

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 266.

MAY, 1973.

**PERSONAL.** Our congratulations and very best wishes go to our Editor, [REDACTED], on his marriage on the 14th April, to [REDACTED] at West Park United Reform Church, Leeds. ED/JHC/RJ.

### EXPRESS SERVICE RE-ORGANISATION.

An item in "Motor Transport" for April 21st., read as follows :-  
"Responsibility for the marketing and organisation of the express coach network of the N.B.C., is to be taken over by National Travel (N.B.C.), Ltd., from the 1st. October. The individual companies within the N.B.C. organisation will then provide vehicles and crews as contractors to National Travel, which is based at Victoria Coach Station, London.... It is understood that from the date of the reorganisation, all services will be renumbered into a common series."

### FORTHCOMING EVENTS.

#### LINCOLNSHIRE TOUR - SUNDAY, 20th. May, 1973.

Details of our Spring Tour were given in our last Issue. Arrangements are now well under way, and it is hoped that the Tour will closely follow the itinerary set out in the last Issue. If you have not booked, do so now, or telephone [REDACTED] if time is short by the time this Issue is published.

#### P.S.V. CIRCLE.

The next Social Meeting will be on Thursday, 7th. June, from 7-00 p.m., in the Bradford City Transport Staff Canteen, Forster Square.

#### H.C.V.C., YORKSHIRE BRANCH.

The next Branch meeting will be on Wednesday, 13th. June, at 7-30 p.m., in the Leeds City Transport Social Club, Concordia Street, Leeds.

W.Y.I.S. members will be welcome at both the above meetings.

**PRESS DAY** for the June Issue will be on Saturday, 2nd. June, and all items should be sent, to arrive on or before that date, to [REDACTED]

### 1. FLEET CHANGES.

1037	WWT 173 L	Bristol RELH6G.	4/548	Plaxton 733856	C49F	?
1038	WWT 174 L	Bristol RELH6G.	4/549	Plaxton 733857	C49F	?
1039	WWT 175 L	Bristol RELH6G.	4/546	Plaxton 633858	C49F	?
1392	WWT 681 L	Bristol RELL6G.	3/1915	E.C.W.20231	B53F	7-10-1.
-	WWR 602 L	Triumph 2,000	Dark Blue,	Chief Engineer.		1/4/73.
-	WWR 603 L	Triumph 2,000	Dark Blue,	Traffic Manager,		1/4/73.

### ADDITIONAL INFORMATION.

1037 was collected on the 12th. April, and was in the body shop on the 13th., whilst 1038 had arrived by 26th. April, and 1039 on 30th. April. All three are understood to have Gardner 6 HLX engines; it was at first thought that they would have Leyland O.680 engines. They are in National white livery, but have route number destination blinds and jack-knife doors, and therefore pose a problem as to whether they are coaches or D.P.'s. As they are in National white and follow on from 1036, we shall plump for coaches, but the distinction is a fine one. At the rear, two G.B. plates are carried (a standard Plaxton feature), and it is thought that these may be the first West Yorkshire vehicles with this. They are the first Plaxton bodied vehicles owned by the Company, unless one includes ONW 2, the Foden taken over from Ledgards; perhaps "operated" would be better. Can anyone supply the unladen weight of 1037-9 ?

1392 had arrived at Harrogate by 25th. April. It has grey rubber window surrounds instead of the previous cream.

Further to our comments last month about the chassis number of 4045, the "D" in the chassis number does not signify "Diesel". The second letter of Ford codes is the factory of manufacture; the "C" in "BC05" signified the Langley p.t.o.

1. FLEET CHANGES, (cont.) ADDITIONAL INFORMATION, (cont.)

plant, but production was transferred around the end of last year to a plant at Southampton, coded "D" - hence "BD05". We still need the chassis number, BD05 or otherwise, for 4046.

ALLOCATIONS AND TRANSFERS.

1062	1067.	( New )	to HARROGATE	14.4.73.
-	1068.	from LEEDS	(Delicensed)	30.4.73.
	1085.	" BRADFORD	"	"
	1099.	" KEIGHLEY	"	"
	1153.	" HARROGATE	"	"
	1220.	" HARROGATE	"	"
	1279.	" BRADFORD	"	"
	1349.	" LEEDS	"	"
	1814.	" BRADFORD	"	"
	1815.	" ILKLEY	"	"
	1266.	(Delicensed)	to HARROGATE	1.5.73.
	1721.	"	" BRADFORD	"
	1811.	"	" ILKLEY	"
	1916.	"	" HARROGATE	"
	1700.	(withdrawn)	" LEEDS	"
	1038/9.	{ New }	" BRADFORD	"
	1392.	{ " }	" BRADFORD	"
	1072.	from YORK	" ILKLEY	"

Notes :-

1. No vehicles are relicensed at their former Depots this month; 1266 is ex.Leeds, 1721 ex.Bradford, 1811 ex.Keighley, 1916 ex.Leeds, and 1700 ex.Bradford. In the case of 1811 & 1916, this is the first move since new.
2. There is now only one LS running - 1084 at Leeds.
3. The withdrawal of 1062/92/8/9 sees the first inroads into the MW6G's, a type hitherto untouched by withdrawals.
4. Certificate of Fitness expiry during May is the reason for the delicensing of 1068/99.
5. 1666, currently in use as a Learner bus, was licensed from February 22nd., under "Private" taxation class for four months (expiring 31/5/73). It is still regarded as "held for disposal", and will not be relicensed when the tax expires.

STORED VEHICLES.

HARROGATE. Behind Grove Park on 14th April were 1067, 1196, 1664/8/78/83 and 1700, whilst down the side was 1646. Both 4035/6 were stored here towards the end of March. 1062 has been to Myrtle Road during the month, and is now at Grove Park, from where 1067 has now gone.

LEEDS. 1349 was stored inside here on 2nd May, but 1062/7 had both gone by that date, being at Harrogate at the time of writing.

SKIPTON. There was an EUG in the field here during April, presumably 1098.

YORK. There has been no change here during the month.

WITHDRAWALS.

- 31st March, 1973 :- UWW 730/1 F, (Ford Zephyr cars).  
 30th April, 1973 :- 1062/92/8/9, (all Held in Reserve).

REINSTATEMENT.

1st May, 1973 :- 1700 (previously Held in Reserve).

SALES AND DISPOSALS.

6th April, 1973 :- UWW 730/1 F, to British Car Auctions, Ltd., in Birmingham/Derby area; presumably to their Measham, nr. Burton-on-Trent premises.

FLEET TOTAL.

	W.Y.	K.W.Y.	Y.W.Y.	1.5.73.	1.5.72.
Licensed :-	385	52	79.	516.	511.
Delicensed :-	11	-	1.	12.	33.
	<u>396.</u>	<u>52.</u>	<u>80.</u>	<u>528.</u>	<u>544.</u>

\* The fleet total excludes 1062/92/8/9, but includes 1700 (see above).

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

April, 1973 :- 1011/71/2, 1721, 1811, 2825 & 3834.  
May, 1973 :- 1722 & 3835.

REPAINTS AND TUV'S.

April, 1973 :- 1001/64/7/96, 1127/34/41/2/3/6, 1232/85/92, 1340, 2742 & 1916.  
May, 1973 :- 1145.  
Sale Livery: 1197.

LIVERY CHANGES.

Old Express Livery:- 1096.  
New Red Livery : 1127/34/41/2/3/5/6, 1232/85/92, 1340, 1721/2, 2742, 1811, 2825, 3834/5 & 1907/16.  
New Dual Purpose Livery: 1001/11/64/7/71/2. The only ERG still in old colours is 1002.

Three more vehicles not in new colours, and not recently repainted, are 1272 (Issue 263), 2293 (Issue 264) & 1138 (Issue 265). In addition, the reference to 1762 in Issue 264 should have read 2762.  
All of 1141/2/3/5/6, together with 1144 already done, are in standard poppy red with white band, although fitted with dual purpose seats. There must be some subtle difference between this batch and the identical 1091-9, as 1096 of the latter was repainted during April in the express livery of cream with one old type red band!  
The repainting of 1340, one of the cream SRG's, into standard stage carriage livery is the most interesting item this month; no changes have been made to the seating.

GENERAL NEWS.

1924 (L) is fitted with a periscope, but it is not known whether or not this is a recent addition.  
With the availability of stick-on fleet numbers (early repaints into new colours had fleet numbers, etc., stencilled on, and then painted in by hand), Continental style figure "1"s are appearing, with a little "tail" at the top, instead of the plain 1 used previously.  
At least 1390 of the latest SRG's, which have illuminated PAYE signs, now carries a yellow hinged PAYE board inside the nearside windscreen.  
1245 (L) has recently been fitted with a painted front number plate.  
Leeds is well endowed with Learner buses at present, with both 1700 & 1805 fitted with sliding learner windows behind the driver. There are now no vehicles at any other Depot with this feature; Keighley's was 2669, now at Norths; York had 3672, now in York field; Harrogate had 1668, now behind Grove Park; and Bradford had 1700, which is now at Leeds. This latter point answers the query in Issue 262, since 1700 still retains its learner window.  
3959 (Yk.) is the vehicle unable to show "Acomb Hotel" (see last month).  
1811, after overhaul, retains CBC heating.  
All of 1141/2/3/4/5/6 & 1249/51/5 have been fitted with windscreen washers recently; all these vehicles regularly appear on Express services (usually at holiday periods), for which washers are now compulsory.  
On repaint, 1064 received small white boards that fit inside the coach in the 1st., and 4th., windows at each side, advertising the York City Tour.  
1233 was seen recently on Ilkley-Leeds (33) with front fleet number in centre.

ADVERTISEMENT NEWS.

The British Island Airways Coach/Air to the Isle of Man side advert. has now re-appeared for the Summer.  
Contrary to our note last month, the "Get the Jackal" side advert. was still current, at least during April.  
1706 (o) carries a "We're proud to be part of the N.B.C..." illuminated offside advert.  
The current "Racing at Wetherby" target advert. is for "9th. May Evening".  
Three new paper side adverts. are for "Polo - Holesome"; "Go the Hole Way - Polo" and "Polo - Advertisement".  
1761 carries a painted offside advert. for "Copelands Restaurant, above the Gas Showrooms in Daveygate". However, Daveygate should not have an E in the middle. Various N.B.C. advertisements have recently been noted inside York - West Yorkshire vehicles.

3. SERVICE CHANGES  
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3. SERVICE CHANGES.

The following applications have been made to the Traffic Commissioners :-  
N. & P. 1098. STAGE CARRIAGE.

S.234. - K.19. - KEIGHLEY - TADMORDEN, (Joint with Calderdale).  
To introduce an amended route on Sundays only.

S.235. - 36. - LEEDS - RIPON, (Joint with United).  
Monday-Friday: To delete reference to the 17-35 duplicate journey to Ripon Railway Station.

S.236. - 46. - LEEDS - HULL, (Joint with East Yorkshire Motor Services).  
To amend route in Beverley on journeys to Hull.

S.237. - K.19. - KEIGHLEY - TADMORDEN, (Joint with Calderdale).  
Sundays only: To amend the route in Oxenhope.

S.238. - 94. - MALTON - NUNNINGTON.  
Tuesdays & Fridays: To operate the 12-10 ex.Malton through to Nunnington, as on Saturdays, and return from Nunnington at 13.00.  
To withdraw the Tuesdays & Fridays 14.40 Malton-Hovingham, and in lieu of this, operate the 15.10 ex.Malton on Tuesdays & Fridays, and extend this through to Nunnington, returning thence at 16.00.

EXPRESS CARRIAGE.

E.141. - South-West Clipper - KEIGHLEY - PAIGNTON.  
On night service journeys to adjust times between Keighley & Gloucester.

E.142. - South-West Clipper - HALIFAX - BARNSELY FEEDER.  
To re-time the 19-00 Halifax - Barnsley (F. only) to 19-30, and the 09.45 Barnsley - Halifax (Sundays only) to 09-15.

E.143. - South-West Clipper - YORK - BARNSELY FEEDER.  
To re-time the 18.55 York - Barnsley (Friday only) to 19-25, and the 09.45 Barnsley - York (Sundays only) to 09-15.

E.144. - X.17. - LEEDS - SOUTHPORT, (joint with Ribble).  
To amend route and stopping place in Brighouse, to be West-bound Stotts Arms, Wakefield Road; East-bound, Borough Treasurer's Office, Lawson Road.

E.145. - J.16. - HARROGATE - BLACKROOL, (Joint with Pyne).  
To withdraw the service on Tuesdays, Wednesdays and Thursdays.

EXCURSIONS & TOURS.

T.91. - Starting from KEIGHLEY.  
To introduce the following Excursions :-

170. BRISTON & SEVERN BRIDGE, (Day).	£ 2.05.
171. GRASMERE, (Day).	0.90 p.
172. LUTON AIRPORT, (Day).	£ 1.80.
173. OXFORD, (Day).	£ 1.80.
174. SANDRINGHAM, (Day).	£ 1.70.
175. SEAHOUSES, (Day).	£ 1.50.
176. SPOKE-ON-TRENT, (Day).	0.90 p.
177. SYMONDS YAT, (Day).	£ 1.90.
178. WORCESTER & TEWKESBURY, (Day).	£ 1.80.

According to the Bradford Telegraph and Argus recently, the Company ... "are planning to re-organise and extend the Baildon services so that they will more adequately serve the considerable new housing estates build in the area in recent years", and that "whilst the frequency of the Bingley - Eldwick section of services 68/68A will remain the same, through journeys to Bradford are to be cut by approximately 50%.

The service numbers of Newcastle/Middlesbrough-Leeds-Manchester-Liverpool have been changed slightly as from 19/4/73, to be as follows :-  
North of Leeds - X.97 number no longer used. X.98 (Bradford)-Leeds-Darlington-Newcastle; X.99 - Leeds-Middlesbrough.  
South of Leeds - X.97, Leeds-Manchester-Altrincham-Liverpool; X.98, Leeds-M.62-Manchester-A.580-Liverpool; X.99, Leeds-Manchester-Eccles-Liverpool.

p.t.o.

3. SERVICE CHANGES, (cont.)

On Summer Saturdays, the through Llandudno cars are understood to be worked by West Yorkshire vehicles this year - 07.00 Leeds - Manchester, arr. 00.45 (X.97); 08.45 Manchester - Llandudno, arr. 12.40 (X.34 dupl. or service car as required), then 14.15 Llandudno - Manchester, arr. 18.15 (X.34 dupl. or service car, as required) and 18.20 Manchester - Leeds, arr. 20.30 (X.97).

Commencing on Saturday, 7th April, the Leeds - Bradford - Hawes/Muker service (X.71) recommenced for the Summer, and revisions were made to both the timings and the route. It now departs Leeds at 09.10, Bradford 09.45, & Shipley 09.54, and is then re-routed via Ilkley (depart 10.20), Bolton Abbey (10.40), and Grassington (11.25). From Grassington, the service operates via the present route, but 45 minutes earlier throughout, arriving at Hawes at 12.57, and departing from there for Muker at 13.50. The return route is via the outward route reversed, and a leaflet was issued to cover the revisions. On the first day of operation, 1068 (L) was used, with 1152 (I) accompanying it from Ilkley on the 10.20 service 72.

According to the "Keighley News" for Friday, April 6th., new proposals for re-routing buses along Worth Way have been accepted by Keighley Corporation Works Committee. The Company propose the Bracken Bank service (K.21) to use Worth Way and Hanover Street for North-bound services, only, with a picking-up point near Morrisons' Supermarket, and a waiting point at the Bus Station. South-bound buses would use the existing routes by way of North Street. The proposals have now been before the Town Council, for acceptance, at its meeting on April 19th.

Traffic Notice 20/73.

This covers alterations to Leeds - Knaresborough (39/40). On Sundays, from April 1st., the 22.00 Leeds - Wetherby has been diverted via Collingham (Barley Corn), departing 22.32, instead of via Linton (Windmill Inn), and was renumbered 39A. From the same date, the Summer Sunday timetable commenced. On Mondays-Saturdays from 2nd April, the 22.30 Knaresborough - Leeds was re-timed to depart Wetherby at 23.00, and run 7 minutes later between Wetherby and Leeds. Timings from Knaresborough, Little Ribston, North Deighton and Kirk Deighton remain the same.

Extensive re-organisation is to take place of routes in York in the near future. On April 10th., the "Yorkshire Evening Press" announced a shake-up of services, and fare increases of 1p., except those which were increased in February, 1972. At a 2½-hour meeting, it was decided to distribute, house to house, a timetable booklet giving details of changes. Farebox boxes would be introduced on other routes, following the success of the system already tried out on South Bank - Fulford/Broadway/Heslington services, Y.4/4A/4B. On April 17th., the "Yorkshire Evening Press" announced that the Holly Bank Estate, Accomb, would not get a bus service because there is a very awkward turn out of Holgate Road into Hamilton Drive. But, on April 27th., it was announced that this area of York is to get a "limited facility" service after all, via Holgate Road, left into Hamilton Drive, through Holly Bank Estate, and out at New Lane into Accomb Road. Further details may be available in time for the next Issue.

4. OPERATING NOTES.

Due to other commitments (see Personal), some notes have had to be held over this month.

BRADFORD. Notes on 4th April found 1757 (K), 1901/40 (both B), & 1912 (K) all on 67, 1750 (B) & Bradford 233 on 68, and 1023 (K) heading for Keighley at 19.40. On the following day, 5th April, 1781 (B) was on Bradford - Leeds (30), 1354 (B) on 63, 1901 (B) on 67, and 1767 (B) on Belmont Avenue (59). On 6th April, 4026 was seen at Shipley heading for White Cross at 09.30. A small query that some alert member may be able to answer :- why does the West Yorkshire vehicle that arrives in Bradford at 13.10 from Huddersfield (64) run off to Chester Street, complete with crew, to be replaced by a vehicle which comes from Chester Street to work the 13.15 to Huddersfield (64), instead of the 13.10 arrival remaining on the stand to cover this departure? Observations during April have found the following :- 10/4 - 1130 (Sk.) & 1304 (B) both on 63, 1201 (B) on 30, and 1288 (W.loan L) on 55A. 12/4 - 1362 (H) on 53, & 1809 (K) on 67. 17/4 - 1152 (I) on 63, 1205 (B) on 30; 1786 (B) on Belmont Avenue (59), and 1788 (B) on Hirst Wood - Vrose (62). 26/4 - 1376 (B) on 63, 1939 (B) on 30, and 1750 (B) on 59. On 19/4 - 2201 (K) was on Otley - Bradford (53).

#### 4. OPERATING NOTES, (cont.)

- 6 -

HARROGATE. 1037 (H), new during the month, spent much of its time on Blackpool. However, it was in Leeds Depot for attention on 26/4. On 23/4, 1091/4 (both H) worked day trips for Leeds City Transport from Leeds Central Bus Station. 1091 worked to Lofthouse, via Wetherby, Knaresborough, Ripon and Grantley, and 1094 to Malham. 1666, during its spell on learner duties, has had a busy month. On Easter Tuesday it was seen leaving Pool, towards Harrogate, and was also in Leeds on that day. On 26/4, it was in Leeds at lunch-time and again on 30/4. On Easter Tuesday, 1343 (H) was noted arriving in Harrogate on 53 at 17.15. 1381 (P.B.loan H) was an unusual vehicle in Leeds on 2/5, working on 36. On 19/4, 1135 (H) was on 75B, an Otley duty. On 9/4, 1141 (H) was on learner duties. On 10/4, 4027 & 1666 were both on learner duties, and on 27/4, all of 4026/7 & 1666 were so noted. On 16/4, Yorkshire Traction BMC lorry WHE 5 J was outside Works. We have received details of a number of vehicles that attended the Spring Flower Show in Harrogate, and these will be given next month.

ILKLEY. Observations during the month on 34 have found 2293 (K.loan I) on 11/4, 1674 & 30/4, 2231 (K.loan I) on 16/4 and 2294 (K.loan I) on 17/4. 2281 (K.loan I) was on Ilkley - Bradford (63B) on 17/4, 18/4 & 19/4. On Ilkley-Leeds (33) on 26/4 was 1143 (L), and on 27/4, 1233 (L) was on this route. On 19/4, 1134 (H) was on Ilkley-Harrogate (76A), and on 26/4, 1217 (I) was on Hebers Ghyll (72A). On 19/4, 1226 (H) was on Otley-Leeds (34), 1130 (Sk.) on Otley-Ilkley (34), and 1131 (K.loan Sk.) on Ilkley-Skipton (34).

LEEDS. A rare appearance in Leeds on 30th March, was a Leyland National on service - Yorkshire Woollen 349, on their route 22; these vehicles are normally used in the Bir stall area. The general appearance was not unattractive; these particular Nationals have a white band below the windows. In Leeds Depot on 25/4 were Lincolnshire Bristol RE 1438 (PFE 715 K), now repainted into National white livery, and Bedford VAM EFE 446 E. 1705 (B) was in Leeds Depot on 2/5, with a Leeds Running Sheet in the cab. On 24/3, 1122 (B) was on Bradford - Leeds (30). 1385 was on Leeds - Ilkley (33) on 10/4, and on the same day 1211 (L) was on Leeds - Bradford (30). On 11/4, 1204 (Sk.) worked Leeds - Otley (35B). On 17/4, 1247 (L) & 1216 (W.loan L) were on Bradford - Leeds (55), and 1205 (B) was on Bradford - Leeds (30), whilst 1723 (L) was on Scholes Circular (48A). On 19/4, 1203 (L) was on Leeds - Bradford (55), and 1772 (L) arrived in Leeds on 48A. On 21/4, 1232 (L) was on Bradford - Leeds (30). On 24/4, 1225 (B) was on Leeds - Ilkley (33). On 24/4, 3929 (Yk.) worked an extra on 43, leaving York at 6.25 p.m. and returning from Vicar Lane at 8.45 p.m. York double-deckers used to be common in Leeds on 43, but are something of a rarity these days, even at holiday times. Also on 24/4, 1316 (H.loan L) worked the 4.55 pm. on 48A, then the 6.05 Leeds - Harrogate (36). On 28/4, 1203 (L) was on 31, and 1233 (L) on 35.

YORK. On 24/4, 3748 (Yk.) was on York - Pocklington (94A). New YVR's have been noted on 43 recently, including one on 4/5, at 16.25 York - Scarborough. 3959 was on 84 on Easter Monday, with 3960 on Y.1/8 on the same day. On 31/3, 3103 (Yk.) was on York - Wetherby (79), as were 1760 (Yk.) on 6/4, 1145 (Yk.) on 8/4, 1129 (Yk.) on 22/4, & 3836 (Yk.) on 26/4. Both the double-deckers were on the "Safari" rota (No. 117) given last month, as was 3748 (Yk.), which was noted on the Pocklington section of this working.

LONG DISTANCE. Recent observations have found the following:- on 10/3, 1024 (L) was in Luton United Counties Depot yard; on 16/3, 1006 (Yk.) was in Leicester, and 1055 (H) in Birmingham. On 19/3, 1068 (L) was in Leicester, whilst on 23/3, 1018 (Yk.) was on Leicester - Barnsley. On 26/3, 1006 (Yk.) and 1024 (L) were on Leeds - London dupl. and 1004 (L) was on Leeds - Leicester. On 30/3, 1006 (Yk.) was on Leicester - Leeds, and 1165 (Yk.) was on a Barnsley - York feeder to the South-West Clipper! On 2/4, 1024 (L) was on Leeds - London, and on 6/4, 1021 was on Leicester - Leeds dupl., with 1070 (Yk.) on the Barnsley - York feeder. On 7/4, 1084 (L) was on a Leeds United v Wolves football excursion. On 13/4, 1014 (Yk.), 1024 (L) & 1025 (L) were all duplicating the 08.30 Leeds - London. Noted on hire on 19/4 were Baildon Motors AAK 668 L (Leeds - Bridlington), and Longsters' AUM 414 C. On 21/4, noted on hire were Balmes' RWV 110 L (Blackpool); Hants & Dorset WEL 802 J (Bridlington), Hutchinson's 229 HUM & TUP 6 E (both to Bridlington, Bibby's WWT 172 L (Bridlington) & JTC 501 F (Scarborough), & HWR 172 J (Blackpool); Brown's MAJ 55L (Birmingham); Independent ATJ 139 E (Scarborough);

p.t.o.

4. OPERATING NOTES, (cont.)

LONG DISTANCE, (cont.) Lunn's LWU 35 D (Bridlington), Dobson's WVN 767 K & 608 GAJ (both Middlesbrough), Baildon Motors AAK 668L (Scarborough), and Wray's KAK 871 F (Scarborough - Bradford). On the same day, 1254 (L) worked the 10.40 J.2, and 1218 (I), the 11.20 Leeds - Manchester. On waiting room duties at Wellington Street coach park that day was 3175 (Yk.). On hire on 24/4 were Independent KTC 126 C, and Boddy's DBT 902 C, 319 FWB, OIM 2 E, JWF 35 E & XHP 897 J. On 30/4, 1073 (L) worked on Leeds - Leicester. On 26/4, the 08.30 Leeds - London comprised 1034 (H), 1003 (L), 1025 (L) & 1007 (H). On Good Friday, 20/4, 1066 (Sk.) worked to Manchester as a dupl. to the 11.20 X.99 from Leeds, and then worked a 13.35 Manchester - Liverpool (X.99 dupl.), and 15.50 Liverpool - Manchester (X.97 dupl.), returning from there dead to Skipton via Burnley. On Easter Sunday, 22/4, 1142 (H) was on X.99 to Lancashire, as were 1311 (H), on Easter Monday, 1222/77 (both L) on X.98 on Tuesday, 24/4, and 1306 (H) on X.98 on Friday, 27/4. This year the through Llandudno - Newcastle duties are slightly different, and are to be worked by Northern General Transport :- Car 1: Friday, 09.00 Newcastle - Manchester, arr. 15.05 (X.98 dupl.); 17.45 Manchester - Llandudno, arr. 21.45 (X.24). Saturday: 08.25 Llandudno - Manchester, arr. 12.25 (X.24); 12.40, Manchester - Leeds, arr. 14.50 (X.97 dupl.); 15.15 Leeds - Newcastle, arr. 18.55 (X.98 dupl.)<sup>1</sup>/<sub>2</sub>. Car 2. Saturday: 11.00, Newcastle - Leeds, arr. 14.40, (X.98 dupl.); 15.20 Leeds - Manchester, arr. 17.30 (X.99 dupl.); 17.45, Manchester - Llandudno (X.24), arr. 21.45. Sunday: 08.25 Llandudno - Manchester, arr. 12.25 (X.24); 12.40, Manchester - Leeds, arr. 14.50, (X.97 Dupl.); 15.15, Leeds - Newcastle, arr. 18.55 (X.98 dupl.). 1093 (L) was on Whitby (X.91), on 25/4. On 26/4, 1002 (L) was on X.17, the 08.40 J.2 was worked by Ribble 913, duplicated from Bradford by 1063 (B), and the 6.50 p.m., back to Yorkshire was worked by 1341 (L), duplicated to Bradford by 1074 (B) and to Blackpool by NRN 565, a Ribble Atlantean double-decker. On X.91 Leeds - Whitby, have been 1093 (L) & 1145 (Yk.) on 20/4; 1068 (L) on 22/4, and 1061 (L) on 29/4 - the latter two may have been on excursions to Whitby. = =

5. SOLD STOCK NEWS.

- TWT 119, (Ex.1043, LS5G, sold Norths, Sherburn, 5/72.)  
To Wylie, Thorne, 2/73. (Not Wiley, as shown last month).  
Returned to Norths in double quick time, in 3/73, and re-sold to Evans (Contractor), Sunderland, 4/73.
- TWY 603, (Ex.1661, LD6E, sold Norths, Sherburn, 2/73.)  
Painted up, ready to go to Ratby Engineering Co., Ratby, Leicestershire, 7/4/73.  
Smartly repainted dark green with two pale green or turquoise bands.
- RWY 822, (Ex.1644, LD6D, sold Norths, Sherburn, 2/73.)  
Also sold to Ratby Engineering Co., 4/73, and repainted in the same colours as 1661 (above), by Walkers Coaches (Hexthorpe).
- OWX 182, (Ex.1638, LD6E, sold Norths, Sherburn,).  
Gone by 3/73.
- KGU 263, (Ex.Leyland 7 RT, sold P.V.S.Upminster, 3/68.)  
To E.Brahell, Cheam, for preservation, 2/69, but burnt out 6/70.  
This was never re-bodied as planned, (see Issue 233), and has now been towed to Cobham in early 1973, for scrapping.
- WVU 271, (Ex.1050, MV5G, sold Norths, Sherburn, 5/72.)  
To "Freeway", Golborne, Lancs. 11/72. This is apparently a trading name for a firm called Hughes, at Golborne.
- TWT 120, (Ex.SUG.67, LS5G, sold Norths, Sherburn, 9/71.)  
To Thistle Coaches, Doncaster, 11/71.  
To Paul Sykes, (Dealer), Blacker Hill, 11/72.  
To Carnell, Sutton Bridge, Lincs., 11/72.
- TWT 114, (Ex.SUG.61, LS5G, sold Norths, Sherburn, 9/71.)  
To Smith, Gernswilt, (Ammanford), 1/72.  
Seat store with Smith by 1/73, (see also Issue 264.)
- TYG 886 L, (Ex.1117, Ford Transit, returned to Strachans, 2/1/73.)  
This has been on loan to Bournemouth Corporation, 13/1/73,  
(i.e. almost immediately after its return from West Yorkshire.)

5. SOLD STOCK NEWS, (cont.)

CWX 144, RWX 977/85, (Ex.SUG.32, SMG.52/60, LS5G, sold Norths, Sherburn. )

To Laycock, Barnoldswick, 4/70, 10/71 & 10/71 respectively.

All to Pennine, Gargrave, 8/72.

To Martin, (Dealer), Weaverham, 1/73.

PNW 93, (Leyland PD2/12, sold Norths, Sherburn, 11/68.)

To Dorman Long, (Contractor), Scunthorpe 9/70- is  
Still with Dorman Long in Scunthorpe, 4/73. This thought to be the  
only survivor of the PNW.91-93 batch.

MWY 620, (Ex.EUG.94) - Still running for West, Morley, on a site at  
Undercliffe Street, Bradford, 17/4/73.

KWU 382, (Ex.SBW.22, LWL6B, sold Norths, Sherburn, 11/69.)

Further details of the preservation of this vehicle are now to hand. It is  
preserved by a syndicate of four men at Horsforth (not Rawdon), headed by a  
[redacted]. The group have done a large amount of restoration work  
since acquiring the vehicle, including replacing the rear indicator, and  
altering the front indicator back to 5-piece, by using the necessary parts  
from SLW.17, derelict at Norths. All seats are at present out for cleaning,  
and preparation for painting is well under way, the exterior being down to  
bare metal. The vehicle is receiving a thorough restoration, and if good  
progress continues to be made, it could be ready for use later this summer.

HWX 874, (Ex.DB.47, K6B, sold Norths, Sherburn, 11/64.)

To Culling, Claxton, Norfolk, 11/64.

To Riverway, Harlow, 10/72, and apparently carried a dark red/cream livery  
with this firm.

Sold for preservation to Mr.C.Marsden, Bradford, 5/73, and returned to  
Yorkshire on 6/5/73, for restoration to original livery, and condition.

UUA 794, (Leyland PSUG.1/2, sold Hutchinson, Hushwaite, 6/68.)

To Norths, Sherburn, 5/70, and Dowsett (Contractor), 9/70.

Returned to Norths, Sherburn, 4/73.

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6. TEN YEARS AGO.

The May, 1963 Issue ran to 3 pages, and opened with a report on the Hull Tour,  
using SEW.2/34.

New Vehicles entering service were SMG.19 (Harrogate), CUG.36 (Bradford),  
CUG.37-41 (Harrogate), and DX.155 (Bradford).

General Notes recorded that SGL.2 still had a fleet number plate at the front  
only, the only vehicle left with this feature.

The stage carriage services of Hargreaves, of Hebden, had been taken over on the  
5th. January; their Hebden - Skipton service was not retained, but the Hebden -  
Grassington one was.

Under Operating Details, it was stated that SEW.22 (now preserved), had been to  
Blackpool on service on the 16th. April, and the Bulletin ended with a note  
under "Ten Years Ago" that service 50, (Bradford - Yeadon - Otley) had changed  
over to double-deck operation on 11/5/53, and services 9 (New Park) and 12 (Bilton)  
had been similarly dealt with from 17/5/53. Today the trend is in the opposite  
direction, and conversions from double to single-deck are the rule.

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7. OTHER INFORMATION.

OTHER BRISTOLS.

Latest additions to the sundry Bristols running for Contractors in the West  
Yorkshire area, is 6573 NG, an SC4LK, ex. Eastern Counties LC 573, which appeared  
during April in the yellow livery of N.J.K. (Contractors), Ltd., in the Horsforth  
area.

REGISTRATION NUMBERS.

FWX 824 J is a brown Morris Oxford, (FWX 824 was DB.3.)

665 CWX is a red Austin Mini, (CWX 665 was YIG.64.)

7. OTHER INFORMATION, (cont.)LEEDS ROTA.

The new Cross Gates route is interworked with the Aberford and Farsley routes, and an example is Car 29, as follows :-

06.05 Garage - Vicar Lane, (NoS); 06.20 Leeds - Aberford (48); 06.55 Aberford - Leeds (48); 07.35 Leeds - Aberford (48); 08.10 Aberford - Leeds (48); 09.05 Leeds - Aberford (48); 09.40 Aberford - Leeds (48); 10.20 Leeds - Farsley (49); 10.55 Farsley - Leeds (49); 11.35 Leeds - Cross Gates (47A); 12.20 Cross Gates - Leeds (47A); 13.05 Leeds - Aberford (48); 13.40 Aberford - Leeds (48); 14.20 Leeds - Farsley (49); 14.55 Farsley - Leeds (49); 15.35 Leeds - Cross Gates (47B); 16.20 Cross Gates - Leeds (47A); 17.05 Leeds - Aberford (48); 17.40 Aberford - Leeds (48); 18.20 Leeds - Farsley (49); 18.55 Farsley - Leeds (49); 19.50 Leeds - Farsley (49); 20.25 Farsley - Leeds (49); 21.05 Leeds - Aberford (48); 21.40 Aberford - Leeds (48); 22.50 Leeds - Farsley (49); 23.25 Farsley - Leeds (49); 00.05 Vicar Lane - Garage (NoS). The very late finish will be noted.

"50 YEARS AGO".

The following paragraph appeared in the "Ilkley Gazette" in late February, under the above heading - "Application was granted in February, 1923, to Messrs. Sharp & Griffith, of Baildon, to run a motor bus service from Shipley to Ilkley. This was opposed by [redacted], on the grounds that there already were services from Ilkley to Guiseley and Otley to Baildon, and that they would not wish to see "too many buses on the roads". "

TAYLOR'S YARD.

The yard behind Works, used for a time to store vehicles, but which has been empty for some months, is at present being used by two local removal firms, Lawrence & Hall, and Kenneth Ward, whilst their premises in Mornington Terrace are being rebuilt. Amongst vehicles parked there is the Bedford VAL pantechnicon run by Lawrence & Hall.

HARROGATE BUS STATION.

Resurfacing of Station Parade during March meant alterations to some routes. Amongst these were the Bilton and New Park routes, which normally proceed up Station Parade and do a U turn into the Bus Station to face downhill, and then leave by Lower Station Parade and Mayfield Grove. During March they went into the Bus Station at the bottom end, used the correct stand (but facing the wrong way), and passengers loaded and unloaded in the Bus Station roadway. Then they left by Station Parade, over Station Bridge, then via East Parade and Lower Road to Mayfield Grove, thus on each Knaresborough - New Park or Bilton journey they covered East Parade and Bower Road twice.

The stops for the Harlow Hill, etc. routes, which are on Station Parade itself, at the bottom end of the Bus Station, were at first moved up Station Parade to the top half of the Bus Station, and later into the Bus Station, using the New Park, Bilton, etc. stands, again unloading passengers into the roadway.

After surfacing progressed a little further, the top exit from the Bus Station was closed, necessitating further changes. Stand 4 (Services 1/2/4/8 & 11) was moved to Lower Station Parade, outside Paines Bros., and Tewit Park Garages show-rooms; Stand 1 (Services 9/36), was moved outside the Bus Station, on to Station Parade, pulling into the left-hand side as far up as roadworks would allow. Stand 2 (Services 3/51/53/76) were also in this position. Slightly lower down Station Parade, but still above the Pelican crossing, were Stand 3 (Express) and Stand 5 (Services 14/15/16/18/84). Both these last two stands were coned off from other traffic.

Things have now returned to normal, no doubt to the relief of everyone concerned.

p.t.o.

7. OTHER INFORMATION, (cont.)

PUBLICITY.

A photograph of a Chauffeur Coach appeared in the March Issue of the NALGO newspaper "Public Service", and an article on the service, with two more photographs was in the April Issue.

This gave details of the service on the lines of the "Motor Transport" article in Issue 262.

WILKS' PARLOUR COACHES.

We are grateful to [REDACTED] for the following items, which answer the query in Issue 254 as to the fate of this Company.

Extract from "The Commercial Motor", August 5th.1930 :-

"B.and E.Motor Services,of Doncaster, have been refused by Leeds Corporation permission to ply for hire in the City on a Bradford -London service."

Extract from "Motor Transport", November 5th.1932 :-

"THREE INDEPENDENTS AMALGAMATE - LONDON -YORKSHIRE DEVELOPMENT.

B.and E.Motor Services,Ltd.,jointly with South Yorkshire Motor Services,Ltd., has purchased Wilks' Parlour Coach Services, subject to the approval of the Commissioners. A new Company is to be formed at an early date to operate the B.and E.Bradford - London service, the South Yorkshire London -Leeds service, and Wilks' London -Wakefield -Huddersfield service. The prime mover in the scheme is [REDACTED], Managing Director of the B.and E.concern, who is to be Managing Director of the new Company."

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TML/RJ.