

WEST YORKSHIRE

INFORMATION SERVICE

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Hon. Chairman : _____
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BULLETIN - BACK NUMBERS : The following issues of the Bulletin are available from _____, price 4d each, which includes postage :-

Issue No. 45	November 1954.
Issue Nos. 50, 51, 52, } 53, 55, 56, } 57. }	April, May, June, July, September, October & November 1955.
Issue Nos. 59-64	January - June 1956.

 PRESS DAY FOR THE AUGUST ISSUE - SATURDAY, 4th AUGUST

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1. SPOCK CHANGES.

(a) New Vehicles

EUG 47	RWW 972	B1	LS5G	117029	ECW	8919	S	41	F	6-13-2
EUG 48	RWW 973	B1	LS5G	117030	ECW	8920	S	41	F	6-13-3
EUG 50	RWW 975	B1	LS5G	117034	ECW	8922	S	41	F	6-14-0
EUG 51	RWW 976	B1	LS5G	117035	ECW	8923	S	41	F	6-13-3
EUG 52	RWW 977	B1	LS5G	117036	ECW	8924	S	41	F	6-15-3
EUG 53	RWW 978	B1	LS5G	117040	ECW	8925	S	41	F	6-13-3
EUG 54	RWW 979	B1	LS5G	117041	ECW	8926	S	41	F	6-14-0
EUG 55	RWW 980	B1	LS5G	117043	ECW	8928	S	41	F	6-14-0
EUG 56	RWW 981	B1	LS5G	117042	ECW	8927	S	41	F	6-14-0
EUG 57	RWW 982	B1	LS5G	117049	ECW	8929	S	41	F	6-13-3
EUG 59	RWW 984	B1	LS5G	117051	ECW	8931	S	41	F	6-13-3
DX 44	RWY 822	B1	LD6B	120002	ECW	8651	LD	33/27	RDB	7-14-2
DX 45	RWY 823	B1	LD6B	120003	ECW	8652	LD	33/27	RDB	7-15-0
DX 46	RWY 824	B1	LD6B	120004	ECW	8653	LD	33/27	RDB	7-15-1

In the Lodekkas licensed this month, there are some modifications in the frontal appearance. The front wings are cut away in front of the brake drums. There are five chrome strips on either side of the filler cap, and rubber flaps over the towing hook apertures. The front grille is completely detachable.

(b) Relicensed

SG 106	1/7/56
DG 12/13	1/7/56
DX 14	10/7/56

(c) Delicensed

SG 102	30/6/56
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(d) On Hire to West Yorkshire

Lincolnshire 1164/65/68/69 returned to owner - 1/7/56

2. REBUILDING.

DX 14, the Lodekka that was severely damaged in an accident earlier this year, has now returned after overhaul at Bristol (chassis) and Lowestoft (body). Its frontal appearance has been modified and is now similar to DX 44-46 (see above).

DX 30 had a minor accident recently, and the short fibre glass grille was replaced by a long metal one.

SG 120 is having its wooden body sides replaced by metal sides (as SG 105).

3. DEPOT CHANGES.

(a) Allocations & Transfers

SG 102	from HARROGATE	(delicensed)	to HARROGATE	30/6/56
SG 106		(delicensed)	" BRADFORD	1/7/56
DG 12/13		(delicensed)	" BRADFORD	1/7/56
EUG 47/48		(new)	" LEEDS	1/7/56
EUG 50-56		(new)	" HARROGATE	1/7/56
DX 44-46		(new)	" HARROGATE	1/7/56
DX 2/5/34	" HARROGATE		" YORK	1/7/56
EUG 2/3	" HARROGATE		" KEIGHLEY	1/7/56
EUG 4	" HARROGATE		" ILKLEY	1/7/56
EB 3	" ILKLEY		" BRADFORD	1/7/56
1164/65/68/69	" HARROGATE		" (Lincolnshire)	1/7/56
DX 14	(delicensed)		" YORK	10/7/56
EUG 57	(new)		" LEEDS	10/7/56
EUG 59	(new)		" HARROGATE	10/7/56
EUG 20	" HARROGATE		" BRADFORD	10/7/56
EUG 37	" LEEDS		" BRADFORD	10/7/56
DB 49	" YORK		" BRADFORD	10/7/56

KEIGHLEY and ILKLEY are allocated their first EUG's.

(b) Temporary Loans

Eastern Counties LS 755	OAH 755	Bristol LS5G	ECW	LEEDS	16/6/56
Lincolnshire 1183	CFW 84	Bedford OB	Duple	LEEDS	1/7/56
Tilling -	OLU 753	Bristol LS6B	ECW	LEEDS	7/7/56
Wilts & Dorset 539	JHR 324	Bristol LS6G	ECW	LEEDS	7/7/56

Lincolnshire 1183 broke down in the WY area on 23rd June and was replaced by Lincolnshire 1169 (on hire to WY). 1183 was repaired at Grove Park and was exchanged the following week - end.

SGW 11 (K) was loaned to ILKLEY while SG 138 was in Works.

(c) Movements of Delicensed Vehicles

DG 1,2,43,45 (last delicensed on 31st May) are parked outside LEEDS depot with SG 42,61,68.

SG 50,51,65,80 & DG 5,40 are now parked outside GROVE PARK depot.
 SG 120 had left YORK for HARROGATE (for overhaul) by 10th June 1956.
 DX 14 returned from LOWESPORT on 6th July 1956.

4. VEHICLE NOTES.

(a) Overhauls

June 1956 : SG 118, SG 138, YDG 56, DB 4, DB 24,
 KDB 30, DEW 20, DEW 28, DX 3.

July 1956 : YDG 59.

(b) Repaints

Correction: 1004 (see May 1956 issue) should read 1006.
 It was not repainted, but received a T.U.V.

June 1956 : K1003 (green), Y1019 (green), 989 (red - rest bus, York),
 EG 8, DB 39.

July 1956 : SGW 6, DB 40, EG 7.

External front indicator handles have been fitted to: DB 3, KDB 55, YDG 56, YDG 60.
 Vents for brake cooling have been fitted to: DX 6,18,19,20,21,23,25,27,31,32,36,37,38 ;
 KDX 40,41,42,43.

939 & Y1019 now have their front numbers on the cab side.

KDG 24 has been in traffic with a red radiator (noted 22nd May).

5. OPERATING DETAILS.

Further changes have taken place in the fleet of yet another operator hiring regularly:-
J. BODDY & SONS, BRIDLINGTON. (See also Issues 30,41,43,53 & 54)

Sold:	LET 511	AEC Regal III	-	Plaxton
Additional vehicles:	JET 200	AEC Regal III	-	Duple
	LUA 696	AEC Regal III	-	Burlingham (ex-Heaps 1955)
	RWF 785	Leyland Tiger Cub	-	Duple (new 1956)

5. OPERATING DETAILS (Contd)

Bradford: Lodekkas have again been noted on the Bradford-Leeds services. DX 22 (B) was on 55 on 19th June, and DX 20 (B) on 30 on 27th June. In contrast, DG 10 (L) was working one of the BRADFORD depot turns on 30 on 26th June, probably due to the failure of a Bradford vehicle in the early morning.

Harrogate: Large capacity vehicles were much in evidence on the special service between ^{on 11th July} Harrogate and the Great Yorkshire Show Ground on 10th-12th July. Some 25, were seen (including DX 46 (H) and ten EUG's among them EUG 46,48,50,52,55,59, the last of which had been on exhibition with CUG 16 (H) and 1018 during the day, but was pressed into traffic still bearing "999" on the indicator - as delivered a day or so before. On 11th July, SG 66 (H) represented the pre-war 'L' type vehicles formerly frequently used on such occasions as this.

Further information is now available concerning the workings of the HARROGATE single decker which garaged at YORK on Saturday nights during the winter (See Issue 49, Page 5). After duplicating the 1.5 pm Harrogate-York (74), it then worked duplicates between York and Knarborough, finally ending up in York where it garaged overnight; the HARROGATE crew returned to Harrogate on the 6.30 pm ex-York. On Sundays, a HARROGATE crew travelled passenger on the 12.5 pm Harrogate-Scarborough (74), but only as far as York where they collected their vehicle and worked the 1.30 pm York-Harrogate. Before this arrangement was introduced, two vehicles had to be used on Sundays on the 12.5 pm Harrogate-Scarborough - one going through to Scarborough, the other duplicating as far as York to operate the return journey at 1.30 pm. Traffic on the outward journey did not justify the use of a duplicate vehicle, but this had to be run in order that the vehicle allocation could be evened out. The new arrangement did away with the duplicate vehicle and so saved uneconomic mileage. As previously stated, a HARROGATE single decker is normally involved, but on Saturday, 18th February, DEW 33 (H) replaced SG 144 (YK) for the 10.5 am Harrogate-Scarborough (74), the change probably being due to heavy traffic. SG 144 went on to work the duties normally operated by the HARROGATE vehicle, i.e. 1.5 pm Harrogate-York (Dup) &c while DEW 33, after completing its duties on 74, was the vehicle which garaged overnight at York. A similar arrangement was probably in force on Saturday, 3rd December 1955, when DEW 23 (H) was seen working for YORK (See Issue 58, Page 3).

Ilkley: At week-ends an ILKLEY DEW (usually DEW 4 or 8) is loaned to HARROGATE in exchange for a DX. The DEW works over on 76 on Saturday morning and is exchanged for the DX at 9.0 am. The reverse procedure takes place at 9.0 pm on Sunday. The reason for the change is that Ilkley have two turns on 76 and the higher capacity vehicle is preferred. The DEW works on 51/53. The rota started on 1st April 1956.

Keighley: Only one Keighley Lodekka (DX 27) was seen on 67 (Keighley-Bradford) during the evening of 27th June. The other Keighley turns were being worked by KDB 14,26, KDB 27,28 (all K). KSQL 18 (K) was working K13 (Riddlesden) the same evening, with KSQL 22 (K) on K20 (Thwaites Brow) and SGL 14 (K) on K14/15 (Morton). SBW 13 (K) arrived for the 9.25 pm Denholme and KSQL 21 (K) for the 9.30 pm Stanbury (K26).

KDX 40 (I) worked a tea time duplicate on K17 on 2nd July, while DX 24 (K) was noted about the same time on K12.

On Wednesday, 4th July, the morning journey from Keighley to Harrogate was operated by DGW 7 (K); the afternoon trip produced EUG 2 (K).

Leeds: On 30th May, the 7.45 am Leeds-Bridlington (44) was worked by EYMS 568 - a double decker coach - instead of the customary single decker. This is the working which in summer involves East Yorkshire in a 'sleep out' at Leeds. On 7th June, both East Yorkshire's evening duties on Leeds-Hull (6.5 & 8.5 pm), normally worked by double deck coaches, were operated instead by single deck coaches, EYMS 628 (Tiger Cub - Willowbrook) being one of them.

Nine EUG's were noted leaving Leeds on "Private Hire" on Tuesday, 12th June. They were: EUG 42-45 (B) & EUG 34,36,37,46,49 (L) all destined for York to run from there to Scarborough. The following Tuesday, 19th June, EUG 32,35,36,46,49 (L) were similarly noted.

KDB 14 (K) worked the 7.59 am Guiseley-Leeds (32) duplicate journey - a LEEDS duty - on Monday, 18th June.

Further AEC Reliance - Duple coaches of Creamline have been on hire to WY. They have included OOU 235, OAA 229 & OCG 9, and are usually to be seen on the 10.0 am Leeds-Scarborough express service on Saturdays.

Lincolnshire 1183, on hire to WY, was seen on the B.K.S. service from Leeds to Yeadon Airport on the evening of Sunday, 1st July.

Two of the new EUG's were to undertake their "maiden trips" on Sunday, 1st July. EUG 47 was scheduled for a "Private Hire" trip to Derby, and EUG 48 for the 12.30 pm Blackpool (J1).

CP 4 (H) was detailed to work the 8.15 am Leeds-Southport (J9) on Saturday, 7th July.

5. OPERATING DETAILS (Contd)

Scarborough: DEW 31 (YK/30) was exchanged for DGW 5 (L) on Friday, 22nd June. DGW 5 worked the 7.5 pm Leeds-Scarborough (43) on the Friday night, and continued to work for SCARBOROUGH depot on the Saturday and Sunday. DEW 31 ran on the 10.0 am Leeds - Scarborough express on Saturday (23rd). On Sunday it was observed on the 12.5 pm Leeds - Scarborough, which is a MALTON depot working !! Both vehicles were back at their respective depots by Sunday night. DEW 31 was involved in a similar exchange the following weekend, this time with BRADFORD depot. On Saturday, 30th June, EUG 43 (B) operated an early morning express trip to Bridlington where the crew took over DEW 31 and later finished at BRADFORD.

Skipton: EB 5 (K) worked the Skipton-Leyburn (79) service on Friday, 29th June, and then the Skipton-Scarborough express on Saturday, 30th June. SGL 14 (K) operated from SKIPTON from 9th to 18th June whilst KSG 19 (SK) ran from CRASSINGTON in place of SGL 11 (SK/G). KDB 31 (K) was working for SKIPTON in place of DX 35 (SK) on 1st & 2nd June.

Wetherby: On Sunday, 1st July, and again on Sunday, 8th July, the Leeds-Crossgates-Harrogate service and the afternoon trip from Leeds to Fountains Abbey were worked by WETHERBY depot instead of Leeds. CP 4 (H) was the vehicle chosen for the Fountains Abbey trip on both occasions.

York: During the summer timetable, one of the vehicles on York-Harrogate (74) is also rostered to work the 9.58 am Copmanthorpe-York (88-Dup). This year, double deckers are running the Harrogate service, so they have been working the Copmanthorpe-York journey. This is not the first occasion on which double deckers have run to Copmanthorpe, but is the only journey which operates via Bishopthorpe and Bishopthorpe Road. On Monday to Friday a double decker works the 8.20 am Copmanthorpe-Bishopthorpe (Y15), then duplicates to St. Leonards via Dringhouses (Y12), whilst on Saturdays a decker runs 1.45 pm Copmanthorpe to York via Dringhouses (88).

Double deckers have been noted duplicating the Leeman Road-Osbaldwick (Y7) service, but only between Rougier Street and Melrosegate. YDB 86 (YK) was so noted on 10th June, leaving Rougier Street at 10.25 pm.

SG 23 (L) and SG 83 (L) were loaned to YORK on 12th & 13th June. SG 23 was noted on the 12.30 pm York-Warhill (Y14) on 12th June, and SG 83 on the 8.15 am Stutton Lane - York (88) the following day. EUG 36 (L) did the 8.10 pm York-Thirsk (80) trip on 27th June.

DB 23 (L) failed at York on 30th June, whilst working Leeds-York (43) and was replaced by SGW 4 (YK) which also ran for LEEDS depot the following day.

SG 136 (L) & SG 149 (L) were on loan for several days in early July and worked mainly on Leeds-York-Bridlington (44/45), but SG 136 was observed on the 4.10 pm York-Sheriff Hutton (81) on 2nd July.

YSG 122 (YK) worked the 8.30 am York-Harrogate (74) on 5th July. The YWY single deckers very rarely get so far afield at other than holiday times, and a trip to Harrogate is very unusual.

The City of York tour commenced on Sunday, 24th June. As usual, tours are made daily (except Saturdays), leaving the Station at 10.30 am and 2.30 pm. CP 1 (YK), on hire to York - West Yorkshire, is again being used.

With the transfer of three Lodekkas to York, the total of lowbridge double deckers is now 18. Not so many years ago 357 (now DG 11) was the only example.

Yeadon: The following were the coaches used for the Yeadon Charities Association Old Folks annual outing to Bridlington on Saturday, 23rd June :- CBW 4,5,6,8,9; CUG 1,2,3,4,5, CUG 6,9,16,18,19. 1018, the mobile information bureau, was in attendance. On arrival back in Yeadon the party was greeted by the Yeadon Old Prize Band, who provided a musical welcome home.

The Yeadon Trades Hall annual childrens' outing took place on Saturday, 30th June. The destination was Southport, and the coaches used were: CB 1-6; CBW 4,6,8,9; CUG 5,16,18,19; and EUG 49.

DEW 5 (B) was at YEADON whilst DB 24 (YN) was away for overhaul. Other Bradford deckers which have had short periods at YEADON during July have included: DB 2,16,41,61.

Fawdon Service: Since June, the West Yorkshire vehicles appearing on the Newcastle - Coventry service have usually been Leeds depot EUG's. CUG 9 (L) is believed to have been used at least once. On Sunday, 1st July, the Northbound service was seen near Derby and consisted of EUG 27 (L) with YWD 687, YWD 744 & YTC 972.

Yorkshire Services: The 10.15 am departure from Leeds on Saturday, 23rd June, consisted of CUG 7 (K) with EYMS 622 & CEW 7 (B) to London; CUG 10(H) to Worthing; and YTC 875 to Birmingham. CUG 10 carried an "on hire to Southdown" board. The Southdown vehicle on the Worthing-Harrogate service was seen on 27th June and was 1052, RUF 52, one of the latest Tiger Cubs. It carried the usual "on hire to West Yorkshire" notice.

Yorkshire Services : One of our observers recently made a journey from Leeds to Torquay, (Contd) and his report on the trip is reproduced below.

.....During the past few years through booking facilities between Yorkshire Services and Associated Motorways have become more and more popular.

On Saturday, 26th May, two Tiger Cubs, one East Yorkshire (621) and one Yorkshire Traction, departed from Vicar Lane at 7.45 am for Birmingham and London respectively. A quick run through Dewsbury and Wakefield brought them to Barnsley where connections are made with the through Bradford-Eastbourne service, this being operated by a vehicle of Southdown Motor Services on hire to West Yorkshire.

After leaving the London and Eastbourne vehicles at Barnsley, the Birmingham coach continued through Sheffield and the North Derbyshire coalfields, with a brief stop at Chesterfield. As the journey progresses the countryside improves until the outskirts of Birmingham are reached.

At Birmingham, Yorkshire Services are left behind and the journey continued by Associated Motorways. This entails a change of vehicle and takes place in the combined garage/coach station of Midland Red where there is always a good selection of vehicles to be seen.

At 1.30 pm prompt, three Midland Red 'C.3' coaches departed for Cheltenham. Of these, one was a through coach to Bournemouth and another (4195) a through coach to Torquay.

Cheltenham, the hub of Associated Motorways, provided coaches of no less than eleven companies. These companies operate mainly on routes between Cheltenham and their own operating area, although there are exceptions to this, e.g. Midland Red who run the main services to South Devon and Bournemouth. Also, Black & White, being based at Cheltenham, run on almost all services.

From Cheltenham the route lies through Bristol to Weston-Super-Mare, where another stop is made at the garage-cum-bus station of Bristol Tramways. This is followed by another fast run through Taunton and Exeter to Torquay and Paignton which are reached about 11.0 pm.

To any enthusiast of bus operation this route to the South West is certainly of interest passing through ten bus stations and two combined garages and bus stations.

From the scenic aspect the route is of no less interest passing through country of exceptional beauty in the low lanes of Worcestershire and the high ground of the Malvern, Cotswold and Mendip Hills....." (DKG)

6. SERVICE CHANGES.

SERVICE Y12 BISHOPTHORPE - YORK STATION - STRENSALL.

The notes in the June (No.64) issue imply that all journeys on this route terminate at York Station. This is not so, as only the journeys on the former Acomb Green-Huntington-Strensall (Y11) service are so affected.

7. SOLD STOCK.

BWF 771

(ex-WY 976, Bristol J05G, sold North's 10/55). Again noted as a showman's vehicle - this time at West Hartlepool in June 1956.

YG 55

(ex-WY 543, Leyland TS4, sold to R.Barr (Leeds) Ltd (Wallace Arnold Tours) in 1950 and re-sold in 1952). Is now being operated by Vine, Little Clacton.

The six Bristol L's sold to Lincolnshire in June 1955 had been sold to Diesel Engine Exporters, Rothwell, by 7th July 1956:-

CWT 853

(ex-WY SG 3, LRCC 2079)

CWT 855

(ex-WY SG 5, LRCC 2080)

CWY 961

(ex-WY SG 22, LRCC 2081)

CWY 965

(ex-WY SG 26, LRCC 2082)

CWY 967

(ex-WY SG 28, LRCC 2083)

CWY 969

(ex-WY SG 30, LRCC 2084)

Also sold to Diesel Engine Exporters were the other single deckers noted at Bracebridge Heath on the W.Y.I.S. visit in May. These were:-

1401/02/59/68/76

FW 6268, BPU 225, FW 8839, ABE 333, AFU 838

Leyland Tiger

1818

AFU 932

AEC Regal

2064/65/74

CVF 853/55/80

Bristol L5G

A number of Daimler COG5 single deckers have also arrived ex-Monk (Contractor). These were in part exchange for at least twelve West Yorkshire SG's, one of which (ex-SG 53) was reported in last month's issue of the Bulletin. Only about six SG's were at Rothwell on 7th July.

8. OTHER INFORMATION

LEEDS - EAST COAST SERVICES - WINTER 1955/56.

These notes should be read in conjunction with the information published in Issues 49 and 51, to give a complete picture of workings on the Leeds-East Coast routes during last winter.

Leeds-Scarborough (43)

On Monday to Friday, the first journey in each direction (7.5 am ex-Leeds and 7.10 am ex-Scarborough) was worked by single deckers. This enabled the Leeds car to do the 2.5 pm Leeds-Hull (as rostered), but a double decker was substituted for the remaining duties on the rota, i.e. 9.15 pm Leeds-York and 10.30 pm York-Leeds. The Scarborough single decker also did the 2.30 pm Scarborough-Leeds and 7.5 pm Leeds-Scarborough, which were part of a separate rota last year. This reduced the number of SCARBOROUGH depot workings into Leeds to two.

The Friday only duplication of the 7.5 pm Leeds-Scarborough continued. The vehicle concerned, a YORK single decker, remained on loan to SCARBOROUGH for the week-end, thus increasing their allocation temporarily to five. On 6th April 1956, DBW 2 (YK) was noted on this duty duplicating DBW 31 (YK/SC).

On Saturdays, the Leeds car which worked the 7.5 am & 2.5 pm departures was also rostered to duplicate Leeds-York at 8.35 pm, then to operate 10.0 pm York-Tadcaster via Wighill (83), 10.45 pm Tadcaster-Boston Spa (20), 10.57 pm Boston Spa-Leeds via Collingham. This part of the rota was not, however, adhered to, as double deckers were generally used for the journeys to Scarborough.

There was one slight change in the Sunday workings. The 7.5 pm departure was again a MALTON duty, but the vehicle used, a single decker at first, but a double decker later, was collected at YORK by a MALTON crew, and, as before, duplicated to Leeds at 5.30 pm. After running to Scarborough at 7.5 pm ex-Leeds, it then returned to Malton on the 10.30 pm ex-Scarborough. This duty was 'balanced' by a MALTON single decker which duplicated the 3.5 pm Malton-Scarborough, 4.30 pm Scarborough-Leeds, and 8.15 pm Leeds-York. This vehicle was taken over by a YORK crew at 6.20 pm.

Leeds-Bridlington (44/45)

The one major change on this service concerned the 7.45 am ex-Leeds on Monday to Friday. This journey, and also the 3.55 pm Leeds-York & 5.0 pm York-Leeds, which last year were the responsibility of LEEDS depot, were taken over by YORK. This York vehicle, in addition, ran the 6.20 am York-Leeds, 6.45 pm Leeds-York, 8.0 pm York-Leeds & 9.45 pm Leeds-York.

The LEEDS car which operated the 9.5 am departure on Monday to Friday, also duplicated to Scholes (48) at 5.55 pm, returning from there at 6.18 pm.

EYMS POCKLINGTON depot retained the same duties as last year. It is now known that their vehicle worked the 7.0 am Pocklington-York (EYMS 54), and 10.15 pm York-Pocklington (EYMS 55 - Sat.X), and 8.55 pm York-Pocklington (EYMS 54 - Sat.0).

Leeds - Hull (46)

The LEEDS depot vehicle which did the 8.5 am Leeds-Hull, also ran, on Monday to Friday, a duplicate journey to Barwick at 7.5 am, returning from there at 7.27 am. Otherwise, the service was unchanged from last year.

Leeds-Whitby (91)

LEEDS and WHITEY (UAS) depots each provided one vehicle for this service. The LEEDS vehicle did trips to the Coal Road and Alwoodley on Monday to Friday, and to Thorp Arch on Saturday, before working the 9.5 am departure to Whitby. This journey was, as is usual, duplicated on Saturdays. ILKLEY depot were responsible for the duplication until early December 1955, when YORK depot took over. The YORK vehicle worked forward to Leeds at 7.20 am, and only ran through to Whitby if required.

West Yorkshire used an EB type on Leeds-Whitby, and mainly EUG's and 39-seaters on the other services. Double deckers were often used on the Scarborough and Bridlington services at week-ends.

United again used BEE 19 on the Whitby route.

East Yorkshire this year used the Leyland Olympic/MCW buses on the Bridlington route instead of the Tiger Cub/Willowbrook coaches used the previous year. Pocklington depot also used 556, a Royal Tiger, and occasionally an ex-Everingham Bros. AEC Regal. Double deck coaches were, as usual, used on the Hull service.

(JPS)

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