

**INFORMATION SERVICE**

PRESS DAY A number of reports reached the Editor too late for inclusion in the June issue. Press Day for the August issue will be **TUESDAY 25th JULY.**

Please send items to \_\_\_\_\_, by the above date.

1. FLEET CHANGESNew Vehicles

DX 109	9767	WU	Bristol	FS6B	166068	E.C.W.	11694	LD 33/27	PD8	7-18-2
DX 110	9768	WU	Bristol	FS6B	166069	E.C.W.	11695	LD 33/27	RD8	7-18-2
DX 111	9769	WU	Bristol	FS6B		E.C.W.	11696	LD 33/27	RD8	
DX 112	9770	WU	Bristol	FS6B	166075	E.C.W.	11697	LD 33/27	RD8	7-18-2
DX 113	9771	WU	Bristol	FS6B	166078	E.C.W.	11698	LD 33/27	RD8	7-18-2

(DX 109-13 were delivered to Grove Park, Harrogate, during June.)

Allocations & Transfers

DX 82 (not DX 62)	from	LEEDS	(delicensed)	31/5/61	(correction)
SG 132,152	"	HARROGATE	"	30/6/61	
SG 133,151	"	BRADFORD	"	"	
SGW 4	"	LEEDS	"	"	
SEW 18	"	LEEDS	"	"	
SB 1,4	"	BRADFORD	"	"	
SB 7,9	"	LEEDS	"	"	
DG 11	"	LEEDS	"	"	
DG 14,36	"	HARROGATE	"	"	
YDB 80	"	YORK	"	"	
SG 105,139	(delicensed)	to	HARROGATE	1/7/61	
DG 12	"	"	LEEDS	"	
DG 34,43	"	"	HARROGATE	"	
YDG 85	"	"	YORK	"	
DX 109-113	(new)	"	HARROGATE	"	
SB 2	from	KEIGHLEY	"	BRADFORD	"
SUG 21,29	"	LEEDS	"	YORK	"
SUG 33	"	HARROGATE	"	YORK	"
CUG 2	"	BRADFORD	"	KEIGHLEY	"
CUG 3,4	"	BRADFORD	"	HARROGATE	"
CUG 17,20	"	HARROGATE	"	LEEDS	"
DBW 6,32	"	YORK	"	LEEDS	"
DBW 16,17	"	YORK	"	BRADFORD	"
DX 26	"	HARROGATE	"	KEIGHLEY	"
DX 50	"	ILKLEY	"	BRADFORD	"
DX 53,54,56,57	"	HARROGATE	"	YORK	"
DX 82	(delicensed)	"	LEEDS	6/7/61	

Notes (a) All vehicles are relicensed at their former depots except SG 139 (ex BRADFORD), and DG 34 (ex BRADFORD).

(b) The ILKLEY double decker allocation is reduced from 7 to 6. (It would appear that BRADFORD have taken over a duty).

Temporary Loans

For Loadmeter Checking -

SUG 8	from	HARROGATE	to	SKIPTON	-	28/5/61	to	3/6/61
SUG 9	"	"	"	"	-	28/5/61	to	10/6/61

In addition, a number of vehicles have been loaned to YORK during the month in connection with the Royal Wedding, and other events.

1. FLEET CHANGES (cont.)

Stored Vehicles

DG 11 had left LEEDS by 7th July.

Fleet Total

	<u>C</u>	<u>SD</u>	<u>DD</u>	<u>1/7/61</u>	<u>1/7/60</u>
Licensed :	36	200	276	512	512
Unlicensed :	-	3	10	13*	21
	<u>36</u>	<u>203</u>	<u>286</u>	<u>525</u>	<u>533</u>

(\* This figure does not include the following vehicles:- SG 132,133,151,152, SB 1,4,7,9 and DG 11,14,28,29,35,36)

2. VEHICLE NOTES

General News

DX 109-113 each have an illuminated advertisement on the off-side, and have a new style radiator filler cap. DX 112,113 differ by having cream rubber window surrounds instead of black as on previous vehicles.

YSG 128 has had its side indicator removed on its recent overhaul (5/61). There has been much speculation as to the future of the YSG 121-130 series but the fact that YSG 128 has been overhauled suggests that they are to be given a further lease of life.

It was reported in issue no.121 that SUG 14 (B) displayed BRADFORD LEEDS when working on Scarborough-Bradford (43). It seems that this is, in fact, the correct exposure for working Fleetwood/Blackpool-Bradford/Leeds, as SUG 60 was noted displaying this indication in Preston on June 13th. Similarly, when working in the reverse direction BLACKPOOL is shown. FLEETWOOD

Livery Changes

March 1961 : EUG 80 RED & CREAM to CREAM & RED (not as in Issue 122)  
 June 1961 : SUG 21,34,54 RED & CREAM to RED.  
 July 1961 : SUG 35,47 RED & CREAM to RED.

3. SERVICE ALTERATIONS

Stage Carriage Routes

SERVICE 32A LEEDS - YEADON

As from Monday, 3rd July 1961, the Yeadon terminal point was extended from "Albert Square" to "Hawthorne Road (junction St. Andrews Road)".

Express Services

In Issue 123 the service number for Leeds - Keswick & Morecambe should have read X87 & X88

4. OPERATING DETAILS

Loadmeter Checking

There has been little activity in recent weeks, and as will be seen from the 'fleet changes' three of the loadmeter-fitted double deckers have been transferred to York.

During early June SUG 8,9 had a period at SKIPTON where they were used on services 73,73A.

Depot Reports

Bradford: On June 10th SG 151 (B) & SB 5 (L) were noted in Shipley en route for Blackpool, from Bradford and Leeds, respectively. Shortly after, SB 7 (L) passed en route from Leeds to Fleetwood. The same

4. OPERATING DETAILS (cont.)

Bradford (cont.) afternoon EUG 74 (B) duplicated the 2.25 p.m. Forster Square-Shipley (66). It is thought that many EUG & SUG vehicles were used on evening excursions to see Billy Graham in Manchester during the week to June 10th, hence the appearance of the older vehicles on the express services.

SG 143 (YK) was working on Bradford-Baildon (58) at tea-time on June 14th.

SEW 20 (B) worked the 4.45 p.m. Bradford-Keighley (67) return journey on June 26th. KDB 11 worked for Bradford on the same service on June 22nd and the previous weekend had seen DBW 33 (L-W) on a similar duty. Whilst DX 67 & 68 (B) continue to be the mainstay of the X67 'ministop' service, DX 48 (the 6LX one) & DX 78, the latter with correct blue blinds, were plying on June 24th & 27th, respectively. The sight of a Baildon regular car, DB 22 (B), on the Skipton run on July 3rd provided a change, while the appearance of DX 6 (YK loan B) on service 66 on June 24th surprised Bradford-Shipley passengers now getting accustomed to DB's subsequent upon the transfer away of the last DG's.

Harrogate: BWY 982, ex DG 4, noted in Issue 120 as still running for F. Knowles of Culton, Leeds, in its original red & green sale livery, was seen running on 'old hunting ground', in Farrogate, on June 11th on an excursion.

A survey of the town services was made on Saturday, June 3rd, and stands as a good example for the pattern since last March, being comparable with that taken on December 10th, last year, the first Saturday of the revised arrangements. (See Issue 119).

	3/6/61	10/12/60
Bus Station-Starbeck (1/2) :	DX 1,2 DG 14	DBW 28, DG 9,34
Bachelor Gdns.-Harlow Park (3) :	DB 41,43	DG 33,36
Harlow Hill-Forest Lane (4) :	} SGL 11,13	SUG 27,28 (omo)
Harlow Hill-The Avenue (4A) :		
Cornwall Road-Burn Bridge (7) :	} SUG 24,25 (omo)	SUG 6,31 (omo)
Cornwall Road-Pannal (7A) :		
New Park-Oatlands (9) :	DB 39,47	DG 14,30
Bilton-Woodlands-Bilton (11/12) :	DG 30,33,36	DX 2, DG 37,46

It will be noted that there has been a complete change of the type of vehicles used on services 3,4,4A,9. 4 & 4A are no longer one-man operated routes, except after 8.0 p.m.(weekdays) and all day Sundays.

Keighley : KDB's are now more often seen on previous KDG duties following further replacement of the latter by the latest KDX's. The latter are still used mostly on K12 (Haworth-Ilkley), but they have also been appearing more recently on service K17 (Oakworth-Spring Bank).

DB 1 (L) & DB 23 (L) were regular performers on 30/31 (Bradford-Leeds/Leeds-Keighley) at the beginning of June. Each day a car comes off '31' at Keighley about 9.0 a.m. and lays over until mid-afternoon. On alternate days it is a Leeds vehicle (see Issue 96) and it is often used to assist the increased frequency on the Keighley-Oakworth section of K17 at lunch time. DB 1, DBW 33, & DX 7 are examples of such Leeds cars.

Wetherby: Further to the note in the last Issue, SG 136, DG 9, DB 23, 52, DBW 28 (all L), DB 39,41,43 (H), and YDB 77,88 & YDX 87 were also used on Race Specials on Whit Monday. Some of these vehicles were also used on Yeadon Air Display specials (see under).

Yeadon : A varied selection of vehicles worked the Airport services during May, most types of single decker being noted. On May 24th SB 9,12,13, & SEW 28 worked from Leeds, and SB 11, SG 155, SUG 53, EUG 65, CUG 3 and CUG 21 from Bradford.

The annual Air Display took place on Whit Monday, May 22nd and West Yorkshire ran special services to Yeadon from Leeds (Park Place & Vicar Ln.), Bradford (Canal Road), Harrogate, and Keighley. Apart from alterations to departure points in Leeds and Bradford, these services were the same as for the 1959 event, which was reported in Issue 100 (June 1959).

4. OPERATING DETAILS (cont.)

Yeadon (cont.) This year the return routes and return loading points were also as in 1959. 47 hired vehicles were seen (59 two years ago) as follows:

Leeds City Transport :	20	Bradford City Transport :	5
West Riding Auto. Co.:	18	Others :	4

As in 1959, vehicles operating to and from Yeadon are shown separately:

Operating to Yeadon

- From Leeds SGL 1, SBV 15, DBV 9, YDX 84,87 (YK), DB 5,39,43,47,59,63 (H), SG 107/36, SGW 9, SBT 29, SUG 46,58, EUG 76,77, DG 12,35, DB 48, LBV 28 (L); L.C.T. 202,341/69/95 (Leylands), 405/10/17 481/93, 612/16/65/70, 732/56, 816/20/34/42 (A.E.C.'s) and 559 (Daimler); West Riding 73, 82, 98, 110, 318, 718, 837/38/39/40; Southdown M.S. 1001 (OUF 101); Liss & District 201 AUC; Tidworth Coaches HMR 356; East Yorks. 618.
- From Harrogate DB 48 (L), SG 119, DB 43,59,63 (H).
- From Bradford DG 14, DB 43 (H), SGL 2, SUG 36, DX 4,67 (B); B.C.T. 73,74,94, 401/16; West Riding 101, 295/96, 837/38/39/42.
- From Keighley DX 11 (L), SGL 10 (SK), DX 30 (I), SBW 14, KDB 15,34,54,57, & KDX 70 (K).
- From York SGL 1, SBV 15, DBV 9, YDX 84,87 (YK).
- From Shipley KDB 15 (K).
- From Horsforth DG 12 (L).

Operating from Yeadon

- To Leeds SGL 1,16, SBW 15, DBV 9,17 (YK), DB 5,39,43,47,59,63 (H), SGW 9, SBV 29, DG 9,11,12,35, DB 6,20,48, DBV 28, DX 32,62 (L); L.C.T. 202, 341/69/95, 405/10/17/81/93, 559, 612/16/65/70, 732/56, 816/20/34/42; West Riding 73,82,98,110,318,718,840.
- To Harrogate SGW 12, KDB 34 (K), DG 12, DB 48 (L), DB 43.
- To Bradford SG 144, SGW 12, KDB 34 (K), DG 12,35, DX 32 (L), SGL 2, DX 4 (B), DG 14 (H); B.C.T. 73,74,94, 401/16; and West Riding 101/11, 295, 749, 836/37/38/39/41/42.
- To Keighley DX 11 (L), SGL 10 (SK), DX 30 (I), SG 144, SGW 12, KDB 15,26,31,33,34,54,55,57, DX 28, KDX 70,71.
- To York SGL 1, SBV 15, DBV 9 (YK).
- To Shipley SGL 10 (SK), DX 11 (L), DX 30 (I), KDB 15,55,57, & KDX 70.

Service Stock SG 105 was used as an information office, being stationed in Albert Square from May 19th. It was equipped with a telephone. 1015 was used to distribute special signs.

DB 43 (H) certainly seems to have been one of the busiest vehicles. Apart from appearing at Wetherby Races it is recorded above as on specials from Leeds, Harrogate, and Bradford, returning to Leeds and Harrogate.

York: The main event in June was, of course, the Royal Wedding on the 8th. West Yorkshire provided 15 coaches - CUG 10 (K), CUG 11 (B), CUG 16 (K), CUG 17,19,20 (H), CUG 21,22 (B), CUG 23,24,25,26,27,28 (H), and CUG 29 (B) to convey guests and musicians from York Minster to Hovingham Hall. Also CP 1 (YK), repainted for the occasion, was provided to carry the Gentlemen at Arms. CUG 1 (YK) stood by in case of need, but was not required. According to press and television reports the vehicles had been repainted for the occasion and the crews specially chosen. All the streets in the centre of the City were closed between 9 a.m. and 5 p.m. and town services were terminated outside the centre, all routes being split into two short sections, except 4/4A (South Bank-Fulford/Broadway) which operated via Skeldergate Bridge. The out-district services were also affected, the through coastal services being diverted via Scarcroft Road, Skeldergate Bridge, picking up at Tower Street, then via Paragon Street, Foss Islands Road, Lysterthorpe, and Mill Lane. A leaflet was published giving full details of all the changes to services. SG 106 (YK) was used as a staff rest bus and was parked on the cobbles on the Mount. Other vehicles were parked at various points in the City as spares in case any failed.

OPERATING DETAILS (cont.)

York (cont.) Other news: A number of alien vehicles have been operating for York during the month of June, notably at the time of The Wedding, but also at other times to replace SUG's with private commitments. Those noted were SGT 6, SUG 15, 57, 60, SG 146, DB7 15, 19 (L), and EBW 7, 8 (H). Meanwhile, DX 60 (B) still remains at York depot.

For the Rowntrees old age pensioners outing, on June 6th, SUG 19, 37 (YK), SUG 57, EUG 76, 77, 78, 79 (L) were used. SUG 57 failed at about dinner time and SUG 23 (YK) was sent out to replace it on the completion of the latter's one-man duty.

SUG 13 (B) failed whilst working on Bradford-Scarborough during the weekend of June 10/11th, and was replaced by SG 142 (YK). On the following Wednesday SUG 13 was seen running for Malton depot. Also on the Wednesday (June 14th) SBT 24 (YK) worked the 6.5 p.m. Harrogate-York, normally a double decker duty. On Saturday, June 24th CUG 2 (B) failed at Nafferton, whilst on the way to Bridlington. It was replaced by YSG 128 which was soon back at York depot.

EUG 79 (L) gained many peoples' admiration on one day by failing in the narrowest part of Pocklington, whilst on its way to Bridlington (express). Passengers continued their journey in a York SBW. On another occasion during the month EUG 75 (H) chose conveniently to fail outside York depot, but SBW 19 (YK) provided an adequate substitute.

Long Distance Services

Leeds-Morecambe (X88): An interesting hiring noted in Morecambe on Whit Saturday was a Lancashire United Leyland Tiger T58

- Plaxton coach, no. 505.

Early post-war semi-luxuries continue to be seen on occasions on long distance routes, SG 153 (B) having worked this service on June 18th.

5. SOLD STOCK NEWS

YG 625 (ex 440, Leyland Titan TD 1, withdrawn 10/49.)  
Now a mobile hen-hut at Wilstrop Hall Farm, nr. Harrogate, 6/61.

YG 5730 (ex 863, Dennis Lancet I, withdrawn 1945, sold W. North (dealer).)  
YG 8975 (ex 878, Dennis Lancet I, withdrawn 1945, sold W. North (dealer).)  
Both still running for H.S. North, Derby (4/61). A.E.C. 7.71.  
Engines are fitted, and Burlingham C33F bodies, dating from 5/49, are carried.

YG 8995 (ex 315, Bristol G05G, sold 8/52.)  
Tar sprayer, owned by Dunn of Wellesborne, Warwickshire, 8/60.

AWW 35 (ex Y330, Bristol G05G, sold 3/52.)  
Showman's vehicle 7/52-4/61. It is now fitted with a van body.

AWW 45 (ex 340, Bristol G05G, sold 12/52.)  
Still in use as a showman's vehicle, 1961.

Further information is now available as to the disposal of the following vehicles, which were sold to Fleet Car (Sales) Ltd., (dealers).

BWY 985 (ex DG 7, Bristol K5G, sold 10/60)  
BWY 988 (ex DG 10, Bristol K5G, sold 10/60)  
CWX 667 (ex KDG 22, Bristol K5G, sold 10/60)  
FWX 821 (ex DG 54, Bristol K5G, sold 10/60)

Given previously as running for Premier Travel, Cambridge, they have fleet numbers 128, 126, 125, & 127, respectively.

CWX 670 (ex KDG 25, Bristol K5G, sold 10/60)  
Now with the Esso Petroleum Co. Ltd., 5/61.

CWX 676 (ex DG 31, Bristol K5G, sold 10/60)

CWX 677 (ex DG 32, Bristol K5G, sold 10/60)

DG 32 is now with Cussins (contractor), Gosforth, but DG 31 is again reported with J. Laing (contractor). It would seem, therefore, that the note published in the last issue is wrong, and that the original information in Issue 120 is correct.

5. SOLD STOCK NEWS (cont.)

Disposal of vehicles sold to Fleet Car (Sales) Ltd. (cont.)

- EWY 403 (ex DG 45, Bristol K5G, sold 10/60)
- EWY 427 (ex SG 111, Bristol L5G, sold 10/60)
- EWY 431 (ex SG 115, Bristol L5G, sold 10/60)
- EWY 432 (ex SG 116, Bristol L5G, sold 10/60)
- EWY 433 (ex SG 117, Bristol L5G, sold 10/60)
- EWY 434 (ex SG 118, Bristol L5G, sold 10/60)

All these vehicles have now passed to J.Laing (contractor)  
(SG 117 previously given).

- EWY 405 (ex DG 47, Bristol K5G, sold 11/59)  
Now operating for A.Monk (contractor), Warrington.
- GWX 131 (ex SG 131, Bristol L5G, sold 10/60)  
Now running for Leech (contractor), Newcastle, 1961.

6. OTHER INFORMATION

East Yorkshire Motor Services - Route Numbering

The statement regarding the numbering of the Leeds-Hull route by E.Y.M.S. as '10' is strictly incorrect (Issue 124), and we are grateful to a York member for clearing up the point. No services were numbered at all before May 20th 1961, when a new scheme was launched with all stage and express services (except Yorkshire Services) being allocated a number. Previously the numbers quoted in the public time-table were for official use on paper only.

The new scheme roughly follows the old paper numbers, but with two main exceptions, namely,

- (i) On all joint services (i.e. with West Yorkshire, Hull Corporation), the number is that already recognised by the joint operator, and
- (ii) On deviations from the main route letter suffixes are used.

The new route numbers relevant to W.Y. working are as follows :-

- 44 Leeds-Bridlington via Pocklington (Formerly 25)
- 44A Leeds-Bridlington via Pocklington & Dunnington (E.Y. only)
- 44X Leeds-Bridlington (Express Summer Service)
- 45 Leeds-Bridlington via Stamford Bridge ( " 26)
- 46 Leeds-Hull ( " 10)
- 46A Leeds-Hull via Dunnington (E.Y. only)

The former route 44 (Withernsea-Holmpton) is now 19, and 45 (Hull-Wold Road) is now 75. There was no 46.

The present 10 (Hull-Setting Dyke) was formerly 9A, and 26 (Pocklington-Millington) was once 57. 25 is not now used.

All future new E.Y. buses are to be fitted with triple route number blinds. Anyone interested in the full list should contact the Editor.

"The Indicator Story" It is hoped to publish some notes on "The Indicator Story" (which appeared in Issues 118 & 120) and these are due to appear in the August Issue of the Bulletin. Any member who feels he has information which was omitted from the article is asked to commit it to paper and send it to the Editor by Press Day (July 25th).

Change of address Will correspondents please note that [redacted] has removed from his [redacted], address, and any correspondence should, for the time being, be sent to [redacted].

JPS/EASG

16/7/61