The same day SMG 20 (B) worked the 8.35pm Bradford-Whitby (91). In connection with these two routes it is interesting to note that although the 91 leaves Bradford 5 minutes later than the 43 it arrives at Malton 6 minutes before the 43. The reason for this is that 43 operates between Bradford and Leeds via Greengates whereas the 91 runs direct via Stanningley. It is understood that Bradford Corporation EKY 559 reported on hire to West Yorkshire last month was in fact on hire to Leeds Corporation and not the Company. Observations on Sun 26 Jly found Longsters WYG 600 working the 8.30am Bradford-Scarborough (43 dup), EUG 86 (B) was working to Scarborough on a day trip from Denholme and Thornton, United BU 225 worked the 8.35am Bradford-Whitby (91), DB 39 (B) worked the 7.30am Bradford-Denholme (56) and return then 8.40am Bradford-Yeadon (56) and DX 159 (B) worked the 8.50am Bradford-Denholme (56). On Tue 28 Jly SMG 17 (B) worked the 8.30am Bradford-Scarborough (43) with Wrays VMA 622 (AEC Rel/Yeates C41C) duplicating. United BUE 645 worked the 8.35am Bradford-Whitby (91) and SMG 16 (B) and SMG 41 (K) worked to Yeadon Airport. The following day DB 25 (B) worked the 12.10pm Bradford-Denholme (56) and owing to close parking by another vehicle it left via Little Horton Lane and Victoria Square to New Victoria Street instead of Chester Street and Great Horton Road. In the July bulletin comment was made of the fact that the stand at Chester Street displayed '60 Coach Road' although this service actually commences at Shipley. We understand, however, that all buses operating the 60 service do actually work through to and from Bradford by duplicating 59 or 61 on the following cycle: Bradford-Shipley (59 or 61 dup), Shipley-Coach Road and return (60), Shipley-Bradford (59 or 61 dup), Bradford-Yeadon and return (55). The only exception to the above cycle is before 2pm on Sundays and the first bus on Coach Road on Monday to Friday which works as follows: 6.20am Bradford-Shipley (61 dup), 6.35am Shipley-Coach Road (60) returning to Shipley at 6.45am, 6.55am Shipley-Coach Road (60) returning to Shipley at 7.05am, 7.12am Shipley-Bradford (59 dup) then 7.35am Bradford-Yeadon (55). Through fares from Bradford-Coach Road are now available and in fact on several occasions vehicles have been noted in Manningham Lane displaying 'Bradford 60', whilst once or twice vehicles have left Bradford showing 'Coach Road 60'.

HARROGATE. On Sun 12 Jly SUG 34/55/56 (all H) were noted heading over Woodhead in the direction of Manchester at approximately 8.15pm. On Sun 19 Jly DBW 23 (H) worked the 9pm Ilkley-Harrogate (76) an Ilkley duty. On Thur 30 Jly DBW 30 (H) worked the 8.30pm Skipton-Harrogate (76) whilst the following day SMG 4 (H) worked the 9.30am Otley-Skipton (76). The 12.30pm York-Harrogate (74) has reverted to single deck operation as is usual for the summer, SUG 54 (H) being noted on Tue 28 Jly.

ILKLEY On Sat 25 Jly the following vehicles were noted in Ilkley depot at 8.15pm. DBW 27, DB 62 (I) and SBW 17 (I) the latter showing 'Blackpool J6' on the rear indicator. On the same evening KDX 145 (K) was noted in Ilkley on K12 (Ilkley-Haworth) whilst DX 4 (B) was on 63 Bradford-Ben Rhydding.

KEIGHLEY. On Fri 24 Jly DB 23 (K) was noted on Keighley-Denholme-Bradford (57) whilst DX 25 (H) was noted on Keighley-Leeds (31).

LEEDS. DX 62 (K) worked the 1.30pm Leeds-Harrogate (36) on Thur 23 Jly. DX 37 (M) was on loan to Leeds during the week ending 31 Jly and was noted on Mon 27 Jly working on Leeds-Tadcaster (42) and later the same day worked the 5.25pm Leeds-Rawdon (33). On the following day it worked the 5.05pm Leeds-Bramhope (34). On Wed 29 Jly DX 123 (L) worked the 7.40am Rawdon-Leeds (33) arriving at 8.15am and then worked the 8.25am Leeds-Horsforth (33), whilst DX 122 (L) worked the 8.20am Otley-Leeds (34). Referring to the Leeds survey reported last month, several references were made to Wetherby vehicles 'presumably' working for Leeds. One of our Leeds correspondents informs us that this is a regular practice and has noted DGW 7 (W) working the 7.40pm

Rawdon-Leeds (33) and 8.25am Leeds-Horsforth (33) on 27 Jly. The same day DBW 28 (W) worked the 12.40pm Rawdon-Leeds (33) whilst the following day EBW 29 (W) worked the 8.25am Leeds-Horsforth (33). A survey of operations on 33 Leeds-Horsforth-Rawdon (joint with Ledgard) on Mon 27 Jly between 8.00am and 5.30pm:-

| Ex Rawdon. | | Ex Leeds | |
|------------|--|----------|---------------------------------------|
| 7.40am | DGW 7 (W) | 8.25am | DGW 7 (W) : SBW 21 (L) |
| 8.10am | Ledgard MXX 137 (ex L.T.E) and JWU 131 (PD2/Leyland ex Felix) | 8.55am | Led MXX 179. |
| 8.40am | SBT 21 (L) : DGW 7 (W) : DBW 16 (L) | 9.55am | DBW 16 (L) |
| 9.40am | Ledgard MXX 179 | 10.55am | Led MXX 179 |
| 10.40am | DBW 16 (L) | 11.35am | DBW 16 (L) |
| 11.40am | Ledgard MXX 179 | 12.25pm | Led MXX 179 |
| 12.40pm | DBW 16 (L) | 12.55pm | DBW 24 (L) |
| 1.10pm | Ledgard MXX 179 | 1.25pm | DBW 16 (L) |
| 1.40pm | DBW 24 (L) : DBW 28 (W) | 1.55pm | Ledgard MXX 179 |
| 2.10pm | DBW 16 (L) | 2.25pm | DBW 24 (L) |
| 2.40pm | Ledgard MXX 179 | 2.55pm | DBW 16 (L) |
| 3.10pm | DBW 24 (L) | 3.25pm | Ledgard MXX 179 |
| 3.45pm | DBW 16 (L) | 3.55pm | DBW 17 (L) : DBW 24 (L) : DX 5 (K). |
| 4.10pm | Ledgard MXX 179 | 4.25pm | DBW 16 (L) : DGW 9 (L-) to Horsforth. |
| 4.40pm | DBW 24 (L) | 4.55pm | Ledgard JWU MXX 131 (*) : MXX 179. |
| | | 5.25pm | DBW 24 (L) : DX 37 (H). |

(*) This vehicle started from Woodhouse Lane (Wormald Row) a daily occurrence.

MALTON. On Sat 18 Jly SMG 39 (M), was noted on Malton-Weaverthorpe (95) and SMG 48 (Yk) was noted on York-Scarborough (43).

SCARBOROUGH. SMG 35 new to Scarborough on 1st Jly was noted working the 10.00am Brid-Leeds (44) on Wed 22 Jly. SMG 25/35 (Sc) were both noted on Scarborough-Leeds (43) on Sat 18 Jly.

YORK. SGW 11 (Yk) was noted on South Bank-Fulford/Broadway (Y4/4A) on Wed 15 Jly. Loadmeter checking has been taking place commencing 27 Jly on 74 York-Harrogate and the following vehicles are in use:- DX 56/58/61 (all L) based at York depot and DX 54/57 (both H) based at Harrogate depot. On Sun 2 Aug however DX 58 was noted in York depot displaying 'York 43'.

LONG DISTANCE. Random observations at Bradford (Chester Street) on Sat 11 Jly of express departures revealed the following:- 8.30am Skegness - CUG 24 (H), an unidentified Keighley EUG and Longsters 299 DMU. 8.35am Southport - SUG 35 (B). 8.35am Blackpool (J6) - SUG 13 (B) and Helling of Ashern XWR 195. 8.45am Edinburgh - EUG 79 (L). 8.45am Glasgow - EUG 88 (L). 8.45am Keswick - EUG 80 (K), SUG 61 (L), SUG 29 (Yk), Hargreaves of Hebden XWR 265, Senior of West Ardsley SW7 659 and Ledgard DGN 835. 9.20am Blackpool (J1) - Knowles of Oulton SUG 2 (AEC Rel/Duple C41C) and MWR 958 (Leyland PSU 1/Flaxton C41C). 9.30am Morecambe (X88) - Way of Summerbridge LAK 662 (Bed SBG/Burlingham C35F). On Sun 12 Jly Southdown SUF 905 worked the Harrogate-Worthing service whilst the same day EUG 81 (H) worked the 9.45am Leeds-Liverpool (X97) being replaced by North Western 774 (LDB 774 Tiger Cub/Willowbrook) at Manchester. On Fri 24 Jly Northern General 1881 (JGN 881 Tiger Cub/Willowbrook B45F) was noted in Leeds Headrow showing Frigate on the indicator and carrying a sticker displaying 'Leeds'. On Mon 27 Jly Eastern Counties LS 785 (Bristol LS C39F) was noted at Vicar Lane Bus Station at 1.25pm showing 'Leeds Relief'. On Tue 28 Jly Durham District DBE 35 was noted at 12.35pm travelling down the Headrow showing 'Duplicate 97' (It was presumably duplicating the 8.30am ex Newcastle). On Fri 30 Jly United BU 270 and BUE 1 were both noted arriving at Wellington Street on X99. On Sat 25 Jly the following vehicles were noted between Skipton and Settle working the 8.00am Leeds-Keswick (x87) were SUG 37 (L), EUG 2 (L) and CUG 19 (H), whilst working the 8.00am Leeds-Glasgow were SUG 65 (K), SUG 70 (B) and EUG 79 (L) and working to Edinburgh was EUG 76 (L). The four Scottish bound vehicles carried 'On hire to Ribble' stickers. On Sun 26 Jly the 8.35am Bradford-Blackpool (J6) was worked by SUG 52 (B) with Longsters 6789 WX (Thames Trader/Flaxton W41F) duplicating. The same day Baildon Motors 280 KW (Bed SB5/Flaxton) duplicated the 9.30am Bradford-Morecambe (X88). On Fri 31 Jly SUG 29 (Yk) duplicated Ribble 929 on the X.192 Scarborough-Liverpool service.

5. SOLD STOCK NEWS.

YIG 749 (ex SBW 6)
YIG 739 (ex SBW 10)

Both these vehicles were noted with Pemberton of Upton on 19 Jly. Both are licensed, SBW 6 being still in West Yorkshire livery with the name painted out

and SBW 10 is in Pembertons Black and Ivory livery.

DNW 581 (ex SG 67)
DNW 595 (ex SG 81)

A member on a recent visit to Northern Ireland searched most of the country for the four West Yorkshire L5Gs reputed to have been sold there. He had 50% success finding both of the above vehicles on the premises of J. & H.E. Doherty of Bushmills Road, Coleraine, Co. Londonderry (Building Contractor). Also on the premises were JHT 831 Bristol L5G ex Bristol O.C. and DCN 72 A7C ex Northern General 1472. SG 67 was still in service but SG 81 was delicensed and out of use. SG 81 was in a very sorry state but still carried a poster proclaiming 'For party travel hire a coach - apply at any office of West Yorkshire Road Car Co. Ltd.,'.

6. TEN YEARS AGO.

The August 1954 bulletin contained details of a tour of the Bradford Area which was to take place in Bed OB/Duple coach CP 4 and if bookings were heavy the second vehicle would be a 30 seater Bedford bus! New Vehicles entering service and allocated to Bradford were EUG 17/18. Operating details at Bradford were of workings to the East Coast. Two EUGs worked to Scarborough at 6.00am and then worked the 10.15am Scarborough-Liverpool (X192). DBW 31 was reported as doing two trips to the East Coast on Saturdays to either Scarborough or Bridlington according to traffic requirements. The 8.35am to Whitby (91) was worked alternately with United as now - Bradford Depot using an EB and United's usual vehicle being BBE 2. The Whitby express service was worked by 39 seaters (often SGW 7,8,9) plus a 35 seater. The West Coast services were worked by 35 and 39 seaters and even 32 seaters. Harrogate Depot Report gave details of vehicles noted on the special service to the Great Yorkshire Show Ground from the Bus Station. It was holiday week in Keighley, Bingley and Shipley and Keighley Depot report recorded vehicles working to the coast among them being several hired vehicles. York depot report recorded that between 6.30pm and 9.30pm on August Bank Holiday Monday no fewer than 64 West Yorkshire vehicles had been noted on the York-Leeds road, among them being all the YSGs except one, the exception having worked a duplicate to Whitby (91).

7. OTHER INFORMATION.

"ROOM AT THE TOP". The film of this name starring [redacted] and [redacted] was shown on Granada TV last month. For the benefit of our new members we repeat the note which appeared in Issue No. 100 - June 1959 under the heading 'Oscar for DB 38'. "Bradford depots DB 38 'stars' in the current British film Room at the Top which was filmed largely in and around Bradford. It is depicted going up Ivegate - a very steep and narrow shopping street in Bradford (in real life a one way street downwards!). Although it is seen for only a few seconds, filming which took place last Summer took a whole day. The date of the action of the film is immediately post war so that a modern bus would have looked rather out of place (although one or two keen eyes have observed a few slips in this direction), so that the choice of a bus of the 'period' was essential. DB 38 was appropriate in that it had just been repainted and could pass off as a relatively new bus: also it bore 'national' advertisements although these were of a modern design. That it was possibly one of the few buses able to climb Ivegate all day without boiling over was probably not taken into consideration. Shooting (with cameras of course) also took place inside the lower saloon. Indicator blinds showed CROSSHILLS/WEST YORKSHIRE both back and front - typical destination!".

RAIL-ROAD TOURS. Brief mention was made in last months bulletin to the Rail-Road tour to Castle Howard operated via York. It is interesting to see from British Railways literature the extent to which the Company participate in the North Eastern Region. Here are some further details: Each Wednesday and Thursday from 1st Jly to 17 Sep there is an excursion to Newby Hall from Selby and York transfer to road being made at Harrogate. On Tuesdays from 30 Jne to 8 Sep there is one to Helmsley, and Rievaulx Abbey and Castle Howard from Hull, Beverley, Pontefract, Doncaster, Newcastle and Darlington and on this transfer is made to road at York. On Wednesdays and Thursday there is another excursion run from the same points as the previous tour from 1 Jly to 17 Sept and this is to Castle Howard transfer again being made at York. Lastly on Thursdays from 2 Jly to 3 Sept there is a trip to Hatwood House from Newcastle, Middlesbrough and Stockton transfer taking place at Harrogate. Other operators participating in the North Eastern Region are Sheffield United Tours, Ribbles, Cumberland, Percivals, Scottish Omnibuses and United. In some cases special buses are provided whilst in others service vehicles on service timings are used.

WEST YORKSHIRE ROUTE 55

by [REDACTED]

I do not propose to delve too far back in history in describing West Yorkshire's 55 route. However, I will say that around 1930 West Yorkshire Road Car Company Ltd., acquired services from Bradford and Leeds to Yeadon, a small town with a population of over 10,000. These services operated with only slight variations of timing and routing until 1955, when I begin my story.

Up to April 30th 1955, Leeds Corporation's service 71 operated between Leeds and Guiseley, with specials to Menston Hospital, timings varying between every 40 minutes on Sunday mornings to every 10 minutes at peak hours. West Yorkshire, with a different commencing point in Leeds, operated along the same route as far as Rawdon and then to Yeadon. This service, number 32, operated every 30 minutes Monday to Saturday and Sunday evenings, and hourly Sunday mornings and afternoons, and at most times of the day was inter-worked with service 47 Leeds to Aberford. The West Yorkshire 55 service operated between Bradford and Yeadon via Guiseley on a basic frequency of every 30 minutes with variations to suit the various factories in the area. Mention must also be made of a service operated by Messrs. S. Ledgard of Armley, Leeds over the same route as Leeds Corporation to Guiseley and then on to Ilkley.

As the Leeds Corporation route was operating at a loss, the Corporation decided to operate only as far as Horsforth and leave operations beyond this point to West Yorkshire and Ledgard. From May 1st 1955 therefore, the predominantly Roe-bodied Corporation buses operated only as far as Horsforth, this service being integrated with the ex tram route 4 to Kirkstall. This left the almost 100% Bristol/ECW West Yorkshire buses and the miscellaneous fleet of S. Ledgard responsible for services beyond Horsforth and several changes were implemented.

West Yorkshire routes 32 and 55 were joined to become Bradford-Guiseley-Rawdon-Leeds as route 55 operating half hourly. This, in fact, saved a vehicle for West Yorkshire as six vehicles were required to operate the former 32 and 55 services, while only five were required for the new service. A new 32 was introduced over the same route as the former Corporation service but only operating every 30 minutes. The Leeds terminal point was moved from Rockingham Street (not now used as a stand) to the West Yorkshire Bus Station at Vicar Lane, a special stand being made out of space formerly used for parking spare vehicles. The 32 was extended to Menston Hospital at visiting times.

A new service 32A was introduced at peak times and on Saturdays between Leeds and Yeadon over the same route as the new 55 to Rawdon and then via Henshaw Lane. It was operated by Leeds and Yeadon depots and produced a motley selection of vehicles from coaches to double deckers.

The new 32 was operated mainly by DB (K6B) and DG (K6C) types - the first bus to operate the service being DB 8 - although in later years newer types of vehicles have appeared more frequently. Vehicles for the service were provided by Leeds Depot (2) and Yeadon Depot (1) but when Yeadon depot closed in 1959, the service was, and still is, operated completely by Leeds depot.

The 55 provided a varied selection of vehicles, mainly DB, DBW (KSW6B) or DX (LD6B) types - the first bus from Bradford on the new service was DBW 20 4 but other types appeared occasionally. At the start of the service the five vehicles provided were:

- Monday to Saturday - Leeds 3, Bradford 2.
- Sundays - Leeds 3, Bradford 1, Yeadon 1.

After a few weeks, however, one of the Leeds vehicles was replaced by a Bradford one, the vehicle operating the first journey from Leeds on weekdays operated as a duplicate back to Leeds on Route 30 via Calverley at 6.55am. The Bradford vehicle operating the 9.35pm to Leeds on route 55 returned to Bradford at 10.50pm also via Calverley on route 30 (an extra timing). Few alterations were made to the service for a few years except that in November 1959, Leeds Vicar Lane Bus Station was extended providing the 55 and 32 services with new stands alongside other services. In June 1957, Shipley Bus Station in the Market Square was opened and the 55, together with many other West Yorkshire services was diverted through the new station. In the same year the 32A acquired a short extension in Yeadon from Albert Square to Hawthorn Avenue.

On Sunday March 1st 1959, a new service, number 60, between Shipley and the Coach Road Estate at Baildon was introduced operating on a half hourly frequency. To anyone but an enthusiast or an employee of the Company, this service would have no connection with the 55. However, the Coach Road service was extended to Bradford by duplicating existing services and was interworked with the 55 service. The cycle of operations was Leeds-Bradford (55)-Shipley (duplicating 59 or 61 Baildon services)-Coach Road (60)-Shipley (60)-Bradford (duplicating 55)-then back to Leeds on 55, the whole cycle taking $3\frac{1}{2}$ hours. Exceptions to this cycle appeared on Sundays and certain Bank Holidays, when the 60, still extended to Bradford on duplication, was operated independently by the two Bradford vehicles. The results of linking the services were that Leeds vehicles operated the Shipley local service, which caused much confusion with such things as lost property, and rebooking of fares was necessary at Shipley between Bradford and Coach Road and vice-versa. Vehicles from Bradford showed "Shipley" on the destination with the correct route number (although on DB type vehicles a special intermediate destination blind showing "Hannington Lane" and no route number was shown) and Coach Road was indicated on leaving Shipley, the same procedure being operated on the return journey. On vehicles with triple route number blinds much handle twiddling was necessary.

Seven vehicles were required to operate services 55 and 60 these being supplied by Leeds (2) and Bradford (5). On Sundays, however, when the 55 was worked independently Yeadon depot still supplied 1 vehicle instead of the fifth Bradford one. On 4th April 1959 when Yeadon depot closed Bradford depot took over Yeadon's Sunday working on 55, the number of vehicles supplied by Bradford then being the same every day.

The services continued in this fashion until Sunday May 20th 1962, when services in the area were again subjected to a general upheaval as facilities were required for the new Shaw Estate at Guiseley. The 55 service was split at Yeadon and a new 55 was introduced between Yeadon and Bradford. This service left Yeadon via the old route for a short way but then branched into the Shaw Estate rejoining the old route in Guiseley. The rest of the route was unchanged. Frequency and timings from Bradford remained the same basically but timings from Yeadon were slightly altered.

The Leeds to Yeadon portion of the old 55 was covered by a new service numbered 35. This was the number of the Leeds-Wike-Bardsey service which was renumbered 37 (previously held by the Leeds-Scotton Sanatorium service now withdrawn). The new 35 covered the same route between Leeds and Yeadon but was then extended into the Shaw Estate to a terminal at Howson Close. Certain Ledgard services in the area were also diverted via the new estate. Timings of the 35 and also the 32 were altered slightly so that these services combined with Ledgard's Ilkley service provided an even 10 minute frequency between Leeds and Rawdon and vice versa.

Leeds depot now became wholly responsible for the 35 service while Bradford was responsible for the 55 and 60. The 55 was still linked operationally with the Coach Road service but now operated Yeadon-Bradford (55)-Shipley (duplicating 59 or 61)-Coach Road (60)-Shipley (60)-Bradford (duplicating 59 or 61) taking $2\frac{1}{2}$ hours. This cycle of operations was extended to include Sundays. Five vehicles now operate on this cycle of operations and are mainly DB or DBW types, although as fleet replacement progresses the ever popular DX (Bristol Lodekka) types are appearing to a greater extent.

With the changes of services the terminal in Yeadon of the 55 reverted to its 1955 terminal at Albert Square. Since May 1962 the services have been unchanged, but with decreasing traffic and new housing estates being built it is quite likely that the services will see some changes within a few years.

An economy I would suggest for off peak hours would be to extend the 35 to Guiseley (White Cross) and provide a connection there for Bradford with the 53 or 63 services, the same to operate in the reverse direction. The 55 service could then be withdrawn in off peak hours.

This is only a suggestion, however, but it is evident that in the past eight years the 55 has had more than its share of alterations, and I hope that in its present form it will prove to be satisfactory to both the public and the Company.

The above article was originally submitted for the Omnibus Society's magazine competition. We regret that we are unable to reproduce the excellent maps which accompanied it but expect that most of our readers will be sufficiently familiar with the area not to require these.