

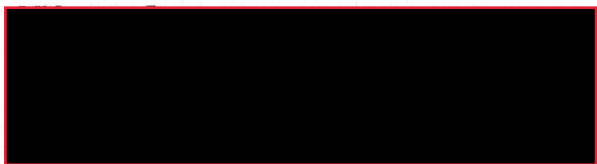
WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 223.

OCTOBER, 1969.

Hon. President :
 Hon. Vice-Presidents :
 Hon. Chairman :
 Hon. Secretary :
 Hon. Fleet Historian :
 Hon. Publications Officer :
 Hon. Tours Secretary :
 Hon. Editor :



HARROGATE MEETING - 1st. November, 1969.

As announced last month, a Meeting is to be held at Moss Grange, Harrogate, on the 1st. November, commencing at 6-00 pm., for a 6-15 pm. start. The meeting will cover the activities of the driving school, and will take the form of a talk by [redacted], the Assistant Chief Engineer, two films on the subject of driving instruction, and an explanation of the latest addition to the driving school, a driving simulator. This promises to be a very interesting evening, and we hope that as many members as possible will repay the Company's hospitality by coming to Moss Grange on the 1st. November. The meeting is expected to end at about 9-15 pm., allowing members from further afield time to travel home.

PRESS DAY for the November issue will be on Saturday, November 1st., and all items should be sent, to arrive on, or before that date, to [redacted]. Alternatively, they may be handed in at the Harrogate Meeting.

1. FLEET CHANGES.

NEW VEHICLES.

SRG.86.	BMW 151 H.	Bristol REL16G. 3/804.	ECW 17686	B53F.	7-7-3.
KSRG.94.	BMW 152 H.	Bristol REL16G. 3/807.	ECW 17694	B53F.	7-9-2.
KSRG.95.	BMW 153 H.	Bristol REL16G. 3/808.	ECW 17695	B53F.	7-9-2.

ADDITIONAL INFORMATION.

SRG.86 & KSRG.94/5 were delivered late in August to Harrogate.
 It has just come to light that DX.189 was delivered on Trade Plates 473 C.
 DW.25 was 13 ft.4 in. high.
 The unladen weight of YDB.81 was 7-9-1.

ALLOCATIONS AND TRANSFERS.

SRG.17.	from LEEDS	(delicensed).	30.9.69.
SUG.37/67.	" BRADFORD	"	"
EUG.77/80/6.	" YORK	"	"
EUG.87/94.	" KEIGHLEY	"	"
EUG.90.	" BRADFORD	"	"
ERG. 8.	" LEEDS	"	"
GJG.8/18/9/21/2.	" LEEDS	"	"
CUG.15/7.	" KEIGHLEY	"	"
CUG.28/42/3.	" YORK	"	"
CUG.29.	" OTLEY	"	"
CUG.30/2/45.	" BRADFORD	"	"
CUG.31.	" ILKLEY	"	"
CUG.39.	" HARROGATE	"	"
CUG.44.	" SCARBOROUGH	"	"
CRG.3/4.	" BRADFORD	"	"
CRG.15/6.	" HARROGATE	"	"
YDB.30/57.	" KEIGHLEY	"	"
DX.32.	" LEEDS	"	"
EX.37.	" YORK	"	"
DX.51/184.	" BRADFORD	"	"
CF. 1.	" YORK	(sold.)	"
SUG.65.	(delicensed) to	BRADFORD.	1.10.69.
SUG.65.	"	LEEDS.	"
DX.203.	"	HARROGATE.	"
SRG.86.	(new)	" SKIPTON.	"

SMA
 CUG.27
 1-1-K.1

Fleet Changes - Allocations and Transfers, (cont.)

KSRG.94/5.	(new)	to KEIGHLEY.	1.10.69.
SRG.6.	from SKIPTON	" BRADFORD.	"
SRG.7.	" ILKLEY	" LEEDS.	"
SRG.48.	" KEIGHLEY	" ILKLEY.	"
SRG.54.	" KEIGHLEY	" LEEDS.	"
DX.78/111.	" LEEDS	" KEIGHLEY.	"
DX.155.	" HARROGATE	" BRADFORD.	"

- Notes :-
1. All vehicles are re-licensed at their former Depots except SUG.66 (ex.Harrogate).
 2. There are now no ex-Ledgard vehicles left in traffic, and no Fords. All coaches are now of Bristol manufacture.
 3. KDB.30/57 were the last of the veteran K6B's, and there are now no K6B's in the fleet.
 4. As with CF2, CF.1 was sold without being delicensed.
 5. EUG.90/4 and CUG.8 were on loan to Leeds, Skipton and Keighley respectively at the end of September, and were delicensed from, and stored at these Depots, not the ones to which they were allocated.

STORED VEHICLES.

BRADFORD. All withdrawn vehicles had left here by early October.
HARROGATE. Behind Grove Park are DAW.1/2/3/4/5, DGW.12, SEW.21, SMG.1, 2 SMG's or SUG's and one DX.(20?). SRG.46 has now left Grove Park.
KEIGHLEY. CUG.8 (I), KDB.30/55/7, DX.18, EUG.87 and CUG.15/7 are currently stored here. SMG.31 was here on the 12th. September.
LEEDS. By the 1st. October, DBW.5 & DGW.5/7 had left, leaving SUG.32, DGW.4, CUG.19/21/2, EUG.90 (B) (all outside) and DX.17/24/32, CUG.18 & ERG.8 (inside). By the 8th. October however, SUG.32 & DX.24 had left, CUG.19/22 and EUG.90 (B) had been moved inside, and CUG.21 was being steam-cleaned.
SKIPTON. EUG.94 (K) was delicensed from here, and is presumably now stored here.
YORK. CF.1 left here about the 25th. September. CF.1 was collected on the 3rd. October. Currently in the field are SEW.22/5, SUG.31, SMG.41, YDG.86 (all in sale livery) and SEW.33, SUG.37, DGW.8 & DX.31 (not in sale livery) all sold vehicles having been collected between the 29th. September and the 6th. October. DX.23 (not 32) mentioned last month, is now inside, but DX.37, delicensed this month, left York almost immediately; its present whereabouts are not known. SMG.4/61 are also still inside.

WITHDRAWALS.

2nd. September, 1969 - CF.2 (sold immediately to Eddie Brown - see last month).
 30th. September, 1969 - KDB.30/57, DX.17 & CF.1.

SALES AND DISPOSALS.

September, 1969 :- DX.30 to H. Clayforth, Victoria Coaches, 3, Hallamfield, Otley Road, Guiseley.
 19th. September, 1969 :- 1026/27 to L.T. Hanlow, R.L. Diesels, 31A, Park Parade, Harrogate.
 1st. October, 1969 :- CF.1 to Eddie Brown Tours, Ltd., Helperby.
 October, 1969 :- YDG.82/4/7/90, YDB.90, DAW.6/7/8/9/10, DBW.5/14/21/9, DGW.1/2/3/5/6/7/9/10, DX.3/26/8, all to Hartwood Finance, Ltd., Barnsley.

FLEET TOTAL.

	<u>C.</u>	<u>S.D.</u>	<u>D.D.</u>	<u>1.10.69.</u>	<u>1.10.68.</u>
Licensed:-	30	213	274.	517.	530.
Delicensed:-	21	21	14.	56.	42.
	<u>51</u>	<u>234</u>	<u>288.</u>	<u>573.</u> *	<u>572.</u>

* The Fleet total excludes CF.1/2, KDB.30/57 & DX.17.

TEMPORARY LOANS.

1028, the Booking Office, left Leeds at the end of September, and returned to Harrogate (Grove Park) for Winter storage.

2. VEHICLE NOTES.

OVERHAULS.

September, 1966 :- SUG.66.
 August, 1968 :- DX.60.
 November, 1968 :- SMG.28.
 September, 1969 :- YDX.228.

DEPOT REPAIRS.

August, 1969 :- EUG.82.
 September, 1969 :- DX.18/24 (both Sale livery), SRG.13, SUG.66 (at Works); DX.202, YSMA.7, SRG.47, SMG.55, SMG.3, YDX.91/2 (both at Works) & DX.11/67.
 October, 1969 :- SMG.46, SMG.27 & DX.101.

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Vehicle Notes, (cont.)PAINT DATES.

SMX.1 - K.10/62; SRG.7 - H.3/65; SRG.11 - Du.5/65; ERG.2 - P.4/64; EUG.78 - K.7/59;
 CUG.27 - Du.4/61; DX.115 - K.10/61; KDX.162 - K.7/63; DX.215 - P.6/66; & VR.13 - K.1/69.

CERTIFICATES OF FITNESS.

LH.11 - 30/4/76; LH.12 - no plate; SRG.11 - 20/5/72; SMG.18 - 22/10/74; SUG.66 - 3/12/74;
 ERG.2 - 21/4/71; ERG.5 - 26/8/71; CUG.18 - 28/2/71; CUG.22 - 23/1/73; CUG.27 - 25/4/73;
 DX.59 - 29/10/73; DX.107 - 6/4/72; DX.215 - 28/6/73.

GENERAL NEWS.

CUG.7 was not re-upholstered, as stated in Issue 182, and it is therefore unlikely that it was overhauled in 3/66. It's withdrawal is therefore, not perhaps as surprising as was suggested in Issue 192.

The current list of vehicles without flashing trafficators (the last was in Issue 205) appears to be :- SMG.4/46/49; YDG.89; YDB.82/3/5/6; DGW.4/8. We would be pleased to hear of any vehicle on this list which is, in fact, fitted with flashers.

SRG.2 now has "lifeguards" fitted between front and rear wheels, these having probably been fitted during its recent overhaul.

SRG.73 was shown in Issue 202 as being fitted with a painted front number plate. It seems to have escaped publication that this vehicle was fitted with a normal pressed aluminium plate within a week of entering service. SRG.34-8 are further vehicles fitted with plastic type front number plates, in addition to SRG.39, (see last month). These six vehicles are believed to be the only ones so equipped, however.

SMG.14 has now been fitted with a short LH.31 destination blind, and has the glass blanked off at each side.

DX.82 had its Ledgerd intermediate blind removed on Friday, September 26th., and a fired "Service" substituted, a regrettable occurrence, as several favourable comments on the increased blind display had been heard from passengers. All the ex-Leeds Depot withdrawn vehicles, DW.5, DGW.5/7, DX.24 & SUG.32, together with delicensed DGW.4, have now had their destination blinds removed.

EUG.78/9/82/5/7/8/9 are all in the new style EUG livery, and SUG.62/3/6/9-74 are all in the new SUG livery. EUG.76/7 & SUG.61/8 are still in the old style livery. The state of the others is currently being checked.

DX.179 can now show "Ainsty" at the front, presumably for working journeys from Wetherby to Ainsty Estate (39). It is to be hoped that it is not used on the through Leeds - Wetherby - Ainsty Estate (39/39A) service, as this passes through the 12-ft. headroom bridge at East Keswick (see Issue 217).

SRG.66 now has new style upholstery, and is in the new SUG livery.

YDX.91 & DX.120 have recently had the chrome strips on the radiator grille painted red.

YDX.85 (on overhaul), 89/91/2 are being, or have already been fitted at Harrogate with formica-backed seats from withdrawn SMG'S. YDX.87 has not been dealt with, and still has tartan moquette.

SMG.55, on repaint, retains fleetnames in the old positions.

YDX.195, as expected, had its CBC heating equipment removed, on overhaul.

YDX.190 carries a front grille which, under the paint at the nearside, carries "DX.189", and presumably was once fitted to that vehicle.

VR.13 (B) now carries a round nearside driving mirror, which is probably easier for passengers to avoid striking than the larger, rectangular ones.

The nearside fleetname on SRG.72 (H) is in the conventional position, and would, therefore, be obscured if the advert panel was in use.

ADVERTISEMENT NOTES.

SRG.22 (L) has now received an offside painted advert., above the windows, for the Countdown Discotheque, Harrogate, to replace the nearside one, which was lost in SRG.46's fire.

The other Leeds VR with a lower rear advert. for Exhaust Supplies, Leeds, is VR.16. In addition, VR.2 (B) now has a similar advert.

SRG.55 now carries a nearside advertisement board below the windows, for Farrah's Toffee, but does not carry a board or advert. at the offside.

The Finch advert. on YVR.43 is on the offside, not upper rear. YVR.27/8/9 now have rear upper adverts. for Pawson's, each for different products. YVR.27/9 have white backgrounds, and YVR.28 has a blue background.

A new side advert. (paper) for Drivers and Conductors has recently appeared on vehicles from most main Depots.

LH.11 (W) has a new advert. for Lookers, Leeds, and LH.12 (W) has one for Blue Star Batteries for their first advertisements.

SERVICE CHANGES

The following applications have been made to the Traffic Commissioners :-

STAGE CARRIAGE.

- S.726. - K.12. Ilkley - Haworth.
To amend the Ilkley terminal to be Station Yard, instead of Brook Street.
- S.727. - K.10/11. Keighley - Skipton.
To operate the 15.50 Holy Family School to Skipton Bus Station via Bar House Lane, instead of Spring Gardens Lane.
- S.728. - E2A/34. Leeds - Ilkley.
To amend the Ilkley terminal to be Brook Street instead of New Brook Street. (See previous applications, S.449, S.451 & S.597.)
- S.729. - 72. Ilkley - Grassington; 72A. Ilkley - Hebers Ghyll; 63. Bradford - Ben Rhydding; 76. Skipton - Tadcaster; Ilkley - Middleton Sanatorium.
To amend the Ilkley terminal to be Station Yard, instead of Brook Street.
- S.730. - 51. Bradford - Harrogate.
To operate the 18.25 Bradford - Woodlands, and 20.05 return, additionally on Mondays.
- S.731. - 17. Knaresborough - Harlow Hill.
On Monday-Friday to withdraw the 07.47 Opera House to Harlow Hill.
- S.732. - 43B. Scarborough - Flixton.
United have been granted a short term licence to take over this route as from the 29th. September, 1959, and have made application for a substantive licence.
- S.733. - New Services. Tadcaster - Skipton.
Application has been made for two separate licences for a Skipton to Harrogate service and a Tadcaster to Harrogate service, and the licence for Service 76 would be surrendered.
- S.734. - K.18. Keighley - Oxenhope.
On Sundays to re-time the departures from Oxenhope to be 25 minutes past the hour instead of 30 minutes past.
- S.735. - 51. Bradford - Harrogate.
Daily to truncate the 21.10 Bradford to Harrogate at Yeadon.
- S.736. - 80. York - Thirsk.
On Monday-Saturday to re-time the 18.10 York - Easingwold to 18.20, and 18.50 Easingwold - York to 19.05, and on Monday-Friday, to introduce an additional journey at 06.15 York - Thirsk.
- S.737. - 24. Harrogate - Pateley Bridge.
To amend departures from Harrogate to be 20 minutes past the hour, and to reduce the running time by 5 minutes in both directions.
- S.738. - 25. Harrogate - Markington.
To reduce the running time from 8 minutes to 3 minutes between Markington and Bishop Thornton on journeys which do not operate via Shaw Mills.
- S.739. - 14A/14B. Harrogate - Aldborough.
To withdraw the 22.40 Harrogate to Ferrensby (N.S.), and return.
- S.740. - 41. Leeds - Wetherby, & 42. Leeds - Tadcaster.
To introduce an additional 3 minutes running time between Leeds and Thorne.
- S.741. - 49. Leeds - Farsley.
To amend the Sunday timetable, so as to leave Leeds at 20 minutes past instead of 50, and from Farsley at 55 minutes past instead of 25.
- S.742. - 7/7A. Cornwall Road - Burn Bridge /Pannal.
To truncate the 18.35 Pannal to Penny Pot Lane at Opera House; to withdraw the 19.05 Penny Pot Lane to Pannal and 19.40 Pannal to Opera House; to truncate the 22.00 Pannal to Penny Pot Lane at Cornwall Road; to withdraw the 21.15 (N.S.) Harrogate to Rossett Green, and to start the 22.30 Penny Pot Lane to Burn Bridge from Cornwall Road at 22.35.
- S.743. - 8. Bus Station - Claro Road. (Harrogate Local).
To withdraw the 21.08 Harrogate to Claro Road, and return.
- S.744. - 53. Harrogate - Bradford.
To re-time the 21.40 Harrogate to Bradford daily to 21.55; to re-time the 22.40 Otley to Bradford (Monday-Saturday) to 23.00; to withdraw the 22.30 Harrogate to Bradford (daily).
- S.745. - 23. Harrogate - Pateley Bridge.
To reduce the running time in both directions by 2 minutes, and amend the Harrogate departures to 20 and 50 minutes past.

Charges., Stage Carriage. (cont.)S.746. - Y3/3A. Hull Road - Chapel Fields. (York Local).

To extend the 18.17 Hull Road to Rougier Street to Askham Lane: to withdraw the 18.30 Pavement to Askham Lane: to introduce an additional journey at 18.37 Hull Road to Railway Station: to extend the 18.11 Chapel Fields to Stonebow through to Hull Road.

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4. OPERATING DETAILS.DEPOT REPORTS.

BRADFORD. The 08.55 Bradford - Scarborough (43) on the 26th. September, was worked by SMG.50 (Yk.loan B), and on the 20th. September, CUC.25 (H.loan B) worked the evening express service from Whitby to Bradford. On the 26th. September, CUG.30 (B) was noted at 16.45 picking up at the Baildon Stand, carrying a "Belmont" sticker, rather than "Belmont Avenue". On the 30th. September, an unidentified VR was seen on Canal Road at 17.00, travelling towards Bradford, showing "Blank/66A".

HARROGATE. On the 3rd. October, SUG.74 worked 16.05 ex. Harrogate to Ripon (36). On the same day SMG.47 worked 09.55 Bradford - Harrogate (53), and SMG.48 (Yk) was on the 10.48 Bus Station - Catlands (9) showing "Blank/9". Also on the 3rd. October, SRG.6 was on 53. On the 4th. October, Longsters' FYG 222 C was seen on hire.

ILKLEY. SMG.31, referred to last month, was at Skipton (not York). An unusual vehicle on Ilkley - Keighley - Haworth (K.12) on Sunday, October 5th., was SRG.48.

KEIGHLEY. On the 8th. September, SRG.12 (H.loan K) worked duplicates on 67 during the morning peak, and the following day was working on Oxenhope (K.18/27). Also on the 9th. September, SRG.71 (K.loan B) was on service 57. On the 11th. September, KKH.9 was duplicating on 67 in the morning, and two unusual vehicles on 31 on the same day were KDX.40 on the 15.47 Keighley - Bingley Grammar School (67 dup.), 16.02 Bingley Grammar School - Leeds (31 dup.), 17.05 Leeds - Keighley (31), and KDX.43 on the 19.43 Keighley - Leeds and 21.00 Leeds - Keighley (31). In Keighley Depot at lunch-time on the 17th. September, were DX.18, KDB.55, DX.11 & SMG.30/1. SMG.30's (Sk) presence is probably because a Grassington Depot rota during school terms results in a vehicle from there laying over in Keighley, from 08.57 to 16.00, but probably the Grassington crew take their own vehicle back from Skipton, and the latter Depot work into Keighley, where they leave their vehicle. On the 20th. September, SMG.29 worked on K.13 (Riddlesden), a most unusual sight, and was noted on the 08.35 & 10.05 departures. In the Depot on the 2nd. October, were VR.1/3 (both B), LH.3 (G), DX.215 (I), ERG.1 (L) & SMG.23/8 (both Sk). On the 3rd. October, KSRG.95 was on Fell Lane (K.6) with route numbers, but no destination blind. It is suggested that the use of the latest KDX's on 31 may be due to, the transfer of duties on 68/68A from Keighley to Bradford, thus leaving one or two KDX's surplus, to work on 31 instead. DX.38 has been noted a few times on the 20.43 Keighley - Leeds (31) on Saturdays.

LEEDS. After spending several months on learner duties, DX.174 (L) has now returned to service during the day, but to begin with was still without a window behind the driver. The label in the cab has now been removed!! (see the August issue). VR.17 was noted on learner duties on the 12th. September. One of the delicensed DX's, probably 17, has been used as a mobile waiting room at Lisbon Street on Saturdays. DX.4 (B) was an unusual visitor on Leeds - Bradford (55) on the 15th. September. The Leeds - Wike (36B) was worked on the 18th. September by SUG.61 (L). This was probably not unusual, but this service is very rarely seen. DX.79 (B.loan L) was used on 38A/42 on the 29th. September. An unusual vehicle on Leeds - Keighley (31) was DX.6 (K) in place of the usual later KDX. DX.47 was used on hire to Leeds City Transport on the 20th. September, and was used to Elland Road Football Ground, showing "102". On the 30th. September, DX.11 (K) worked on Leeds - Keighley (31), and on the 28th. September DX.123 (L) worked on Leeds - Tadcaster (42), an unusual vehicle on a Sunday. On the 25th. September, DX.67 (H) "Blank/32A" and Lincolnshire 1602 were in Leeds Depot, as was CUG.42 (Yk). DX.32 spent what will probably be its last day in service on Leeds - Rawdon (55 dup.) and return at tea-time on the 30th. September. On the 1st. October, ERG.4 (L) worked an early morning Alwoodley - Leeds (36) trip, and SRG.7, newly transferred, was on Leeds - Coronation Tree (47) at lunchtime, still retaining grey discs and Keighley blinds. SRG.54 was transferred on the 1st. October by working on Keighley - Leeds (31), an unusual vehicle on this route during the day. On the 2nd. October, DX.57 (H.loan O) worked on 32A. Further information is now to hand of the working of DX.27 on 48A (see last month). It was again noted on the 3rd. October, showing "Blank/48A" front and "Scholes/48A" rear (Leeds blind?). It was working on Otley Car 8, which is: 08.15 Otley to Cookridge Street (34); 08.48 Cookridge Street to Vicar Lane (NCS5); 16.05 Leeds to Scholes (48A); 16.24 Scholes to Leeds (48A dup.); 17.15 Vicar Lane to Cookridge Street (NCS); 17.25 Cookridge Street to Arthington (34A); 18.03 Arthington to Cookridge Street (34A); and 19.05 Cookridge Street to Otley (34).

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Operating Details., Depot Reports., (cont.)

LEEDS. (cont). On Leeds - Bradford (30), Leeds Car 4 works 06.25, 08.25, 10.25, 12.25, 14.25 & 16.25 ex. Leeds, and 07.25, 09.25, 11.25, 13.25, 15.25 & 17.25 ex. Bradford, and it is suggested that VR.38 (L), referred to last month, on the 06.55 ex. Leeds and 07.55 ex. Bradford, may have been on the Bradford duty, starting at 05.40 from Bradford. One regular Leeds SRG working is the Saturday duty, including the 14.05 Leeds - Hull and the 17.30 return, and the 21.30 Leeds - Ainsty estate (39) and the 22.35 return. However, when noted on the 27th. September, SUG.63 was on the Hull duties. During the Summer, SUG.38 (L) has been noted several times working the 18.30 Bridlington - Leeds (44), a duty performed last Summer (1968) by SRG's. Previous reference has been made to a York car working in the Thorp Arch area and arriving at Vicar Lane on service "W.41", returning to York as the 21.50 (43) from Wellington Street. On just one occasion, early in September, SUG.63 (L) was working the W.41, and LH.13 (Yk) worked the 17.30 Whitby - Leeds (91) and the 21.50 Leeds - York (43). On the 30th. September SMG.20 (Yk) worked the Thorp Arch (W.41) duties and the 21.50 Leeds - York, whilst SMG.35 was on 91. On the 27th. September, SMG.36 (L) was on 91, and SMG.35 (L) worked the last Saturday duty on Service 70. Noted on 55 on the same day were 19.36 ex. Leeds, VR.5 (B), 20.06 DX.32 (L.loan B), 20.36 VR.18 (L), 21.06 VR.36 (L). DX.14 (B) had worked the 18.35 Bradford - Leeds (55), being replaced at Leeds by DX.32. The 18.35 ex. Bradford and the 20.36 ex. Leeds are included in the rota recently transferred from Leeds to Bradford. EUG.90 (B.loan L) had worked the Airport service during the week ending the 27th. September. With the exchange of DX.7/38 for SMG.25 & SRG.44, Ilkley now have additional single deck duties, including the 07.55 Leeds - Ilkley (32A dup.) and the 16.25 Ilkley - Leeds (32A), both worked OMO. The 16.55 Leeds - Ilkley (32A dup.) which for a long time was OMO is two-man-operated by DX, although during its first few days at Ilkley, SMG.25 worked this duty. Otley SRG's have been noted on certain 35/35B/75 duties on Saturdays (with conductor). On the 30th. September, EUG.78 worked the 19.00 Ilkley - Leeds (32A), and EUG.79 the 18.59 Ainsty Estate - Leeds (39A). SMG.18 (I) was standing spare outside Vicar Lane on the 6th. October, showing "Leeds/63", and was then used on Leeds - Ilkley (32A) at lunch-time. DX.215 (L.loan B) was working on Leeds - Keighley (31), also on the 6th. October as was DX.107 (L.loan B) on Leeds - Bradford (30). SRG.47 (Yk) was used by Leeds Depot on Leeds - Knaresborough (38) on the 6th. October, for Leeds Depot.

SKIPTON.

On the 27th. September, SMG.17 was seen in West Marton and later in Clitheroe, showing "Private", and may have been bound for Blackpool.

WETHERBY.

On the 20th. September, an Eastern Scottish coach was noted parked in the Bus Station. SRG.24 (L) was used on 76 on the 29th. September. SRG.16 (W) is about the only vehicle here that does not work for Leeds at one time or another, the double-deckers in particular spending much of their time at Leeds. In the Bus Station on the 5th. October were LH.11/12 (both W), SMG.58 & DX.161/70/9/200 (all L).

YORK.

On the 1st. September, YVR.34 was on Wellington - York (Y.17), a most unusual occurrence, as this is an SD route! On the 3rd. September, Race Specials were SUG.61/2, SMG.35 (all L), & CUG.44 (Sc). On the following day, SUG.61 & SMG.57 (both L) and CUG.42, SMG.6/50 were used. Also on the 4th. September, YDG.89 worked the Rowntree & Co. - Beck Lane duty in place of a YVR., and LH.19 worked the 12.30 York - Sheriff Hutton. On the 9th. September, LH.14 worked on Y.7, YDG.85 on Y.15 & YDG.89 on Y.5, with YDX.72 on learner duties. On the 10th., YDG.85 was on Y.5, whilst on the 12th. September, YSMA.11 was noted passing through Heworth village showing "6", with a fitter at the wheel, and had presumably been taken off 6 at Stockton Lane. On the 16th. September, YDG.85 was Y.6 and SML.4 on Y.11A, showing "York". On the 18th. September, the two YDG's passed each other at 08.50 at the Odeon, Blossom Street, 85 on Y.5 and 89 on Y.6. The following day, SMA.5/13 were both on Y.7, whilst two contrasting vehicles were YDG.85 & YVR.31 on Y.9/9A, and LH.18 was on the evening section of Y.5. SRG.1 (H) was seen parked outside York Station on the 20th. September, showing "York/11". On the 29th. September, both SRG.40 (B) & CRG.2 (H) were parked in York Depot, and on the following day, SML.3 was on Y.4A and LH.5 was on this route on the 1st. October. On the 2nd. October, YDB.89 worked an extra on Y.10 from Bishopthorpe to the Station in the morning rush, on a turn worked by a YDX for the past few years, and on the same day YDX.88 was on Y.5A showing "5X" and SMG.5 was on York - Leeds (43) in the morning. Working on Leeds - Scarborough (43) on the 14th. September, was SRG.10 (L.loan Yk), and on the 30th. September, SRG.8 (Yk.loan M) was used. On the Leeds - York portion on the 20th. September were DX.158 (Yk) and VR.17 (L), whilst on the Woodlands Avenue - York (43) on the 27th. September, was LH.13 (Yk) and on the 1st. October, LH.19 (Yk). Noted on York - Wetherby (79) on the 27th. September, was DX.158 (Yk). SRG.8 (Yk) worked the 19.35 Leeds - Scarborough (43), possibly for Scarborough Depot. SRG.40 & CRG.2 were both still at York on the 7th. October.

LONG DISTANCE.

Used on Leeds - Middlesborough (X.99) on the 13th. September was United MW5G.2583.

44-915
To Test
(4.)
Comp.

LYR.915. (A.E.C.Regent III, sold P.V.S.,Canvey Island, 4/68.)

To Isleworth Coaches, 6/68.

Continental Pioneer Coaches, Richmond, 22/5/69.

This has now been completely repainted all grey,with royal blue window frames,etc., on the lower deck,and a royal blue beading below the upper deck windows.

LYR.926. (A.E.J.Regent III, sold P.V.S.,Canvey Island, 4/68.)

To Isleworth Coaches, 6/68.

Still in service with Isleworth & District, 9/69.

KWU.365. (ex.DEW.7, KSW6B, sold Norths, Sherburn-in-Elmet, 1/67.)

To Progressive, Cambridge, 7/67.

Young, Rampton, 12/68.

Noted on 20/9/69,still running for Young. Now painted dark green with two cream bands,and retains Leeds Depot intermediate blinds at front and rear, the front having had "Bury St.Edmunds" and one or two other destinations painted on. The interior is unchanged.

JVY.225. (ex.DEW.2, KSW6B, sold Norths, Sherburn, 4/68.)

To Partridge & Sons,Hadleigh,Suffolk (Claireaux Coaches), 2/69.

Noted on 21/9/69 still running for Partridge. Now repainted with a red roof and upper deck window surrounds, cream between decks, and red lower deck. The interior of the cab has also been repainted. Fleetname on the sides is "Partridge and Sons", and this is also carried on the destination glass at front and rear. West Yorkshire route number blinds,set to "000" are still fitted at front and rear. The vehicle is excellently turned out,and in very good condition indeed,and is obviously well looked after by Partridge. It is used mainly for School Specials, and now sports a white steering wheel.

FWW.978/9. (ex.SMG.53/4, LS5G, sold Norths, Sherburn, 6/69.)

To Hedingham and District, Essex, 7/69.

Had not arrived at Hedingham by 21/9/69, but when they do arrive,they will not be alone,as on that day,there were five LS5G buses and one LS6B coach in the yard,all from other Tilling Companies.

LYG.713. (ex.CUG.7, LS6G, sold Eastern Coachworks, Lowestoft, 8/67.)

Noted on 22/9/67 parked at Eastern Coachworks. As stated in the August issue,it is completely unaltered, either externally or internally, and appears to retain West Yorkshire blinds, set to "Private/Private".

FWW.227/8. (ex.DEW.4, QB60, sold Norths, Sherburn, 1/67.)

To Progressive, Cambridge, 7/67 and 2/67 respectively.

It was unfortunate that the photograph referred to in Issue 220 was a black and white one, as otherwise it could have been mentioned that these two vehicles have now been repainted green and cream (as DEW.7,see above).

FWK.819. (ex.YSG.129, L5G, sold Higgs & Son, Barnsley, 1/63.)

To Bannister, Owston Ferry, 2/63.

Twell, Dealer, Ingham, Lincs.,9/66.

Gone from Twell's yard by 9/69.

JEG.747. (ex.SBW.4, LWL 6B, sold Norths, Sherburn, 11/63.)

To Grant-Lyon (Contractor),Scunthorpe, -/65.

Twell, Dealer, Ingham, Lincs, 1/67.

Gone from Twell's yard by 9/69.

FWW.596. (Ex.CP.1, Bedford OB, sold E.A.Gahan, Liverpool, 8/69.)

It is confirmed that this vehicle has been sold for preservation.

FWY.221. (ex.SMG.10, LS5G, sold Norths, Sherburn, 6/69.)

To Westlens Foods, Malton, 7/69.

6. TEN YEARS AGO.

The October,1959 issue began with a report of the Harrogate District Tour the previous month, using DG.33 and DX.1.

No new vehicles entered service, and the only sales were of Leyland TD2 lorries, K.1003 & 1004 to a dealer in Bradford.

Bradford Depot reported that a Skipton bus had replaced a Harrogate bus on a Bradford duty running from Leeds to Keighley! The Harrogate bus DX.54,should have been on Loadmeter duties in York at the time!

KDB.28 & KDB.29 had been used at Skipton over the month, as a replacement for DX.47.

The four-page Bulletin ended with reports that Y.330, 925, SG.9 & SG.72 were still running for showmen at various fairgrounds.

7. OTHER INFORMATION.RECENT WITHDRAWALS.

Recent withdrawals have once again ended the days of several types of vehicle. SBW.33 was the last LWL6B, the last "L" type vehicle, the last half-cab single-decker, the last rear-entrance single decker, the last single decker with the famous exposed Bristol radiator, and the last single decker incapable of being adapted for one-men operation, to name but a few!

DAW.5 was the last Roe-bodied ex-Ledgard A.E.C.Regent, and with its departure, there are once again no Roe-bodied buses in the fleet. Although only 12 years old, these buses were, of course, completely non-standard, and do not appear to have been in very good condition, so that their departure is not really unexpected.

DGW.12 was the only Burlingham-bodied vehicle in the fleet, and so far as is known, is unique.

SMG.41/2/4 were the last "OWX" registered SMG's, which were new as 41-seaters, and received 45 bus seats in 1964.

CF.2 was the last Leeds registered bus in the fleet.

CF.1 was the last of the ex-Ledgard Fords, and with its departure, the City of York Tour is without a vehicle.

1001/2 were acquired at a Government disposal sale in 10/46; both had been at their respective Depots all their life, but it is interesting to note that 1001 was withdrawn in 1953, having been replaced by JO5G.1020! It was subsequently reinstated, and outlasted both 1020 and its own sister 1002.

CERTIFICATES OF FITNESS.

The following old C. of F dates have recently come to light; in the case of current vehicles, it should be noted, however, that none of these dates are still carried, e.g. DX.65 has as its current C. of F. 30/7/73 :-

SG.107 - 23/4/65; SG.137 - 8/4/66; SG.139 - 31/1/67; SG.146 - 24/2/64 # 23/2/67;
 SG.150 - 23/5/67; SG.156 - 28/12/55; 25/11/58; 22/7/62 (all carried on plate in cab!);
 SG.149 - 19/7/67; SGL.2 - 29/8/65; SGL.7 - 19/6/67; SGL.11 - 14/12/67; KSLG.18 - 6/10/67;
 CEW.2 - 15/11/65; SEW.14 - 6/12/67; SBW.33 - 7/12/65; SBW.35 - 13/4/66; SUG.20 - 7/6/66;
 SMG.51 - 31/3/70; EUG.78 - 22/7/66; DB.5 - 15/12/66; DB.20 - 9/8/63; DB.23 - 24/7/65;
 DB.45 - 1/5/64; DB.51 - 3/5/64; DB.60 - 30/8/67; DB.62 - 30/8/67; KDB.27 - 29/11/65;
 DB.22 - 13/11/65; DB.36 - 1/6/65; DEW.2 - 18/5/68; DB.52 - 24/5/67; DEW.7 - 26/9/65;
 DEW.10 - 24/9/68; DEW.12 - 22/1/68; DEW.15 - 6/1/69; DEW.17 - 13/1/69; DEW.18 - 29/10/68;
 DEW.22 - 29/4/68; DEW.23 - 28/6/68; DEW.24 - 25/2/67; DEW.25 - 8/12/68; DEW.26 - 10/4/69;
 DEW.30 - 2/10/66; DGW.6 - 11/11/68; DGW.9 - 4/6/68; CUG.2 - 16/6/66; CUG.3 - 27/3/67;
 DEW.16 - 29/10/65; DEW.29 - 1/10/67; DX.10 - 16/6/68; DX.49 - 3/9/66; DX.59 - 27/8/64;
 DX.108 - 24/5/69; DX.127 - 6/2/69; CUG.18 - 22/3/65; DX.65 - 8/1/70; SBW.27 - 3/2/69;
 & SEW.28 - 5/12/67.

HIRED OPERATORS, (cont. from July-August-September issues).DOBSON, BEDALE.

SDN 777. Commer Avenger IV/Duple C41F. Ex.York Pullman 46, 2/69.
 SPY 375. Bedford SB/Burlingham C41F. To Murgatroyd, Thruscrossa, 3/67.
 JPY 317 E. Bedford VAM 14 / Duple C45F. New 3/67.
 PVN 652 G. Bedford VAM 70 / Duple C45F. New 4/69.
 TUP 354. Bedford SBG. / Duple C41F. Ex.Simpson, Langley Park 1/69, but resold 2/59.

Present fleet includes :-

YAJ 564. Bedford SB 3 / Duple C41F. New 1961.
 747 BAJ. Bedford SB 5 / Duple C41F. New 1962.
 608 GAJ. Bedford SB 5 / Plaxton C41F. New 1964.
 BAJ 588 B.Commer LBD / Harrington -12- New 1964.
 DTY 660 C.Bedford SB 5 / Duple C41F. New 1965.,
 and SDN.777, JPY 317 E and PVN.652 G above.

HANDLEY, MIDDLEHAM.

VHE 254. Bedford SB 1 / Plaxton C41F. To Clayforth, Guiseley, 11/66.
 WDK 419. Morris J 2 / B.M.C. C11. Withdrawn 1/67.
 RBD 515. A.E.C.Reliance/Plaxton C41F. Ex.Tinwell, Maghull, 11/66.
 NWW 471 E. Bedford CALZ30/Martin Walter C11. New 1/67.
 NWW 472 E. Bedford CALZ30/Martin Walter C11. New 1/67.
 AVW 8 B. Ford 570 E / Duple C41F. Ex.Guards, Caterham, 11/68.
 KTL 505. Commer Avenger 3/Plaxton C41F. To Davies, Rye, 3/67.
 939 PT. Bedford SB 1 / Duple C41F. To Smith, Newton Abbott, 11/67.
 THL 984. Ford 570 E / Plaxton C41F. Ex. Tetley, Leeds, 5/69.
 MBV 478. Ford 570 E / Plaxton C41F. Ex.Wearden, Blackburn, 5/69. - Note -
 this latter was the vehicle whose ownership was questioned on page 6 of the
 June issue.

Other Information, Mixed Operators, (cont.)

LILINGWORTH, CRIGGLESTONE.

VVC 123. A.E.C.Reliance/ Duple C41C. Sold 11/66.
 PPT 954. A.E.C.Regal IV/ Plaxton C41C. To Georges, Kirkburton, 11/66.
 WYG.600. Bedford SB 1 / Plaxton C41F. To Hirst, Denby Dale, 11/66.
 UFF 460. Bedford SB 3 / Duple C41F. Sold 3/67.

KILDARE, ALWICK-le-STREET.

YDH.579. Commer Avenger IV/ Duple C41F. To Haslam(Contractor),Doncaster, 4/68.
 TWT 871. Commer TS 3 /Plaxton C41F. To Errington (Dealer), 4/68.
 CWX 606. Commer Avenger III/ Duple C39F. To Haslam (Contractor)Doncaster,11/68.
 548 DWY. Bedford SB 5 / Duple C41F. Ex.Standish,Barrington, 3/69.

KNOWLES, OULTON.

TPE 143. Guy Arab IV /Northern Counties Motor Eng. H.57RD. Scrapped 9/68.
 KWU 380. Bristol KSW6B/ Eastern Coachworks, L 55/RD. Ex. DEW.24, 9/68.
 987 BTB. Atkinson / Plaxton, C43F. Ex.Wood,Pollington, 5/67.
 MWR 958. Leyland PSU1/16/ Plaxton C41C. Sold 9/67.

MAJESTIC (BURLEY), CAWOOD.

YW 859. Bedford SB 1 / Yeates C41F. To Nippy, Hull, 3/67.
 RAK 500. Bedford SB 1 / Duple C41F. To Saxton, Heanor, by 1/69.
 EDV 941 D. Bedford VAM 5 / Duple C45F. Ex.Trathen,Yelverton, 5/69.

BYNE, HARROGATE.

KWX 911. Bedford SB 3 / Plaxton C41F. To Primrose Valley,Filey, 3/68.
 RWX 898 F. Bedford CALZ /Martin Walter C11.Sold 1/69.
 KWX 912. Daimler Freeline/Burlingham C41C.To Ives,Shardlow, -/64.
 XWT 770 G. Ford Transit /Deansgate EL2F. New 12/68.
 LWR 840. Daimler Freeline/Burlingham C39C.To Rowell,Prudhoe,and then Monte (Dealer),Washington, 11/66.
 HWY 806. Daimler CVD 6 / Plaxton C32F. To ? and then Monte (Dealer), 11/66.
 HWX 923. Daimler CVD 6 / Plaxton C33F. To Army Apprentices School,Harrogate,7/65, and then Regent Bingo,Batley, -/66.
 LYG 964. Daimler CD650H/Burlingham C39C. To Terrier, Bedlington, 11/66.

SELLERS, DUNNINGTON.

1954 WY. Bedford SB 1 / Duple C41F. Sold. 1/69.
 KHD 568. Bedford SB 13 / Plaxton C41F. Ex.Gath, Thornhill, 1/69.

SIMPSON, RIPON.

748 BWY. Bedford SB 5 / Plaxton C41F. To Bauken, Bauldhouse, 1/69.
 749 BWY. Bedford SB 5 / Plaxton C41F. To Roberts, Wingate, 3/69.
 7403 WY. Bedford SB 1 / Duple C41F. To Turner, Keadoc, 11/68.
 FTM 361 E. Morris J.2 / B.M.C. C11. Ex.Robin Hood,Kushton Spencer, 1/69.
 7404 WY. Bedford SB 1 / Duple C41F. Sold, 11/68.
 APY 682 B. Bedford SB 5 / Plaxton C41F. Ex.Ryedale,Picking, 9/67, and resold to Wray,Summerbridge, 5/69.

STEELS, ADDINGHAM.

XYG 200 G. Bedford VAM 70/ Duple C45F. New 3/69.
 NWY 100 E. Bedford VAM 5 / Duple C45F. Sold 2/69.

THIRKELL, KIRKBY MALZEARD, (formerly at Ripon).

TVH 650. Ford 570 E / Plaxton C41F. Ex.Bottomley,Huddersfield, 2/69.
 OWT 315. Commer Avenger/ Plaxton C35F. To Highes, Dealer, 2/69, and sold for scrap by 6/69.

WHAY, SUMMERBRIDGE.

TNL 324. Bedford SB 1 / Plaxton C41F. To Hornsby, Ashby, 9/67.
 157 AUA. Morris J.2 / Morris C11. Delicensed by 4/69.
 APY 682 B. Bedford SB 5 / Plaxton C41F. Ex.Simpson,Pipon, 5/69.

SERVICES 30 and 31.

Several years ago, we published an article by [redacted] about these two Services. Since then, new timetables have been introduced, and the following article brings the previous one up-to-date.

The new timetables came into operation on November 3rd.1968, and created several anomalies which apparently still exist. As was mentioned in a Bulletin following the changes, the main difference, basically, is that departures from Leeds are generally 5 minutes later than before, and the running time on 31 is reduced from 72 to 69 minutes (1 minute saved Keighley - Bingley, 1 minute saved Bingley - Saltaire, and 1 minute saved Shipley - Thackley); departure time from Keighley is 3 minutes later from 08.23 to 15.53 (Monday to Friday) and to 17.53 (Saturday). The revision of timings from Leeds was apparently made due to the re-timings on 50/51 from Harrogate and Yeadon to

7. Other Information. Services 30 and 31. (cont.)

Bradford, where connections have always been made at Greengates. However, on the Keighley Depot running boards, and presumably on the Leeds ones, no mention is made of connections having to be made in either direction. The timetable for 50/51 does now give connecting times on the Rawdon Road service, which is new.

Standing times are surprising, too; the previous article noted that on Saturdays, the 13 vehicles involved on 30/31 each had 40 minutes maximum standing time in 11 or 12 hours. The emphasis seems to be reversed now, e.g. Keighley Car 79-05.43 Keighley - Leeds 06.52; 07.40 Leeds - Keighley (dup.) 08.49 = 48 minutes standing time; Bradford Car ?45 ?-05.40 Bradford - Leeds 06.32; 06.55 Leeds - Bradford 07.47 = 23 minutes standing time; and Leeds Car ?-06.00 Leeds - Keighley 07.09; 07.43 Keighley - Leeds 08.52 = 34 minutes standing time. All these three examples, it will be noted, are on only one return journey.

At the teatime peak, standing time at Keighley is generally 14 minutes; at Bradford 18 minutes (and this on a 20 minute frequency), and at Leeds, 13, 18 and even 23 minutes, although Keighley Car 79, during School terms, has only 3 minutes in Leeds (17.02 to 17.05), despite present day traffic congestion. The last Bradford Depot to Leeds arrives there at 22.22, and does not leave until 22.50 (this happens seven evenings per week), and the last Leeds Depot vehicle to Keighley arrives there at 21.09, leaving at 22.13 (Sunday - Friday).

The two services have hitherto provided a regular 15 or 10 minutes service from Greengates to Leeds, but now, in the morning, departures from Greengates are 06.00, 06.20, 06.45, 06.50, 07.15, 07.20, 07.45, 07.50, 08.15, 08.20, 08.45, 09.00, then 15 minutes, all due to the new timings from Keighley. No connections can therefore be made at Greengates with cars on 50/51, from Bradford, at the time when connections would be most useful. Because of the gaps of 25 minutes, extra journeys have had to be applied for, at 07.35 & 08.05 from Greengates. At tea-time, the frequency from Greengates to Leeds is 20 minutes (against 15 minutes off peak), vehicles on 30 & 31 running together at 5, 25 & 45 minutes past the hour. During the evening, and on Sundays, timings from Keighley and Bradford are 10 minutes earlier than formerly, and no connections at Greengates are therefore possible. What used to be, in effect, a $\frac{1}{4}$ -hourly service from Bradford to Leeds, and vice versa, is now hourly only. There is a journey at 21.50, Greengates to Leeds (30), then nothing more until two vehicles together at 22.50 (the last two departures from Keighley being 20.43 and 22.13). The new timings also mean that vehicles travel from Saltire to Keighley on practically the same timings as vehicles on Service 67.

A peculiar feature in the timetable is that on Monday-Friday, the first five journeys from Keighley and the last four journeys have 3 minutes running time from Calverley (New Inn) to Rodley, the rest of the day 5 minutes being allowed, though the first-mentioned journeys have 7 minutes from King Street to Vicar Lane, 5 minutes being sufficient during the busy part of the day. The old timings were 5 minutes throughout the day for both these parts of the journey.

The position is now similar to the above with regard to the first five journeys on Saturdays, and the last six journeys, and this applies also all day Sunday. Frequencies from Rodley to King Street (between Services 30/31) are therefore, 13/17 minutes, or 28/32 minutes, instead of the 15/15 or 30/30 which would be expected.

As stated at the beginning of this article, this brings up-to-date the article on these routes, published several years ago. It will be apparent that the revised timings have quite a few anomalies in them, and in several respects the old timetables for these routes were better. No doubt the months ahead will see further adjustments to timings, and connections on these services, to the mutual benefit of the passengers and the Company.

TML/RJ. 12/10/69.