

1. FLEET CHANGES (Cont.)

- allocated to LEEDS and YEADON depots.
 (c) Although having been delicensed on a number of occasions
 DG 30 has worked only for BRADFORD depot since new on
 1/1/39.

Temporary Loans

For Loadmeter Checking -

DX 54	HARROGATE	to	LEEDS	-	24/5/59	to	6/6/59
			YORK	-	7/6/59		
DX 55	BRADFORD	to	LEEDS	-	31/5/59	to	6/6/59
			YORK	-	7/6/59		
DX 56	HARROGATE	to	LEEDS	-	24/5/59	to	6/6/59
			YORK	-	7/6/59		
DX 57	HARROGATE	to	YORK	-	21/6/59		
DX 58	YORK	to	LEEDS	-	7/6/59	to	13/6/59
DX 59	HARROGATE	to	YORK	-	21/6/59		
DX 60	LEEDS	to	YORK	-	7/6/59		
DX 61	HARROGATE	to	LEEDS	-	24/5/59	to	6/6/59
			YORK	-	21/6/59		

In exchange for the above -

DX 8	LEEDS	to	HARROGATE	-	24/5/59		
DX 25	LEEDS	to	HARROGATE	-	24/5/59	to	28/6/59
DX 51	LEEDS	to	HARROGATE	-	26/5/59	to	6/6/59
DX 36	LEEDS	to	BRADFORD	-	31/5/59		
DX 33	YORK	to	LEEDS	-	7/6/59	to	28/6/59
			HARROGATE	-	29/6/59		
DX 34	YORK	to	LEEDS	-	7/6/59		
DX 37	YORK	to	LEEDS	-	7/6/59		
DEW 2	YORK	to	LEEDS	-	14/6/59	to	30/6/59
DEW 11	YORK	to	HARROGATE	-	21/6/59		
DEW 34	YORK	to	HARROGATE	-	21/6/59	to	22/6/59
DGW 10	YORK	to	HARROGATE	-	21/6/59		
DEW 9	YORK	to	HARROGATE	-	23/6/59		
DEW 25	YORK	to	LEEDS	-	1/7/59		

Notable hirings during June -

Wilts & Dorset 546 JMW 669 Bristol LS6G E.C.W. S41F

Stored Vehicles

Allocation at 1/7/59 :-

Bradford:	DB 3,4, K1003, 1004.	Keighley:	KDB 55.
Harrogate:	SEW 26, DX 1,16, 965.	Leeds:	SG 111/36, DB 58, DX 12,13.
Ilkley:	KDG 49, DEW 24.	York:	SUG 33, YDG 86, DGW 9, DX 11.

Fleet Total

	<u>C</u>	<u>SD</u>	<u>DD</u>	<u>1/7/59</u>	<u>1/7/58</u>
Licensed :	36	200	270	= 506	504
Unlicensed:	-	5	13	= 18	23
Totals :	36	205	283	= 524	527

2. VEHICLE NOTES

Overhauls

May 1959 : SG 114, SGL 5, SEW 22, 31, DG 29, 33, DB 20, DX 51
 June 1959 : SG 136 YSG 124, SGL 16, SEW 35, DG 30,
 KDG 51, DB 58, DEW 21,30,32,33, DX 1,10. DEW 28,

2. VEHICLE NOTES (Cont.)

Repaints

May 1959: SGW 5.
June 1959: YSG 123, YSG 130, DX 2.

Rebuilding

SG 110, overhauled in 11/58 and relicensed this month, has NOT been rebuilt with metal body sides.

General News

YSG 123 still retains its external fleet number plates (not as stated in Issue 100), but DX 21 & 49 have lost their rear and off side plates, respectively.

DBW 29 (transferred to YK - 1/6/59) still retains LEEDS depot discs; however, EUG 67 received YORK discs by mid-June (See Issue 99).

3. SERVICE ALTERATIONS

Express Services

YORKSHIRE - BLACKPOOL

Application has been made to amend the picking up point in Cleckheaton to the "Bus Station" instead of "Park Side", on the Wakefield-Blackpool and Ossett-Blackpool services.

Excursions & Tours

From KEIGHLEY

A half-day excursion to Newby Hall, to operate throughout the year, has been applied for.

4. OPERATING DETAILS

Loadmeter Checking

<u>Week Commencing</u>	<u>Depot</u>	<u>Vehicles</u>	<u>Services</u>
May 31st	LEEDS	DX 54, 55, 61	(36) Leeds-Harrogate-Ripon
" "	LEEDS	DX 56, 60	(55) Leeds-Yeadon-Bradford (60) Shipley-Coach Road
June 7th	LEEDS	DX 58	} (36) Leeds-Harrogate
" "	HARROGATE	DX 57, 59, 61	
" "	YORK	DX 54, 55, 56, 60	(11) York Local Service
June 14th	YORK	DX 54, 55, 56, 58, 60	(4/4A) " " "
June 21st	YORK	DX 54 to 61 (inc.)	(1/8) " " "
June 28th	YORK	DX 54, 56, 57, 59	(2) " " "
" "	YORK	DX 55, 58, 60	(3) " " "
" "	YORK	DX 61	(1/8) " " "

Loadmeter Exchanges

Vehicles loaned to other depots, in exchange for Loadmeter cars, or otherwise, invariably run on the service or services worked by both the respective depots, these usually being the only services on which cars are able to display the correct blinds. Ideally, in any exchange which takes place, the blinds of two such cars should be interchanged, but not all the exchanges are straightforward, as can be seen from the list of "Temporary Loans". As a result of this a number of DX's have been seen running around with no blinds at all!

Two examples of this: DX 36 (L loan B) has been consistently working on services 30/31 (Bradford-Leeds/Leeds-Keighley) and displaying the correct blinds; DX 33, 34, 37 (YK loan L) have been working from Leeds mostly to York and the East Coast - during the first week DX 33, 37, at least, displaying only a paper label "YORK" stuck over the destination screen.

4. OPERATING DETAILS (Cont.)

Depot Reports

Leeds: Wilts & Dorset 546 ran to Knaresborough on Saturday, 6th June, and was used on the Wharfedale excursion on Sunday, 21st June.

York: A shortage of vehicles at York depot due to under-compensation for overhaul delicensing, together with the "Loadmeter activity" have contributed to an interesting month, in which CP 1 has done its share; having been seen duplicating to Tadcaster on May 27th, and to Whitwell (on service 43) on June 6th. Service to the York Races on May 26th-28th was augmented by a number of Leeds and Harrogate vehicles, as well as CP 1; while SUG 42,43,44 (B), 54 (H), EUG 57,58 (L), 73 (B), 75 (H), CBW 1,12 (L), CBW 7,8 (H) have all worked for York depot on occasions during the month. On Sundays 21st & 28th June the Loadmeter DX's were not checking, and were seen far afield; DX 54,55,56,58,60 on services 43,74,& 80 on the 21st, and DX 59 on York-Leeds (43) on the evening of the 28th. DX 54,56,57,58,60 were seen on a private hire trip to Scarborough on the latter date.

Malton: DX 37 was at Malton depot when required for loan to Leeds on June 7th, and worked into York to be changed over with YDB 65. Other YDG, YDB, & YDX's, displaced from City services on weekdays by the Loadmeter vehicles have also been seen far afield, some working for Malton depot.

Harrogate: On Sunday, 28th June SUG 8 (H) duplicated from Knaresborough to York the 7.5 p.m. departure from Harrogate (74).

- "60" and "20" -

The numbering of the new Shipley - Coach Road service as 60 has recalled the route of the previous service with this number. About half of the new Coach Road service does actually follow the old 60 route, which is the "long-since-buried" fourth member of the Baildon quartet of routes. Strangely enough the old 60 route still haunts the road, as the intermediate exposure for this service has still survived in a few blinds of Bradford SGW's and SG's, previously fitted to "J" class vehicles for occasional use. Route 60 is the only combination of ways to Baildon not in use today; it ran from Chester Street, via Canal Road, Shipley, and Baildon Green to Baildon. An hourly frequency was maintained before the war, with single-deckers of course, as double-deckers did not operate full time until 1952, leaving Chester Street at 40 mins.past the hour and Baildon at 10 mins.past. It is interesting to note that a journey time of 10 mins.was given from Shipley to Baildon. Today, the present journey time given (on service 61) is also 10 mins., but look at the difference - the route is nearly half as far again (Knoll Estate and Station Road extensions) there are many more stops en route, an extra set of traffic lights has to be contended with, while invariable use is made of vehicles of that same vintage (DG's), now over 20 years old!

The 60 service disappeared soon after the commencement of the war, when pruning of services was being carried out, and never appeared again on a regular frequency.

When Bradford district routes were numbered the general idea was to have all Canal Road services even numbered, and Manningham Lane services odd numbered. This survives still today. In fact, a 'jinx' seems to hover over any even numbered service attempting to connect Shipley with Manningham Lane. The old Bradford Corporation tram route to Baildon Bridge was numbered 26, and this never survived long enough to provide an extension to the Bradford trolleybus system. In the same way, is some 'hidden power' preventing the new route 60 from going further than Shipley, as vehicles running through to Bradford have to run as duplicates to the odd-and-safe 55, 59, & 61?

Another recently revived route number is that of 20, but this had not laid its head down for nearly such a long time. In fact, it was in July 1957 that the then service 20, Harrogate to Tadcaster, was combined with service 76, Skipton to Harrogate, and the number 20 ceased to be used until last November, when it was allocated to a Knaresborough local service - Bus Station to The Green, Scriven - resulting from revision of services in that district.