

## WEST YORKSHIRE INFORMATION SERVICE

JUNE, 1954.

NO: 40

HON. CHAIRMAN:

HON. VICE-CHAIRMAN:

HON. TREASURER, MEMBERSHIP SECRETARY, &amp; PUBLICATIONS

OFFICER:

PERSONAL We are pleased to report that [REDACTED] is well on the road to recovery following his recent operation.

CHESHIRE TOUR  
30/5/54

70 members and guests participated in this successful tour, and all seem to have enjoyed themselves. We were blessed with excellent weather, and after a 10 minute late start from Leeds, EUG 6 and EG 9 (642) were on their way.

In Manchester we joined the Omnibus Society party, who were in a Reo bodied coach of Lancashire United Transport. Owing to a misunderstanding, time was again lost here, but eventually all three coaches were off on the East Lancashire Road. The 'Crosville' depot in Liverpool was visited, and we found, amongst other interesting vehicles, an ex-LTE K6A retaining its original body, and some wartime K6A's recently rebodied by ECW. After passing through the Mersey Tunnel a short break was made at New Brighton for lunch. Our next call was at the 'Crosville' depot in West Kirby. Here we discovered two ECW rebodied TD 2's formerly operated in Wakefield by 'West Riding'. Other old 'Titans', some with original Leyland bodies, were on view at Heswall. We continued on to Chester where we were once again shown round the depot, and discovered some TD 7's with recently built "home made" bodies. After an excellent meal, we left Chester at 6.40 pm and arrived back in Bradford only five minutes late, the York party just managing to get the last bus from Leeds.

We are very grateful to [REDACTED] and his associates in Lancashire for organising this tour and also to [REDACTED] for doing all the preliminary arrangements. Thanks also to [REDACTED] for dealing with the later correspondence, and to the Company for their helpful co-operation in the alterations to plans.

We were pleased to have with us, as our guests, [REDACTED] and her Mother.

(JSC)

OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH: Sunday, July 18th, 1954. Study Tour by Vintage Bus (Crosville Td1 of 1930). Tour to commence Liverpool (depart 9.0 am) calling at Warrington (9.45 am) and Altrincham (10.45 am). Stops will be made at some Crosville, North Western, and Independents garages. W.Y.I.S. members who are not members of the Omnibus Society, but who would like to take part in the Tour, should contact [REDACTED].

1. STOCK CHANGES(a) NEW VEHICLES

Chassis				Body			
Fleet No:	Regn. No:	Make	Type	Number	Builder No:	Type	Seats Ent: U.W.
DX 6	MWY 115	B1	LD6B	100072	ECW 6664	LD 33/25 RD	7-14-7
DX 7	MWY 116	B1	LD6B	100073	ECW 6665	LD 33/25 RD	7-15-1
DX 8	MWY 117	B1	LD6B	100061	ECW 6666	LD 33/25 RD	7-16-0
EUG 9	MWY 220	B1	LS5G	101097	ECW 7523	S	41 F 6-14-2
EUG 10	MWY 221	B1	LS5G	101098	ECW 7524	S	41 F 6-14-0
EUG 11	MWY 222	B1	LS5G	101099	ECW 7525	S	41 F 6-14-0
EUG 12	MWY 223	B1	LS5G	101100	ECW 7526	S	41 F 6-14-2

1. STOCK CHANGES (Contd)

(a) NEW VEHICLES  
(Contd)

CUG 13	MWY 619	B1	LS6G	101103	ECW 7573	C	39	F	7-0-0
CUG 14	MWY 620	B1	LS6G	101104	ECW 7574	C	39	F	7-0-1
CUG 15	MWY 621	B1	LS6G	101105	ECW 7575	C	39	F	7-0-0

DX 6, EUG 9-12, CUG 13-15 were delivered during May; DX 7/8 in June.

(b) RELICENSED

SG 2 (111),	SG 3 (112),	SG 5 (114),	SG 13 (122),	SG 22 (131),	1/6/54
SG 28 (137),	SG 32 (141),	SG 35 (144),	SG 37 (146),	SG 49 (158),	1/6/54
SG 54 (163),	SG 62 (171),	SG 66 (175),	SG 74 (183),	SG 83 (192),	1/6/54
YSG 121/22/24/26	(Y236/37/39/41),				1/6/54
SG 136/40/45	( 257/61/66 ),				1/6/54
SGW 3 & 6	( 424 & 427 ),				1/6/54
SEW 13-17/19/20/23-26/29-35	(431/32/36-38/40/41/46-49/52-58),				1/6/54
SM 2	( 619 ),				1/6/54
CP 1, 3, 4, (	( 646/48/49 ),				1/6/54
DB 62	( 812 ),				1/6/54
DBW 20-22,	( 838-40 ),				1/6/54

Other than J's, the only vehicles now unlicensed are :-

SG 29 (138), SG 30 (139), SG 36 (145), SG 44 (153), SG 50 (159),  
KSG 59 (K168), SG 73 (182), KSG 95 (K205), and CP 2 (647). Total = 10

(c) DELICENSED

SG 29 (138) 31/5/54

This vehicle, which had been involved in an accident, has been out of traffic since early April, and probably never ran with its new number.

(d) RENUMBERING

New numbers began to appear on the front of vehicles during the week ending 29/5/54, and the new numbers were officially used from the 1st of June. In most cases numbers are now carried on the off side by the cab door and on the bonnet cover on the near side. EG 1 (249) was one of the first to be so numbered; few vehicles have yet received numbers on the near side.

(c) ON HIRE TO 'WEST YORKSHIRE'

LINCOLNSHIRE	1164	FFW 183	Bedford OB	Duple	C29F	1949
	1165	FFW 184	Bedford OB	Duple	C29F	1949
	1168	FFW 187	Bedford OB	Duple	C29F	1949
	1170	FFW 189	Bedford OB	Duple	C29F	1949

(1164/65 were on loan last year as 729/30).

FLEET COMPOSITION

as at 11/6/54

( 6/53 figures in brackets )

Single deckers :	221	(228)		
Double deckers :	223	(214)	TOTAL W.Y. FLEET :	515 (500)
Coaches :	71	(58)	TOTAL OPERATING	
(on hire)	4	(5)	FLEET :	519 (505)



DEPOT CHANGES

(a) ALLOCATIONS AND TRANSFERS

SG 29	(138)				
SG 2, 3, 5,	(111/12/14)	from BRADFORD	(delicensed)	to BRADFORD	31/5/54
SG 13, 22,	(122/31)		(delicensed)	" KEIGHLEY	1/6/54
SG 28, 32, 35,	(137/41/44)		(delicensed)	" HARROGATE	1/6/54
SG 37,	(146)		(delicensed)	" BRADFORD	1/6/54
SG 49	(158)		(delicensed)	" LEEDS	1/6/54
SG 54	(163)		(delicensed)	" HARROGATE	1/6/54
SG 62	(171)		(delicensed)	" BRADFORD	1/6/54
SG 66, 74	(175/83)		(delicensed)	" HARROGATE	1/6/54
SG 83	(192)		(delicensed)	" LEEDS	1/6/54
YSG 121/22/24/26	(Y236/37/39/41)		(delicensed)	" YORK	1/6/54
SG 136	(257)		(delicensed)	" LEEDS	1/6/54
SG 140, 145	(261/66)		(delicensed)	" YORK	1/6/54
SGW 3	(424)		(delicensed)	" LEEDS	1/6/54
SGW 6	(427)		(delicensed)	" YORK	1/6/54
SBW 13, 14	(431/32)		(delicensed)	" KEIGHLEY	1/6/54
SBW 15-17/19/20	(436-38/40/41)		(delicensed)	" BRADFORD	1/6/54
SBW 23	(446)		(delicensed)	" HARROGATE	1/6/54
SBW 24-26	(447-49)		(delicensed)	" YORK	1/6/54
SBW 29-35	(452-58)		(delicensed)	" LEEDS	1/6/54
SM 2	(619)		(delicensed)	" HARROGATE	1/6/54
CP 1, 3, 4	(646/48/49)		(delicensed)	" BRADFORD	1/6/54
EB 1	(650)	from YORK	" BRADFORD	" YORK	1/6/54
EG 1	(249)	" BRADFORD	" YORK	" YORK	1/6/54
EG 2	(250)	" LEEDS	" YORK	" YORK	1/6/54
EUG 7, 8		" LEEDS	" YORK	" YORK	1/6/54
EUG 9, 10, 11,		( new )	" BRADFORD	" HARROGATE	1/6/54
EUG 12,		( new )	" YORK	" SKIPTON	1/6/54
CUG 13 - 15,		( new )	" BRADFORD	" LEEDS	1/6/54
DG 5,	(351)	" HARROGATE	" SKIPTON	" LEEDS	1/6/54
DB 62	(812)	(delicensed)	" BRADFORD	" HARROGATE	4/6/54
DBW 20 - 22	(838-40)	(delicensed)	" LEEDS	" LEEDS	5/6/54
DX 6		( new )	" LONDON	" LEEDS	5/6/54
1018		" LONDON	" LEEDS	" LEEDS	5/6/54
DX 7 & 8		( new )	" LEEDS	" LEEDS	5/6/54
Lincolnshire	1164/65,	(Lincolnshire)	" BRADFORD	" HARROGATE	11/6/54
	1168/70,		" HARROGATE	" BRADFORD	1/6/54
CP 1, 3, 4	(646/48/49)	from BRADFORD	" LEEDS	" BRADFORD	1/6/54
DBW 31,	(851)	" LEEDS			

Notes:-

DG 5 (351) returned to BRADFORD after overhaul and remained there until the end of the month when it was sent to YORK. DB 44 (782) returned to HARROGATE also at the end of the month. (see issue 39)

DB 22 (750) was loaned to SKIPTON from KEIGHLEY while DB 62 (812) was delicensed.

In the 'Fleet Disposition Card', SG 66 (175) is allocated to KEIGHLEY, but it actually has been running from HARROGATE.

As usual, not all the transfers were effected on the given dates. EUG 7/8 were at LEEDS until Whitsuntide.

1018 has returned from LONDON as a permanent building has now been erected.

It is interesting to note the alteration in the number and type of vehicles allocated to Malton and Scarborough depots. Last year, nine single deckers were at Malton; this year, six singles and four doubles are stationed there. Scarborough, which last year had two single and two double deckers, has one coach (no doubt an EUG), three singles and one double decker. These changes are probably connected with the new hourly service from Leeds to Scarborough which commenced on 30/5/54.

### 3. DEPOT CHANGES

#### (b) TEMPORARY LOANS

Correction to Issue No: 39 - For DBW 3 read DBW 4.  
KDB 26 (K764) was on loan from KEIGHLEY to ILKLEY from 24/5/54 while  
DB 60 (810) was in Works. DB 53 (791) - see Issue 39 - had been  
returned to KEIGHLEY by then.

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### 4. VEHICLE NOTES.

#### (a) OVERHAULS

Corrections to Issue 39:- For DBW 3 read DBW 4, and for DBW 25 read  
DBW 24; for DBW 27 (947) read DBW 27 (947)

May 1954 : YSG 125 (Y240), EG 1 (249), DG 5 (351), DG 7 (353),  
DG 10 (356), DG 32(389), KSG 19 (K420), YDG 76 (Y70)  
KDB 29 (K767), DB 58 (804), DB 60 (810), DB 62 (812),  
DBW 22 (840),

June 1954 : DG 8 (354), DG 30 (387), DG 35 (392), DBW 3 (808),  
YDB 74 (Y796), SG 132 (247), YSG 127 (Y242),

#### (b) REPAINTS

April 1954: CP 3 (648),

MAY 1954: CB 4 (663), CBW 1 (666), EG 11 (644),

All the EG class are now in the revised red and cream livery; only  
EB 1-3 (650-52) remain to be repainted. Note that EG 11 (644) has not  
been overhauled, only repainted.

#### (c) HEATERS

DX 2 was fitted with heaters during its recent visit to ECW. On the  
upper deck one is fitted under the front near side seat, and on the lower  
deck under the second near side seat.

DG 7 (353) has had the standard 48" blinds fitted; these replace the  
experimental type previously fitted.

YDG 76 (Y706) has been fitted with a roller blind indicator.

DBW 9 (827) has been equipped with rear doors.

CUG 10, which had experimental 'bucket type' seats fitted, had two  
thirds of them replaced by the normal type; later, all were replaced.

EUG 2 & 4 have had synchromesh gearboxes fitted.

### 5. OPERATING DETAILS.

Bradford : EB 1 (650) (YK) was used on the 6.0 pm express service to  
Scarborough on both Maundy Thursday (15/4/54) and Good  
Friday (16/4/54).

CG 6 - now EG 12 (645) (H), EG 7 (640) (L), & SG 118 (223)(B), were used  
on the 9.0 am Bradford-Blackpool (J1) departure on Easter Saturday.

SG 27 (136) was seen on the Bradford - Bridlington express service on  
Easter Monday. CBW 4 (669) was noted duplicating on 51/53 on Easter  
Tuesday; it had probably worked London - Harrogate and was filling in.

SG 145 (266), SGW 1 (418) & SGW 4 (425) (all YK) were seen leaving  
Bradford as late as 11.50 pm on Easter Monday (19/4/54). They were all  
going towards Leeds.

Other observations made on Easter Saturday were :-

Bridlington express 9.30 am - CUG 3, CUG 4 (both B).

Scarborough express 9.30 am - CUG 6(B), CUG 7 (K), CB 6 (665) (K), with

CUG 8 (K) running through from Keighley.

Morecambe X88 9.30 am - SG 120 (225), SGW 12 (435), & SBW 13 (439  
(all B), with Longsters ECK 79; Wrays  
FKW 446, HWU 891, KWW 242, & KTB 504.



OPERATING DETAILS (Contd)

Bradford : Yorkshire Services 9.30 am London & Birmingham departure on Easter Saturday consisted of :-

WY CBW 4 (669) with East Midlands AC 3 and YTC 975 - a Royal Tiger, the first underfloor coach to have been seen on this service. DBW 23 (841) was noted on the 66 Circular service on 16/6/54. DBW 31 (851) started running on the Bradford - Scarborough express service on 1/6/54.

On 11/5/54, SGW 9 (430), SGW 12 (435), & SDW 18 (439) were at Calverley Parish Church for a confirmation service. SG 117 (222) and SG 119 (224), which were also noted, had come from Eccleshill Parish Church.

For the Rugby League Cup Final replay at Odsal on Wednesday 5/5/54, the following were noted :- CB 2 (661), CBW 7 (672) (both H), CEW 11/12 (676/77) (both L), SGW 4/5 (425/26) (both YK), SG 61 (170) (L), SG 1 (110) (B), SG 42 (151) (L), SG 75 (184) (L), SG 118 (223) (B), & DGW 5 (859) (L).

Also at Odsal, but this time for the Speedway meeting on the afternoon of 15/5/54 were :- CBW 7 (672) (H), CBW 11/12 (676/77) (both L), and KDG 26 (K383).

Bridlington : At Bridlington on Easter Tuesday, CUG 1 & 5 (both B) were noted on excursions. Vehicles observed on the Bridlington - Leeds express service were :-

SG 23 (132) (L), SG 67 (176) (H), SG 82 (191) (L), SG 91 (201) (L), with EYMS 554/91/92/96/98, & 604. The 5.0 pm departure to Leeds consisted of :- SG 140/43 (261/64) (both YK), with EYMS 590 running to York via Stamford Bridge.

Harrogate : KTB 503 of Wrays, KWX 226 of Simpsons, and LWT 825 - a Bedford/Duple - of Alf Hymes, were seen on Easter Tuesday between Harrogate and Leeds; all had been on hire to WY.

Lodekhas are still mainly used on 36, but occasionally are to be seen on 51/53. DX 2 was so noted on 7/5/54 and DX 3 on 10/5/54.

For some time now two Leeds depot double deckers have been lodging overnight in Harrogate Depot. On 7/5/54, they were DG 46 (715) and DBW 28 (848).

The relicensed vehicles were seen in service as follows :- 1/6/54 - SG 28 (137) on 20 ; SG 32 (141) on 13 ; SG 54 (163) on 17 ; SBW 23 (446) on 1 ; SM 2 (619) on 17 &c . On 2/6/54, SBW 23 (446) replaced 965 on service 8. SG 66 (175) was noted on 13 on 4/6/54.

Ilkley : SG 1 (110) (B), SG 21 (130) (I), KSG 57 (K166) (K), and SG 93 (203) (SK), were noted between Burnhall and Apple-treewick on route 75 (Grassington - Ilkley) on 19/4/54. KSG 57 was later used as a duplicate on K12 (Ilkley-Keighley).

DB 60 (810) was running on K12 on 11/5/54 ; it is normally used on 76. SG 25 (134) worked the 1.40 pm Ilkley - Otley (77) journey on 25/5/54; on 27/5/54, SG 21 (130) was seen on this service.

Keighley : DBW 4 (809) was noted on 67 on 11/5/54.

Leeds : EG 1 (249) (B) was seen on the Bradford - Bridlington service on Easter Saturday.

The 9.5 am day trip to Scarborough on Easter Monday included : SG 102 (207) (H), SG 114 (219) (L), SG 145 (266) (YK), SG 148 (269) (YK), SGW 7/8 (428/29) (both B), and CUG 6 (B), whilst that to Bridlington consisted of :- SG 142 (263) (YK), SG 149 (270) (YK), EG 4 (252) (H), and EG 6 (254) (H).

Among LCT vehicles on hire to WY on Easter Monday were 396 & 398 (Leyland PD2's) and 487 (Regent III). They were used on race specials to Wetherby. On Easter Tuesday, DG 9 (355) (L), DG 45 (714) (L), DG 47 (716) (L), and DBW 15 (833) (L), were used on Wetherby race specials. KDB 35 (K773), after arriving from Keighley, worked a shuttle service from Wetherby Market Square to and from the race course.

# 5. OPERATING DETAILS (Contd)

Leeds : During the Easter holiday period a number of Leeds Depot (Contd) K5G's were used on Leeds - York. Examples are :- Good Friday - DG 1 (347); Easter Monday - DG 15 (361) and DG 45 (714). DG 44 (713) was running on 36 (Harrogate) on Easter Tuesday.

EB 52 (790) (K) was seen at 12.40 pm proceeding up York Road, Leeds, on Easter Tuesday. Although the front blinds were blank, "SCARBOROUGH" was displayed on the rear.

The 12.30 pm departure to Blackpool (J1) was worked by EB 7 (656) on 21/4/54.

After 6/5/54, DBW 31 (851) changed its duties from 36 to 43 (Leeds - Scarborough) on which it remained until its transfer to Bradford.

From 24/4/54 to 3/5/54, SGL 3 & 14 (403 & 414) were continuously used on the new Leeds - Farsley route (29). After that date the other 39 seaters were seen : SGL 13/15 (413/15) and SGW 2 (423). The other two, SGL 1 & 2 (401 & 402), are at Wetherby of course. Since June, however, other 39-seaters have been used; SBW 30 (453) was noted on 19/6/54.

On the occasion of the visit of the Queen Mother to Leeds on 27/4/54, some traffic diversions were necessary, and the 9.20 am ex-Keighley (31) - DBW 16 (834) (L) - was diverted via King Street, Infirmary Street, City Square, Boar Lane, Duncan Street, New Market Street, Vicar Lane and Eastgate. Other cars proceeded via King Street, Infirmary Street, Bond Street, Park Row, and the Headrow.

A service is operated on Sundays only to Arthington Hall Hospital departing Vicar Lane at 1.15 pm. On 16/5/54, SG 110 (215) (H) was used; 23/5/54 - SG 75 (184) ; 30/5/54 - SG 48 (157). (both L)

970 (L/YDN) was noted on 42 (Thorner), but being fitted with Yeadon depot blinds, it could not display the correct destination, so a "T-board" was carried on the radiator.

Scarborough : One of our observers was at Scarborough during Easter and we are able to give, for the first time, a picture of "the other end".

Easter Sunday: The following arrived at 12.4 pm on an excursion :- Eastern Counties DS 980 ; Tilling LYM 727, MMB 744 ; CUG 6 (B), CUG 7 & 8 (both X).

Easter Monday: Below is a list of departures from Scarborough between 6.30 pm and 7.0. (Destination is as shown on the indicator) :-

6.30 pm Leeds (43)	- SGL 1 (401) (L), DGW 4 (858) (L), and YSG 123 (Y238) (YK).
6.30 pm York (74)	- SG 6 (115) (YK), YTB 67 (Y757) (YK).
6.30 pm Malton (43)	- YTB 71 (Y761) (YK).
LEEDS EXPRESS	- EUG 2 (L) ( <u>n.b.</u> there is not an express service at this hour).
HARROGATE	- SG 131 (246) (H), SGL 4 (404) (H), and CB 1 (660) (H).
BRADFORD	- SG 104 (209) (H), SGW 7 (428) (B).
EXCURSION	- SG 102 (207) (H), SG 103 (208) (H), SG 148 (289) (YK), EB 3 (652) (I), EB 7 (656) (L), SGL 6 (406) (H), SGL 10 (410) (K), SGW 8 (429) (B), EUG 5 (L), CEW 2 (667) (YK) & CUG 6 (B).
SCARBOROUGH	- SG 111/(216) (L), SG 114 (219) (L), SG 143 (264) (YK), SG 145 (266) (YK), and Wray's GNV 413.
7.0 pm York (43)	- SG 10 (119) (YK), YSG 130 (Y245), & DGW 9 (863) (YK).
7.0 pm Sherburn	- SG 79 (188) (YK).

CB 4 (663) (H), CBW 11/(676) (L), and CUG 9 (L), were noted on Private Hire to Bramley Wanderers.



OPERATING DETAILS (Contd)

Easter Tuesday:

Scarborough : Vehicles noted on the 1.30 pm express service to  
(Contd) Leeds, Bradford & Keighley from Northway Bus Station  
included :-

Keighley - CB 5 (664), CB 6 (665) (both K).  
Bradford - CB 2 (661), CB 3 (662) (both H), CBW 10 (675) (H),  
EG 1 (249) (B), and EG 4 (252) (H).  
Leeds - CB 4 (663) (H), CBW 11/12 (676/77) (both L), CUG 9 (L),  
EUG 1/2 (both L), SG 110 (215) (H), SGL 5/6 (405/06)  
(both H), SGL 13/15 (413/15) (both L), EG 5 (253) (H),  
and Boddys PUA 170.  
SGW 8 & 9 (429 & 430) (both B) also departed (to  
Bradford ? ).

By 1.45 pm the queue had disappeared and SGL 1 (401) and EUG 3  
(both L) were left over.

Skipton : SG 139 (260) (SK) was noted in Keighley going towards  
Bradford on 11/5/54; it later returned to Skipton via 67.

York : DB 45 (783) worked the 5.50 pm York - Scarborough (43) turn  
on Easter Saturday. Other observations on this day were :-  
SGW 1 (418) on 6.20 pm York - Scarborough.  
SG 150 (271) on the 7.20 pm York - Scarborough, with SG 141  
(262) duplicating to Malton.  
DBW 27 (847) on the 7.50 pm York - Scarborough with SG 148  
(269) duplicating.

The Leeds - Bridlington express service (10.0 am ex-Leeds) was noted  
at York on Easter Saturday and consisted of :- CUG 3 - 5 (B), EB 3 (652)  
(I), Wray's GKU 413, Lincolnshire 1519, Eastern Counties MS 907 and DS 980,  
Wilts and Dorset 552, and HRP 979 (owner unknown).

On Easter Monday the Bridlington service included the following :-  
EG 4 & 5 (252 & 253) (H); & SG 149 (270) (YK).

YDB 66 (Y756) worked the 5.50 pm York - Scarborough on Easter Monday.  
SG 85 (194) was on the 6.20 pm York - Scarborough, and DB 46 (784) on  
the 6.50 pm York - Scarborough with SG 17 (126) duplicating to Malton.  
KSG 20 (K421) was noted between Tadcaster and York with blinds blank.

The 11.5 am Leeds - Scarborough and the 7.5 pm Leeds - Malton turns  
are worked by Malton Depot. Normally single deckers are used, but on  
Easter Tuesday DB 45 (783) appeared and worked through to Scarborough on  
the 7.5 pm journey.

SP 1 (614) (H) was running on 74 (Harrogate - York) on Easter Monday,  
whilst on Easter Tuesday, YDG 78 (Y724) appeared both on 74 and 16.

YDG 74 (Y704) took over the duties worked by YDG 76 (Y706) on Y3  
(Askham Lane - Melrosegate) from 10/5/54 when the latter vehicle entered  
Works.

Vehicles used at the May race meeting included :- 18/5/54 - SG 55 (164)  
(H), SG 113 (218), SG 115 (220) (both L), SGL 14 (414) (L). 19/5/54 -  
SG 65 (174) (H), SG 137 (258) & SG 147 (268) (both L), SG 11 (644) (H).  
20/5/54 - SG 137 (258) & SG 147 (268) (both L), EG 11 (644) & EG 12 (645)  
(both H).

On 22/5/54, the 11.5 am Leeds - Scarborough (43) turn was worked by  
EB 1 (650) (YK) and SG 133 (248) (H); this departure is the one previously  
referred to as being operated by Malton Depot.

Lowbridge DB 49 (787) was noted on Y12 on 23/5/54.

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Other vehicles noted on hire to WY on the East Coast services  
during Easter were :-

Simpsons No: 7 HWY 642 ; 8 HWY 269 ; 9 HWY 270 ; 13 KWX 226 ;  
Feather Bros: JKU 445 ; Boddy's: FWF 89 ; PUA 170 ;

Full details of the above were given in last years bulletins. Also seen  
on hire was LWR 66 - a Bedford SB / Duple - of Alf Hymes ; this was  
observed at Vicar Lane, Leeds, on 17/4/54.

6. SERVICE CHANGES.SERVICE 29 - BOROUGHBRIDGE - ROECLIFFE.

Due to the introduction of the Leeds - Farsley service on 30/5/54, the above has been re-numbered 15A.

SERVICE 43 - LEEDS - YORK - MAITON - SCARBOROUGH.SERVICE 44 - LEEDS - YORK - POCKLINGTON - BRIDLINGTON.SERVICE 45 - LEEDS - YORK - STAMFORD BRIDGE - BRIDLINGTON.

All journeys on services 44 and 45 now go via Rougier Street and Piccadilly; this means that all buses from Leeds to York, and from Leeds to the East Coast, call at Rougier Street.

With the introduction of the summer services on 30/5/54, an hourly service is now operated on both Leeds - Scarborough (43) and Leeds - Bridlington, departing Wollington Street Bus Station at five minutes past, and forty five minutes past the hour, respectively. With a Leeds - York (45) journey from Vicar Lane at 35 minutes past the hour, this gives a 20 minute service between Leeds and York, departing Vicar Lane Bus Station at 15 minutes past (Scarborough), 35 minutes past (York), and 55 minutes past (Bridlington). The Hull (46) and Whitby (91) services are additional, but other duplication is eliminated.

SERVICE Y.17 - YORK - HESLINGTON.

'West Yorkshire' took this service over from 'East Yorkshire' on 30/5/54. It follows the same route as Y4 (South Bank - Pufford) from Rougier Street to Heslington Lane End, but then goes via Heslington Lane. The journey time is 18 minutes.

SERVICE J.5 - LEEDS - PUDSEY - BLACKPOOL.

This Saturday only service, which operates from June to October, departs an hour earlier (at 7.20 am) than last year (8.20 am). It also returns earlier from Blackpool - at 1.0 pm instead of 2.0 pm.

SERVICE L.27 - LEEDS - KENDAL - KESWICK.

There are two additional journeys this season. One through to Keswick at 3.45 pm on Saturdays and Sundays only, the balancing journey departing Keswick at 9.37 am. The other is a journey to Kendal departing Leeds at 9.55 pm arriving Kendal 1.27 am to connect with the night service to Scotland. The return journey departs Kendal at 4.25 am arriving Leeds 8.0 am. Through coaches run to Glasgow on Fridays July 2nd to August 27th.

EXPRESS SERVICE - SKIPTON - HARROGATE - BRIDLINGTON.

A new express service was due to start on June 19th between Skipton and Bridlington. It operates by way of Addingham, Ilkley, Otley, Harrogate, Knaresborough, York, Pocklington, and Driffield. In actual fact it first ran on June 12th, and provides a long needed connection from Harrogate to Bridlington. The Skipton - Scarborough service, which again runs this year, goes via Wetherby and Tadcaster.

SERVICE 47 - LEEDS - BARWICK - ABERFORD.SERVICE 48 - LEEDS - SCHOLES - BARWICK - ABERFORD.

In our last Issue we stated that an application had been lodged which, if granted, would mean that there would be two routes to Aberford as against the present one. This is not correct, as there are at the present time two routes, one proceeding direct via Barwick, the other going via Scholes Station and Barwick. It is believed that the new application is for an extension of the service at the Aberford end.