

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 176.

NOVEMBER 1965.

**PERSONAL.** It is with regret that we learnt of the illness of our member [REDACTED]. [REDACTED] was taken suddenly ill shortly after our tour last month. After a spell in hospital we understand that he is now home and on the road to recovery and we send him our best wishes and hope that the recovery will be speedy.

Details of [REDACTED] wedding which were unfortunately mislaid last month are as follows: [REDACTED] to [REDACTED] at Leeds Road Methodist Church, Ilkley on Saturday 25th September 1965. [REDACTED]

**FORTHCOMING EVENTS.** Members should have received details of our November meeting through the post, but for the benefit of members who have not received notification details are as follows:-  
 All members and their friends are invited to a meeting which has been arranged for SATURDAY 27TH NOVEMBER to commence at 19.00hrs (7.00pm). The meeting will be in the MOSS GRANGE TRAINING SCHOOL (for Conductors) at Harrogate and this is one minutes walk from Head Office in East Parade. [REDACTED], the Company's Chief Engineer will address the meeting. We sincerely hope that the meeting will be well supported and that members will make every effort to attend.

**FRIDAY** for the December issue will be Tuesday 30th November 1965 and members are asked to send any items for inclusion in the bulletin to [REDACTED] on or before that date.

**1. WLEET CHANGES.**

New Vehicles.

EX 199	HWY 523C	Bristol FS6B	228040	ECW	14828	H6ORD	7-16-0
EX 200	HWY 829C	Bristol FS6B		ECW		H6ORD	7-16-0
LX 201	HWY 524C	Bristol FS6B	228046	ECW	14830	H6ORD	
LX 202	HWY 830C	Bristol FS6B		ECW		H6ORD	

Allocations and Transfers.

DE 199		(new)		to	HARROGATE	16.10.65
DE 201		(new)		"	BRADFORD	"
SEW 33		LEEDS			(delicensed)	31.10.65
SEW 64		"	HARROGATE		"	"
SEW 66		"	BRADFORD		"	"
SEW 68		"	SKIPTON		"	"
SEW 71		"	BRADFORD		"	"
SEW 80		"	KEIGHLEY		"	"
EG 1,4,23,29,36,37,39,40,41		"	HARROGATE		"	"
EG 2,3,7,8,26,27,31		"	LEEDS		"	"
EG 5,9,11,16,28,30,32,33,34,35,38		"	BRADFORD		"	"
EG 6		"	YORK		"	"
EG 13,15,15,17,20		"	KEIGHLEY		"	"
EB 52		"	HARROGATE		"	"
EB 26,32		"	LEEDS		"	"
EX 112		"	YORK		"	"
SEW 22		(delicensed)		to	BRADFORD	1.11.65
EUP 88		"		"	LEEDS	"
LX 124		"		"	WETHERBY	"
EX 200		(new)		"	HARROGATE	"
EX 202		(new)		2	BRADFORD	"
SEW 72		from	YORK		HARROGATE	"
EG 75		"	KEIGHLEY		HARROGATE	"
EG 86,87		"	BRADFORD		LEEDS	"
EG 21		"	KEIGHLEY		HARROGATE	"
EB 58		"	HARROGATE		KEIGHLEY	"
EG 24,28		"	KEIGHLEY		BRADFORD	"
EX 68		"	BRADFORD		HARROGATE	"
EX 81		"	WETHERBY		LEEDS	"
EX 109		"	HARROGATE		YORK	"
EB 51		(delicensed)		"	BRADFORD	8.11.65
EB 51		"		"	HARROGATE	"

NOTE: All vehicles are relicensed at their former depots except EUG 88 (ex Scarborough) and EB 51 (ex Harrogate).

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Fleet Total.

	C	SD	DD	1.11.65	1.11.64
Licensed:	6	189	295	490	480
Delicensed:	35	10	6	51	61
	41	199	301	541	541

Sales and Disposals.

39 vehicles and two lorries (1005 and 1021) have been sold to North's. Full details will be given next month.

2. VEHICLE NOTES.

Overhauls.

October 1965: YDG 90/92. YDX 86.

Repaints.

Aug/Sep 1965 : SUG 65 (K)  
 October 1965 : SBW 17 (L), DBW 22 (B), YDB 73 (interior and exterior).  
 November 1965: YDX 91.

General News

Vehicles noted without black outlining are DX 16(B), KDX 134, YDB 87, YDX 88, YDG 90 and YDG 92.

Vehicles noted with T indicators are: YDG 90/92 and DBW 14, DBW 5(L).

DX 82(L) had received a full compliment of advertisements by early September (see also note in Issue No.166).

Reference last month's note concerning SBW 15/7, the Bramham should read Bramhope.

DBW 5(L) has lost its black lining out on overhaul and now has flashers of the round type to the rear.

Reference last month's bulletin: DB 17(L) had sheeted over T indicators fitted on repaint and was therefore the first one fitted with them to be withdrawn and not DB 21(B).

In last month's bulletin we stated that DB 51,58,60-2 were the only remaining DBs - a member asks what has happened to DB 52 which he thinks is still licensed and running for Harrogate - confirmation required please?

DX 199(H) carries rear wheel trims.

DBW 5(L) although relicensed on the 1st of the month did not return from Harrogate until the second week in October.

DX 161(B) and DBW 22(B) both have small rear fleet numerals.

CUG 13(K) now has small fleet numbers and flashers.

DBW 14(B) also with small fleet numerals has the front one appearing as on Lodekkas (i.e. on the first offside panel behind the cab door) - it also has flashing trafficators at the rear similar to DBW 34 and square type rear lights/reflectors.

3. SERVICE CHANGES.

Stage Carriage.

On the occasion of the Queen and Duke of Edinburgh's visit to Leeds (and York) on Friday 22nd October many service changes took place a summary being given below: Services 30,31,32,35. Between 13.00 and 14.15 these services terminated in King Street and commenced from Park Row.

Seacroft Village. When York Road was closed there was no service through Seacroft Village.

Service 33. From 11.00 to 14.15 the terminus remained at Vicar Lane but the route between there and Shaw Lane, Headingley was greatly altered.

Service 34. From 11.00 to 14.15 the terminus was moved from Cookridge Street to Park Place and the route from there to Shaw Lane, Headingley was altered.

York Road services 40,41,42,43,44,45,46,91 between 13.15 and 14.20 were diverted from York Road between Vicar Lane and Ivy Street whilst East Coastals proceeding to Wellington Street from Vicar Lane ran via Corn Exchange, Duncan Street, Boar Lane and City Square.

As an example of the degree of route alteration that took place, the outward route of Leeds-Rawdon (33) was Vicar Lane, The Headrow, Westgate, Burley Street, Burley Road, Cardigan Road, Kirkstall Lane, Headingley Mount, St. Anne's Road then as regular route, instead of Vicar Lane, The Headrow, Woodhouse Lane, Headingley Lane, Otley Road. The route is for the most part the same as LCT 7 and 74 and is some considerable distance from a West Yorkshire regular route. 34 also followed this route from Westgate.

at 0900 and operate 30 minutes later throughout and also to retime the 16.30 York to Whitley Promenade to depart at 16.00 and operate 30 minutes earlier throughout. (Neither of these are shown in the current timetable - can any member clarify).

E.37. Yorkshire Pool. Leeds-London.

Application has been made to amend the timing point at Huntingdon to be Mill Common instead of Murkett's Garage.

4. OPERATING DETAILS.

Depot Reports.

Bradford. DX 201 worked the 07.55 Bradford-Ilkley (67) on 16 Oct its first day in service. DX 202 now in service on 1st Novr was also noted on 67. DX 13 although relicensed at Bradford on 1st Oct has not been noted by our Bradford Depot Correspondent nor have enquiries revealed its whereabouts. DBW 14 returned to service from overhaul on 21 Oct and worked the 16.50,18.50 and 20.50 Bradford-Keighley (57) and also worked to Harrogate on Sun 24 Oct. Vehicles have been noted as below on services 30/31 and in order to get a fuller picture it should be pointed out that the first Bradford car on Leeds operates as follows: 05.40,07.50,09.55,11.55,13.55 15.55 Bradford-Leeds, 06.50,08.50,10.50,12.50,14.50 Leeds-Bradford, 17.00 Leeds-Keighley 18.20 Keighley-Leeds,19.50 and 21.50 Leeds-Bradford, 20.55 Bradford-Leeds. The second car is a split rota just operating 06.25 Bradford-Leeds,07.20 Leeds-Bradford followed by school special duties. The other car starting in the morning works 06.50 Bradford-Haworth (56),07.40 Haworth-Bradford,08.25,10.25,12.25,14.25 Bradford-Leeds, 09.20,11.20,13.20 Leeds-Bradford, 15.35 Leeds-Keighley, ~~16.55~~ 16.55 Keighley-Leeds, 18.20,20.20,22.20 Leeds-Bradford, 19.25,21.25 Bradford-Leeds.

Tue 22 Oct - DGW 2(W) did the first duty all day. Wed 13 Oct. DX 12 (L) operated the first duty all day. DGW 2(W) operated the Haworth and then the full duty. Thur 14 Oct DGW 2(W) as on Wednesday. Fri 15 Oct DGW 2(W) the first duty, DX 12(L) the duty starting with Haworth. Wed 20 Oct DX 81(W) the first duty. Thur 21 Oct DX 81 worked the 20.55 Bradford-Otley (53). Fri 22 Oct DX 81 (W) worked the 30 duty as on Wednesday and DX 12(L) worked the duty starting with Haworth. Sat 23 Oct DX 81 was again on 30/31 working for Bradford depot. Sun 24 Oct DX 81 operated the Bradford turn on 30 starting 06.25 finishing 23.12 at Bradford. Mon 25 Oct DX 12(L) operated the split rota 06.25 Bradford-Leeds. ~~XXXXXXXXXXXX~~ DBW 8(L) was noted on the 18.10 Bradford-Yeadon-Otley (50). DX 81(L) was noted on the 18.10 Bradford-Denholme (56). Tue 26 Oct DX 81(L) worked the 07.40 Bradford-Harrogate (51) to at least 13.28 and was later noted on 20.15 Bradford-Baldon (59). DX 18(K) worked the first duty on 30. Wed 27 Oct DBW 8(L) worked the first duty on 30, DX 12(L) worked the duty starting with Haworth, DX 81(W) worked the 08 12 Bradford-Keighley (67 dup). Mon 1 Nov DBW 8(L) started the rota 06.40 Bradford-Leeds, the 11.20 Leeds-Bradford duty being worked by DBW 28(K). Tue 2 Nov DX 24(B) started the first rota on 30, by the 11.55 journey this was DX 78(B). DX 48(B) did the Haworth and 08.25 Leeds, but the 10.25 was worked by DX 51(B), DBW 24(K) worked the 06.25 Bradford-Leeds and return, DX 160(B) worked the 07.40 Bradford-Harrogate (51). This duty does a return trip to Penny Pot Lane before working the 09.40 Harrogate-Bradford (53). The next journey, 10.55 Bradford-Harrogate (53) was worked by DX 17 and finally EUG 70(B) worked the 08.15 Bradford-Denholme (56) and return on Mon 18 Oct.

Ilkley. On Tue 5 Oct the following observations were made. The 16.15 duplicates to White Cross were SMG 10 (K loan I) later to work 17.45 Bradford-Ilkley (65), DX 47 (I) later to work Crompton Parkinsons-Otley (50). The 16.15 duplicate to Bradford was SMG 53(I) later to work 17.15 Bradford-Ilkley (68).

Keighley. During the month DBWs have been continually noted on Keighley-Denholme-Bradford (57) amongst them being DBW 11(B), DBW 4(B) and DBW 27(B). On Sun 24 Oct DX 167(B) was noted on 57. On the 5th Oct KDB 55 was noted on K.17 Keighley Oakworth, DX 201(B) was noted on 68 Keighley-Bradford on the 16th Oct and has continually appeared on this route virtually every day since with DX 188/9(B). The two Keighley DBWs are frequently appearing on local services. On the 19th Oct DBW 24 was noted on K21 and on the 30th on K2. SUG 65 recently repainted was noted on Keighley High Royds on Wed 20 Oct. The same day saw EUG 70 on Bradford-Grassington. DB 61(K) worked the Keighley-St. Bede's School special on the 20 Oct, and on this day DBW 16(L) was noted outside the depot. Also on the 20th a large private hire was undertaken at Keighley all vehicles used being CUGs with the exception of an ERG. Some 14 vehicles were required including CUG 31 from Leeds and several Bradford CUGs. On the 27th KDB 55 worked the 08.00 Keighley-Kildwick whilst later in the day KDB 54 worked a tea-time trip to Skipton. The same day DX 58(H) was noted on 67 Keighley-Bradford.

Leeds. On Tue 2 Novr EUG 76/79 were both noted in York working the 16.00 Bridlington to Leeds (44). DX 82(L) worked the 17.15 Leeds-Ilkley(34) on Wed 20 Oct with DX 171 on the 17.15 Leeds-Arthington-(34) whilst on Tue 9 Nov DX 82 worked the 17.04 from Leeds on 32A. The first day of October found the following vehicles returning to Leeds from Rardon (33) at 16.45 - SBW 14/27, SUG 15, DBW 29, DGW 6. On the day of our Leeds tour SRG 14(H) was noted on Leeds-Harrogate(36) this vehicle

As was reported in our August bulletin the Company applied to extend the terminus of Y.6 at Stockton Lane/Hempland Lane terminus, along Woodlands Grove to a new terminus at Elm Park Way. At the end of 1964 when a main sewer was being laid, Heworth Road was closed and the service was operated by way of Heworth Village. As Stockton Lane was carrying substantial traffic it was decided to extend the service along Woodlands Grove. This came into effect on 1st December 1964 but following complaints from residents in Woodlands Grove the service was extended further to Elm Park Way, on the 24th January 1965, where there was a suitable lay-by. Heworth Road re-opened on the 25th April 1965 and the Company gave notice of its intention to revert to the former terminus but residents of Elm Park Way area countered with a request that the temporary arrangements should remain as they were and the Traffic Commissioners granted dispensation. The extension was restored on the 13th June 1965 and ran until 25th July 1965. Objections were then lodged by the Woodlands Grove Tenant's Association and the hearing was heard before the Traffic Commissioners at Leeds on Tuesday 2nd November 1965. For the objectors it was argued that the amenities of Woodlands Grove would be destroyed and that there would be danger to children and damage to the verges. The Traffic Commissioners, however, found in favour of the Company and granted the application for one year. The service will be extended to Elm Park Way once more on Sunday 14th November 1965.

S.155. K.21 Stockbridge-Bracken Bank Cres. K.22 Stockbridge-Bracken Bank Avenue.  
K.23 Utley-Bracken Bank Ave (Kcighley locals).

Application has been made to operate the above services by way of High Street and Bridge Street instead of Church Green.

S.156. 13 Bilton/Bachelor Gardens/Bus Str-St. Georges Road (Harrogate local).

Application has been made to revise the timetable.

S.157. 71 Skipton-Buckden.

Application has been made to amend the 16.10 Skipton to Grassington so as to depart direct from Skipton School at 16.05 and operate 5 minutes earlier throughout and in consequence to retime the 16.40 Grassington to Skipton to depart at 16.35 and operate 5 minutes earlier.

S.158. 91 Whitby-Bradford.

'United' have applied to operate Winter 'A' timetable from mid September to mid June and so cancel Winter 'B' timetable. The effect of this will be to continue the through operations between Whitby and Leeds throughout the Winter period.

S.159. K.6 Fell Lane-Thwaites (Kcighley local).

Application has been made to introduce additional journeys on Sundays at 08.35 from Fell Lane to St. Joseph's Church and 10.00 St. Joseph's Church to Fell Lane.

S.160. 14 Harrogate-Boroughbridge.

Application has been made to withdraw the 06.35 Mon-Sat journey from Harrogate to Boroughbridge.

S.161. Y.4 South Bank-Fulford (York local).

Application has now been made to extend the terminus at Fulford to Crossfield Crescent. York Corporation have already been granted the necessary Consent to operate to this point which lies in Derwent Rural District.

S.162. Y.20 Wigginton-Woodthorpe (York local).

Application has been made to retime the 08.00 New Earswick to Woodthorpe to 08.05 and to run 5 minutes later throughout.

S.163. 44 Leeds-Bridlington (joint with EYMS).

Application is made to resume the 07.57 York to Bridlington so as to depart York at 08.00 and operate 3 minutes later to Pocklington and then forward as authorised.

S.164. 92 Hawthorne Avenue-Beverley Road (Malton local).

Application is made to withdraw the Sunday service which at present consists of two journeys in Summer.

Passenger trains are to be withdrawn from the York-Beverley section of the York-Hull line on 29th November next and in consequence of this East Yorkshire have been granted a limited stop service from York-Hull which will not be jointly operated. There will be three journeys in each direction. York-West Yorkshire were mentioned in the press release as an operator who may be asked to increase, alter or revise their existing services, since they serve Earswick Station which will be closed.

Express Carriage.

E.36. X91 Bradford-Whitby.

Application has been made to retime the 08.30 Whitby Promenade to York to depart

usually being found on 76. Later in the day SRG 15/16/17 were all noted on 76 and Ledgard RTL KGU 263 was noted on Leeds-Rawdon (33). On Mon 4 Oct the following day, SGW 6, one of the vehicles used on our tour, worked the 17.07 Bramhope (34). On Wed 6 Oct CUG 1/4/23/5 (all H) were noted in Leeds depot. A fortnight later CUG 1 and EUG 82 were thus noted as was EUG 84 and on 27 Oct EUG 81/304 (all H) were in Leeds depot. These vehicles work 07.40 from Grove Park to Grand Hotel, Harrogate, then 08.00 Grand Hotel to Leeds University. (This variation was applied for see issue S.152 - does anyone know the purpose of this). They then work 08.50 Leeds University to Roscliffe Road where they layover all day. They then work 16.45 Roscliffe Road to University, 17.30 University to Grand Hotel and 18.35 Grand Hotel to Grove Park. This rota commenced on 7 Oct. On Fri 8 Oct DX 32(L) made a very unusual appearance on Leeds-Ripon(36), a long time since such an old Leeds DX has been reported on this route. The same day United MW UE 602 was noted in Westgate, Leeds showing 'Leeds 36' to the front and 'Harrogate' 36 to the rear. On Mon 18 Oct DX 199(H) was noted on Leeds-Harrogate(36) and DBW 5(L) back from overhaul was on the 12.55 Leeds-Rawdon(33). On Tue 19 Oct CUG 2/3(L) were both on airport duties - CUGs do not appear on these duties during the Summer but during the rest of the year the remaining licensed CUGs are used on both Airport duties and private hire. On Wed 20 Oct DX 52 was the service car to Guiseley(32) at 13.36 being duplicated by DX 127(L) and SRG 2(H loan L) to High Roys. On Fri 22 Oct SBW 21/7/8/33 and DGW 6 all worked into Leeds from Rawdon(33) at 16.45. By the 25 Oct DX 115 (ex Yk) had been fitted with Leeds blinds and was working to Yeadon (Shaw Estate). The same day Ledgard RTL KGU 263 was working on Leeds-Rawdon (33) and SRG 4(H loan L) on Leeds-Harrogate. On Wed 27 Oct DBW 24(K loan L) was working Leeds-Yeadon (35) and in the depot was EUG 76 showing Leeds 36 and carrying a Spacey House sticker. The same day DBW 8 (L loan B) was on Leeds-Bradford (30) and SRG 4 (H loan L) worked to High Roys Hospital (32). On Thur 28 Oct Ledgard RTL KGU 263 worked to Otley (34) and DX 184(H) worked the 19.15 Leeds-Ripon (36). On Fri 29 Oct SMG 52 worked to White Cross (32), DGW 2 to Nunroyd Mills and DX 152/4 both to Guiseley. CUG 8 was on Airport duties.

Wetherby. On Fri 1 Oct DX 81 worked Leeds-Guiseley(32), DGW 4 was on 29/29A and DBW 29 on Leeds-Rawdon(33). On Tue 5 Oct DBW 29 was on 29/29A and was still on these routes the following day. On Fri 8 Oct DGW 4 worked to Aberford(47) duped by DBW 8(L) to Scholes(48). On Mon 18 Oct SMG 47 worked a Leeds turn to Wetherby(39). On Wed 20 Oct DX 81(W loan B) was on Leeds-Bradford(30) and the following day SMG 47 worked 17.07 to Bramhope(34), and DGW 7 was on Leeds-Rawdon(33). Mon 25 Oct found SMG 4.9 (W loan L) working a Leeds turn to Wetherby(39) whilst DGW 4 worked to Otley(34) and DX 46 was on Leeds-Guiseley(32). On Wed 27 Oct DX 81 had returned from Bradford and was loaned to Leeds working Leeds-Guiseley(32). The following day DGW 7 worked to Nunroyd Mills (32) at lunchtime and DX 81 worked to Rawdon(32) returning on 33.

York. YDG 92 returned from overhaul on Fri 15 Oct and was noted travelling down Tang Hall Lane towards the Osbaldwick terminus of 11/11A in the hands of a fitter. On Thur 28 Oct YDG 90 fresh from overhaul was noted working a teatime extra duty on Y12 York Stn-Strensall. This same day found DX 187 on Y9/9A Tang Hall Lane/Heslington-Clifton. The following day at teatime SMG 35 was noted on Y10 York Stn-Haxby, this being an unusual appearance as these newer vehicles are not often noted on town services except the one man duties on Y14 Stn-Stockton-on-the-Forest and Y17 Exhibition Square-Heslington and the inevitable Pavement-Dringhouses Y5 duplicates which every vehicle at some time has worked on. This same teatime found another single decker SBW 34 on Y11 to Osbaldwick. Mon 1 Nov found York short of YWY deckers and the following vehicles were noted on town services that day:- SMG 5 on Y11 Askham Lane-Osbaldwick, SBW 23 on Y13/13A Nether Poppleton-Huntington, DX 33(M) on Y12 Loomb Hotel-Strensall and DX 37(M) on Y10 Bishopthorpe-Haxby/Wigginton. Two SG's were also noted on Y7 Leeman Road-Huntington in place of the usual YSHLs. The first four observations are normally YWY decker duties. On Thur 4 Nov a YDX and DX 36(H) were noted on a 2155 Rowntree Theatre-Station special and the same day DX 37(M) was noted working the 22.38 journey to Nether Poppleton from Pavement. DX 199 was on Y1/8 showing "Service" front and rear.

Yeadon Survey. On Wed 6 Oct the following survey was made in Yeadon. DX 118/122 - the latter vehicles later being replaced by DX 176/171 (all L) - were on 35 Leeds-Shaw Estate. DBW 11(B) and DX 105(B) which was later replaced by DBW 10 (B) and in turn replaced by DX 22(B) were on 50 Bradford-Otley. Route 55 Bradford-Yeadon was worked by DBW 20/30, DX 16/26/161 (all B) whilst the 16.15 Benton Park School-Yeadon was worked by DGW 10(L), the 16.40 Yeadon-Shipley (55 dup) by SBW 16(B) and the 16.04 Leeds-Yeadon(Hawthorn Road) by DX 7(L). Ledgards Otley-Horsforth via White Cross or Shaw Estate was worked by KYV 502/506/508 and DRN 273.

Long Distance. EUG 72(Yk) worked to London for United on 203 service on Sat 30 Oct in place of Uniteds UE 710 which had failed it is believed near York since the vehicle was noted in York depot, the 203 does not however pass through York. EUG 77(L) was noted on the 08.50 Leeds-Morecambe (X88) on Sat 2 Oct. On Tue 5 Oct NGT 1914-6 (AEC/Harrington) were all noted on X97 there being an increase in the use of this type of vehicle during the past month in place of the usual 1741-55 (Lgylend/Willowbrook and 1945-54 (AEC/Willowbrook) batches. On Tue 26 Oct YW 779 (Beadle/

Commer TS3) worked to Birmingham. On Thur 28 Oct EUG 75(K) was working to Liverpool (X99). During the winter season the usual vehicles on long distance work from Leeds are EUGs and CUGs, however on Fri 29 Oct SUG 37(L) was noted on a Fleetwood (J1) working.

5. SOLD STOCK NEWS.

JYG 740/8 (ex SBW 11/5) (Bristol LVL6B). It has been established that these are the two vehicles referred to in Issue 164 as being sold to Mitchell, Luthermuir near Montrose and not SBW 5/12.

WX 8408 (ex 692) (JEG Rogal) As reported in Issue 152 this is now derelict at Luxulyan in Cornwall and was thus noted 10/65. It has now been fitted with a corrugated iron roof and has the chassis and body cut off in front of the front bulkhead. It is now almost completely derelict.

6. TEN YEARS AGO.

The November 1955 issue ran to four pages. DX 19-23 entered service and all were allocated to Bradford and were noted on the Bradford-Harrogate and Bradford-Otley routes. At Bradford CB 5/6 and CUG 6 were being used on the BKS service to Yeadon Aerodrome. At Harrogate it was reported that there was a tendency to use double deckers on 16 and 74 more often, DG 8, DX 10, YDB 79, DG 15, DG 28, DX 3 and DBW 1 being thus noted. Service changes found the suspension for the Winter of 78/9 Skipton-Hawes/Leyburn. Application has been made and granted for a new stage service between Bradford and Scarborough. The review of Summer working on East Coastals was concluded.

7. OTHER INFORMATION.

Y1032

To clarify our note the month before last the York towing vehicle/in on the chassis of YSG 130 (FWX 820) and operates on Trade Plates 0240 and the Keighley vehicle 1033 is on the chassis of YSG 128 (FWX 818) and operates on Trade Plates 1130. Y.1032 has also had concrete set into its chassis and whilst this was being carried out 1005 deputised at York. It has now been fitted with a search light mounted on the back of the wagon which is portable and has 25' of cable and can be mounted on a tripod. Apparently Y1032 did not carry the Y prefix at first as there was some doubt as to whether this would go to Keighley and 1033 (when built to York, but this was not so and the Y was then added.

Fare tables are now being displayed on York-West Yorkshire double deckers in plastic cases in the lower saloons behind the stairs.

The new standard type destination blinds at Leeds depot are now almost universal and as some of these blinds contain new destinations it may be of interest for the contents of each type to be given. An example of the single deck SUG type is that fitted to SRG 8 which although given a few months ago did not show up well due to the poor quality of the duplicating and we therefore repeat it. EXCURSION/PRIVATE/RACE COURSE/SCHOOL SPECIAL/COOKRIDGE/FARSLEY/LEEDS/BRADFORD/KEIGHLEY/GREENGATES/CALVERLEY/CROMPTON/PARKINSONS/HIGH ROYDS HOSPITAL/GUISELEY/LEEDS/YEADON(SHAW ESTATE)/YEADON(H.W.THORNE RD)/YEADON/LIRPORT/RANDON/HORSFORTH/ILKLEY/OTLEY/RIPON/HARROGATE/LEEDS/WETHERBY/KNARESBOROUGH/WELLINGTON INN/EAST KESWICK/THORNER/BRAMHAM/BOSTON SPA/T.D.C.STER/YORK/SCARBOROUGH/BRIDLINGTON/HULL/WHITBY/SELCROFT/SCHOLES/LEEDS/BERFORD/BARWICK/HAWES.

An example of the standard double deck 41" blind is that fitted to DBW 8:- WHITE BLANK/PRIVATE/RACE COURSE/SCHOOL SPECIAL/FARSLEY/LEEDS/BRADFORD/KEIGHLEY/GREENGATES/CALVERLEY/CROMPTON/PARKINSONS/MUNROD MILLS/RED HALL LANE/HIGH ROYDS HOSP/GUISELEY/LEEDS/YEADON(SHAW ESTATE)/YEADON(H.W.THORNE ROAD)/YEADON/RANDON/HORSFORTH/ILKLEY/OTLEY/ARTHRINGTON/ALWOODLEY/SHOW GROUND/RIPON/FENNY POT LANE/HARROGATE/LEEDS/WETHERBY/KNARESBOROUGH/WELLINGTON INN/DISHFORTH/WHITE BLANK/SKIPTON/THORP ARCH/THORNER/BRAMHAM/BOSTON SPA/WADCASTER/LEEDS/YORK/SCARBROUGH/BRIDLINGTON/SELCROFT/SCHOLES/LEEDS/BERFORD/STANKS/BARWICK/WHITE BLANK. Some vehicles e.g. DBW 23 have BURLEY between Otley and Arthington. An example of the old, now obsolete, intermediate blinds fitted to both single and double deckers is that fitted to DBW 8:-

BLANK/WEST YORKSHIRE/EXCURSION/SCHOOL SPECIAL/EXPRESS/ASKWITH/TIMBLE/KIRKSTALL/NEWLY LANE/CALVERLEY/GREENGATES/GREENGATES SHIPLEY/HORSFORTH/RANDON/HORSFORTH/HENSHAW LANE/HELDINGLEY/HELDINGLEY/HORSFORTH/LAUNTSWOOD/BRAMHOPE/BRAMHOPE/OTLEY/WIKE/HAREWOOD/SPACEY HOUSES/HAREWOOD/HARROGATE/NEW PARK/WHITE BLANK/RIGTON HILL/WETHERBY/BARDESEY/COLLINGHAM/EAST KESWICK/LINCOLN/EAST KESWICK/COLLINGHAM/THORNER/BOSTON SPA/SELCROFT/T.D.C.STER/YORK/MALTON/YORK ROAD/YORK/POCKLINGTON/YORK/STAMFORD BRIDGE/SELCROFT/STANKS/SELCROFT/BARWICK/SCHOLES/BARWICK/HORSFORTH/YEADON/SHIPLEY/MANNINGHAM LANE/BALDON BRIDGE/WETHERBY/HARROGATE/OTLEY/RUDDING PARK/GRASSINGTON/BUCKDEN/LYSGARTH/YORK/PICKERING/BICKERTON/WILSHEDD BRIDGE/TOCKWITL/DUNHAM.

\*LEEDS AND DISTRICT TRANSPORT NEWS\*

If you are interested in other operators the above, which gives details of a number of operators including Leeds Corporation, Sheffield Corporation, Samuel Wadgar, West Riding, Yorkshire Woolen, Appax & Dist, Farsley and other operators, should be obtained. Send in stamps for copy and details to [redacted]

WEST YORKSHIRE INFORMATION SERVICE.

Tramways of York

by

By 1919 the battery buses were becoming worn-out and it was difficult to maintain a regular service with them. For this reason the Manager asked for the exercise of the powers for the construction of a trackless trolley route to Heworth and at the same time recommended the construction of the further route along Huntington Road to Haley's Terrace. It was decided to construct the Heworth route only, the estimated cost of the overhead equipment being £3,668, erection being effected by the tramways department itself. Work was commenced and four single deck buses ordered from Railless Ltd., at £2,000 each. The route was 1 mile 1 furlong in length, extending from Pavement (adjoining the Market Place) along St. Saviourgate and Layerthorpe Road to Heworth Church where it doubled back to Stockton Lane, the terminus adjoining Walton Road there. The city turning circle abutted on to the Hull Road tramway at the bottom of Parliament Street. The depot in Foss Islands Road was to house the trolleybuses, and road widening had to be carried out before the Board of Trade would permit the service to commence. On 22nd December 1920, a half hourly service was commenced at a flat rate fare of 2d, the buses being operated on the P.A.Y.E. principle for a short time.

During the later war years the financial position of the tramways had taken a turn for the worse and in 1918 a substantial loss was incurred. "Penny" short-distance riders were numerous and though work peoples' traffic was heavy, the concession fares were unremunerative, being computed on the basis of a single fare for the double journey. The penny fare stages, fixed on the opening of the various sections, had remained almost unaltered and gave a ride of about 1 mile for that sum, although on some routes the distance was a little longer. On the South Bank tramway the fare was only 1d from the Station to the outer terminus a distance of 1.37 miles. There were transfer fare of 1d, 1½d and upwards and ordinary tickets with the word "Transfer" overprinted on them were used. The greatest distance which could be travelled for 1½d was 2.10 miles whilst the transfer fares made it possible to travel up to 4 miles (Acomb to Fulford the longest journey possible) for 3d. War-time fare increases whereby 1d fares became 1½d., 1½d fares 2d and so on came into force towards the end of 1918, but with no appreciable financial gain. Therefore to increase receipts and discourage short-distance riders, it was decided to institute a 2d flat rate fare on all routes. This was put into effect in December 1920. 3d and 3½d transfer tickets were made available on all tram routes, change of car being permitted at the Railway Station only. Work peoples' concession fares were retained.

The question of housing the ever-growing fleet was a serious one. The Acomb shed was occupied by the water-car and a sand wagon. Over-crowding at Fulford Cross depot resulted in a few vehicles remaining in the depot yard each night exposed to the weather. Accommodation near the city centre was desirable and therefore in December 1920 it was decided to build a new depot in Piccadilly, near to the inner terminus of the trackless route. This depot was completed in the following year and had accommodation for 24 buses, although at that time the fleet consisted of only 5 buses and 4 trolleybuses. The trolleybuses used the new depot, but there was no provision for the housing of tram cars. The Foss Islands depot was then disposed of and the small shed at Acomb removed.

During the first full year's operation of the through tram services, the percentage of passengers carried on each section had been as follows:-

Railway Station-Haxby Road	20%
Nessgate-Fulford	19%
Railway Station-Acomb	18%
Railway Station-Nessgate	17%
Railway Station-South Bank	13%
Nessgate-Hull Road	7%
Railway Station-Dringhouses	6%

Naturally, the unremunerative Dringhouses section was a matter of concern to the Committee and as early as 1920 the use of demi-cars was discussed but no action taken.

The powers to construct and work trackless routes in the Burton Stone Lane area were allowed to expire in 1922 and a petrol bus service was provided for this and the Clifton route. The battery buses were disposed of in the following year for £10 each, and the boosters removed.

...In April

In April 1922, [redacted], formerly General Manager of Keighley Corporation Tramways, was appointed General Manager of the York system. The former manager had combined this position with that of the management of the Electricity Department, but the tramways now were to become a separate undertaking and in March of the following year a separate Tramways Committee was formed. About this time, a curve was laid at the junction of the Haxby Road route with the rest of the system at Lendal Bridge to enable cars to reach Haxby Road from the depot without reversing at the Station as formerly.

In the succeeding years, few improvements worthy of note were made with the exception of the provision of automatic trolley reversers at all termini and automatic points in the city. 1½d fare stages were re-introduced in 1923 as an addition to the 2d flat rate then in force. The trailer cars became disused and attempts were made to dispose of them. Two of the bodies were sold in 1924 for £10 each, the other two cars being retained.

During 1924 the provision of an experimental one-man car was again discussed. A deputation visited Kingston-on-Thames to inspect the L.U.T. one-man car in service there and in June the purchase of one such car was approved. The car was ordered from the English Electric Company to specifications submitted. The cost of this car was £1,415, plus £32.10.0d for a change-giving machine. Seating capacity was limited to 24 after consultations with the Ministry of Transport. The car numbered 37, as far as its equipment was concerned, appears to have been quite "the last word". It had an overall length of 23 feet 6 inches and the flat-roofed body was mounted on a standard "Preston" truck of 6 feet wheelbase with wheels 32 inches in diameter. Its two doors were operated by levers from the platforms and worked in conjunction with folding steps. On each dash an illuminated sign announced "Danger-Front Exit Car" and roller blind destination indicators were built into the body above the windscreens. Seating was on longitudinal benches made of wood. Two English Electric DK29A motors of 30 hp. were fitted and the controllers were of "Dead Man's Handle" type (as required on all demi cars). The Westinghouse air brake fitted was a refinement new to the York system.

The car was put into service in 1925 on the Dringhouses-Hull Road route. With all its refinements it certainly should have been the safest car in use but it had a very short and unfortunate life. From the very start it became involved in numerous street accidents. In December 1925 it was proceeding to Dringhouses in thick fog and arrived on the stretch of single track approaching the terminus. The driver thought that the incoming car had passed him but was mistaken. The result was a head-on crash with the city bound double decker. The car was repaired and put into service only to be involved in another collision, this time on the Hull Road section. These misfortunes had turned public opinion against the little car but it was nevertheless repaired and reappeared in service later.

Some renumbering of the fleet had taken place prior to the arrival of the new No. 37. The water-car, hitherto No 19 and the trailer cars appear to have dropped out of the fleet numbering. The 26 open fronted cars had become Nos. 1 to 26 whilst the 1913 vestibuled cars were Nos. 27 to 30 and the 1916/17 vestibuled cars Nos. 31-36. Cars being turned out of the paint shops now had plain ivory coloured rocker panels. Gone was the large gold lettering and in its place in small black letters the words "York Corporation Tramways and Motors" appeared.

Ever since the introduction of bus services in 1915 there had been annual losses on the bus workings and these losses were increasing each year in an alarming manner. From 1919 to 1923 working expenses alone exceeded the revenue from the buses. Generally speaking this loss was being made up by profits from the tramways. The General Manager succeeded in putting the bus services, now petrol operated (apart from the Railless system of course) on a more satisfactory footing, however. Bus fares became comparatively high and no transfer facilities were given on the buses.

In February of 1925 all the trams were fitted with wide wing axle boxes and coil springs in place of their original Brush radial axle boxes fitted with laminated springs and trunnions. Replacement of broken spring leaves had been a costly item up to this improvement being made. Seven cars had been fitted with coil springs as an experiment back in 1923 and had proved so successful in operation that the cost of the conversion was justified.

Throughout 1925 fares remained the same but in the case of transfer tickets, change of car was permitted at four points in the city - Queen Street corner, Railway Station, Lendal Arch and Nessgate. Three of the Railless buses, hitherto running on solid tyres, were fitted with pneumatic ones during the year.

(To be continued).