



## 3. DEPOT CHANGES (Cont.)

Allocations & Transfers (Cont.)

DB 5,6	from	YEADON	to	LEEDS	5/4/59
DB 7-9	"	YEADON	"	BRADFORD	"
SG 137	"	LEEDS	"	SKIPTON	20/4/59
SG 108/31		HARROGATE		(delicensed)	30/4/59
SG 111/13/47		LEEDS		"	"
SG 112/20		BRADFORD		"	"
SEW 31,32		HARROGATE		"	"
SUG 1		(delicensed)	to	PATELEY BRIDGE	1/5/59
SUG 20		"	"	KEIGHLEY	"
SUG 21,46-49		"	"	LEEDS	"
SUG 35-38,54,55		"	"	HARROGATE	"
SUG 39-45		"	"	BRADFORD	"
EB 5		"	"	KEIGHLEY	"
EB 14		"	"	HARROGATE	"
EB 15,16		"	"	LEEDS	"
EUG 56,64		"	"	HARROGATE	"
EUG 57,58,60-63		"	"	LEEDS	"
EUG 59		"	"	ILKLEY	"
EUG 65,66		"	"	BRADFORD	"
EUG 67		"	"	YORK	"
EUG 68		"	"	SKIPTON	"
CP 1		"	"	YORK	"
CBW 2		"	"	YORK	"
CBW 3		"	"	KEIGHLEY	"
CBW 6-9		"	"	HARROGATE	"
CUG 1,6,15		"	"	BRADFORD	"
CUG 8,9		"	"	LEEDS	"
CUG 11		"	"	KEIGHLEY	"
CUG 13		"	"	HARROGATE	"
DG 37		"	"	LEEDS	"
KDB 54		"	"	KEIGHLEY	"*
DBW 18,23		"	"	HARROGATE	"
DX 8		"	"	LEEDS	"
DX 47		"	"	SKIPTON	"
EUG 71-74		(new)	"	BRADFORD	"
EUG 75		"	"	HARROGATE	"
SUG 6	from	PATELEY BRIDGE	"	HARROGATE	"
DX 11	"	SKIPTON	"	YORK	"

Notes:

- (i) All vehicles are relicensed at their former depots except SUG 35-38 (ex Bradford as EUG 35-38), EUG 59 (ex Keighley), and CUG 8,9,15 (ex Keighley).
- (ii) The move of SG 137 from Leeds is its first, it having given continuous service at that depot since new on 25/3/50. SUG 38 (ex EUG 38) has previously been licensed each summer season at Bradford Depot, and this is its first move from there.
- (iii) In the past LEEDS have only had one CUG allocated; now they have four!
- (iv) WETHERBY'S allocation (See last month's Issue); SG 136, delicensed on 24th March, and SG 148, were replaced by SG 137 & 146, and DBW 5 is running instead of DCW 3. SGW 2 had temporarily replaced SUG 11 in mid-April, while the latter was in dock.

Temporary Loans

## For Loadmeter Checks:

DX 54	from	HARROGATE	to	KEIGHLEY	12/4/59	to	25/4/59
				BRADFORD	3/5/59	to	9/5/59
DX 55	from	BRADFORD	to	LEEDS	5/4/59	to	11/4/59
				KEIGHLEY	12/4/59	to	18/4/59
DX 56	from	HARROGATE	to	BRADFORD	29/3/59	to	4/4/59
				ILKLEY	12/4/59	to	18/4/59
				KEIGHLEY	19/4/59	to	2/5/59
				BRADFORD	3/5/59	to	9/5/59
DX 58	from	YORK	to	HARROGATE	29/3/59	to	4/4/59
				KEIGHLEY	12/4/59	to	9/5/59

DEPOT CHANGES (Cont.)

Temporary Loans (Cont.)

DX 60	from LEEDS	to BRADFORD	22/3/59	to 4/4/59
		KEIGHLEY	12/4/59	to 25/4/59
		BRADFORD	3/5/59	to 9/5/59
DX 61	from HARROGATE	to ILKLEY	12/4/59	to 18/4/59
		KEIGHLEY	19/4/59	to 2/5/59
		BRADFORD	3/5/59	to 9/5/59

In exchange for the above:

DX 46	from BRADFORD	to HARROGATE	15/3/59	to 28/3/59	) See last month's Issue
DX 29	" ILKLEY	" LEEDS	22/3/59	to 28/3/59	
DX 31	" BRADFORD	" LEEDS	29/3/59	to 4/4/59	
DX 14	" KEIGHLEY	" LEEDS	12/4/59	to 25/4/59	
DX 27	" KEIGHLEY	" LEEDS	12/4/59	to 25/4/59	
DX 20	" KEIGHLEY	" HARROGATE	12/4/59	to 18/4/59	
DX 28	" KEIGHLEY	" HARROGATE	12/4/59	to 18/4/59	
DX 29	" ILKLEY	" HARROGATE	12/4/59	to 25/4/59	
DX 30	" ILKLEY	" HARROGATE	12/4/59	to 25/4/59	
DX 15	" BRADFORD	" HARROGATE	26/4/59	to 2/5/59	
DX 6	" BRADFORD	" KEIGHLEY	3/5/59	to 9/5/59	
KDX 41	" KEIGHLEY	" ILKLEY	19/4/59	to 25/4/59	
KDB 30	" KEIGHLEY	" ILKLEY	19/4/59	to 25/4/59	

In addition to these, DEW 26 is on loan from HARROGATE to YORK, having been first noted on 25/4/59.

Other temporary loans:

KDX 70 from KEIGHLEY to SKIPTON 19/4/59 to 25/4/59 (at least).

A number of shorter-period loans, mostly from KEIGHLEY to SKIPTON and ILKLEY depots, have also been made, and some of these are given in "Operating Details".

SUG 27, 28, & 30 were on loan from LEEDS to KEIGHLEY over Easter in exchange for SBW 13, 14, & 28.

The following "Tilling Group" vehicles are known to have operated for West Yorkshire during the Easter holiday period:-

Tilling	-	MXB 745	Bristol LL6G	E.C.W. C35F
Tilling	-	MXB 747	Bristol LL6G	E.C.W. C35F
Wilts & Dorset	546	JMW 669	Bristol LS6G	E.C.W. S41F

Movements of Stored Vehicles

SG 135 was used as a mobile office at the Saville Street departure point, Leeds, during the Easter holiday period.

K1003 and 1004 have moved to BRADFORD. They left YEADON by 12th April.

4. VEHICLE NOTES

Overhauls

March 1959: CUG 7.  
 April 1959: SUG 1, KDB 54, DEW 18, DEW 23, DX 8,  
 YSG 129, KDG 17, YDB 82, DX 47.

Repaints

April 1959: CUG 8.

The frontal appearance of EUG 72-75 is very similar to the CUG 21-23 batch; they are not fitted with the Cave-Brown-Cave heating system.

EUG 59, 63, & 67 were repainted in the new "predominantly cream" livery during April.

During mid-April, the radiator grilles of almost every vertical-engined vehicle in the fleet (excepting DX's) were painted BLACK. The whole operation took place very quickly, round about April 20th. This reverses a decision made some two-and-a-half years ago. It will be remembered that in October 1956, DEW 34 was given a red radiator, and DGW 2 a black one, and shortly after this the red radiator was chosen as standard. Prior to this, the grilles were aluminium in colour. (See Issue Nos. 69 & 71). In one or two instances, the word "Bristol" has been "brought out" in silver paint. The whole appearance of the radiator has been improved by this scheme, the contrast of the black with the aluminium of the radiator surrounds being very pleasing.

4. VEHICLE NOTES (Cont.)

SG 113, SGW 7 & 10 (now at Leeds), & DB 7 & 8 (now at Bradford) retain their Yeaton blinds; DB 5 & 6 have been fitted with Leeds blinds.

YSG 123-26/28/30 have had their front indicators modified to take 49" destination blinds, as YSG 121 (see Issue 97). YSG 129 had both indicators so treated whilst in works, and had its side indicator sheeted over.

DBW 11 (YK) acquired YORK depot blinds and discs towards the end of March. (See Issue 98). SG 140, EUG 67, & CP 1 have no depot discs, while SGL 15, SUG 23,25, DBW 30,31 (all YK) have only one disc each.

SUG 6 has had its wheels painted MAROON.

DX 60 (see Issue 98) - this had had Leeds discs refitted by early April

The following destinations were added to some YSG blinds to cater for the new services started in December last:-

STOCKTON-ON-FOREST	HUNTINGTON
GALTRES ROAD	MURTON
LEEMAN ROAD	HESLINGTON
STONEBOW	YORK

The new blinds in SUG 2,5, & 10 (SKIPTON & GRASSINGTON) have the following exposures:-

SWINDEN	ADDINGHAM	SILSDEN
HOSPITAL	SKIPTON	CROSSHILLS
SUTTON MILL	GRASSINGTON	SHORT BANK ROAD
KEIGHLEY	BUCKDEN	HORSE CLOSE ESTATE
BRADFORD	LITTON	GREATWOOD AVENUE
ILKLEY	CONONLEY	

5. OPERATING DETAILS

Loadmeter Checking:

Activity this month has been centered round Keighley. Details, following on from those given last month, are:-

<u>Week commencing</u>	<u>Depot</u>	<u>Vehicles</u>	<u>Services</u>
March 22nd	BRADFORD	DX 60	55 & 60
March 29th	BRADFORD	DX 56,60	55 & 60
April 5th	LEEDS	DX 55,60	55 & 60
April 12th	ILKLEY	DX 56,61	K.12
" "	KEIGHLEY	DX 54,55,58,60	K.12
April 19th	KEIGHLEY	DX 61 (at least)	K.17
" "	KEIGHLEY	DX 60	57
April 26th	BRADFORD	DX 55	57
" "	KEIGHLEY	DX 56,58	67
" "	KEIGHLEY	DX 61	67
May 3rd	KEIGHLEY	DX 58	67
" "	BRADFORD	DX 54	67
" "	BRADFORD	DX 55,56,60,61	67

Perhaps worth recording is a table of the vehicles working on service 67 on the afternoon of Monday, 4th May:-

<u>Depot</u>	<u>Bradford-Keighley only</u>	<u>Bradford-Keighley-Skipton</u>
Bradford :	DX 55(B), DX 56(H), DX 60(L), DX 61(H).	DX 54(H).
Keighley :	DX 27(K), DX 28(K).	DX 6 (B), DX 58(YK).
Skipton :	-	DX 47(SK).

Some of the manœuvres employed in getting loaned vehicles from one depot to another can get quite complicated. When Ilkley borrowed DX 56 & 61 recently, they loaned Harrogate DX 29 & 30. The following week DX 29 & 30 were still at Harrogate, although Keighley were using DX 56 & 61, so that Ilkley borrowed KDX 41 & KDB 30. On Sunday, April 26th Harrogate sent DX 29 & 30 to Bradford, who put them on the afternoon Middleton Sanatorium run, where, in Ilkley, they were exchanged for KDX 41 & KDB 30. These, presumably should have been used by Bradford on the Keighley service in order to change over with Harrogate's DX 56 & 61 so that they might work back to Harrogate from Bradford. However, on April 28th Bradford were still using KDB 30. On May 1st DX 30 was again seen running for Bradford, on the 67 service.

The following list shows the allocation of vehicles for excursion and express service requirements on Easter Sunday:-

From Leeds: 11.35a.m. Newcastle, SG 154; 9.5a.m. Scarboro' dup. SG 146; Brid. SG 147

OPERATING DETAILS (Cont.)

Allocation of Easter Sunday express & excursion vehicles (cont.)

8.35a.m. Bradford-Blackpool: EB 1(B), dup: EB 2(I).  
 1.00p.m. Bradford-Blackpool: EB 3(I) (Ilkley duty).  
 9.00a.m. Bradford-Fleetwood: dup: EB 4(B)  
 9.30a.m. Bradford-Morecambe: SG 153(B)  
 Fawdon Service (from Leeds): SUG 16(L)  
 Nidderdale: SUG 15(L), SUG 25(YK)-from Leeds, SUG 13,14(B)-from Bradford.  
 Day trips: Bradford: SUG 17,31(B), SUG 18,23,24(YK).  
 Leeds : SUG 19(YK), SUG 26(L).  
 Excursions: Bradford: CUG 2,3,4,5, CBW 4,5(all B).  
 Keighley: SUG 22(K), SUG 50(I), SUG 52,53(H), SUG 27,28,29,30(L).  
 Leeds : CUG 7, CBW 1,11,12, EB 11,12(all L).  
 Harrogate (from Low Harrogate):  
 CUG 17,19,20,21,22,23, CBW 10, SUG 32, EUG 70(all H).  
 (CUG 19 worked the London feeder service both a.m. & p.m.)  
 In addition, the express car rotas from Leeds were worked by:-  
 SG 137/52, SBW 27,29, EB 7,9,10 (all L), & SBW 13 (K).

Bradford: Bradford have taken over Yeadon depot's rotas on services 50 & 53 (Bradford-Otley), although the Yeadon car on 53 has actually been manned by a Bradford crew for most of its rota, since necessitated by a staff shortage at Yeadon about a year ago.

DX 67 & 68(B) continue their 'ministop' duties between Bradford and Keighley (X67), although both were seen in Harrogate on service 53 on Easter Tuesday. One of these vehicles is sometimes used on a lunchtime Bradford-Denholme (56) duty, probably to compensate a little for the low mileage they work.

Bradford often use Keighley vehicles on East Coast services during holiday periods. On Easter Tuesday, DX 11 (SK), and DX 14,19 (K) were noted on Bradford-Scarborough (43).

Harrogate: One-man operation continues on the Cornwall Road (7) service, SUG 34 (H) having replaced SG 103. SUG 32 (H) - the other one-man vehicle - deputises for SUG 34, but otherwise has not as yet any specific duties; it was working 12 (Bilton) on 7th April.

A number of DG's have been noted in Harrogate, round about Easter, on regular DBW or DX duties. Some of those seen are:-

- Harrogate - Bradford (51/53): DG 54 (H) - 23rd March; DG 6 (B) - 1st April
- DG 7 (H) - 30th March & 3rd April.
- Harrogate - York (74): DG 10 (H) - 26th March; DG 7 (H) - 31st March
- Harrogate - Leeds (36): DG 12 & 15 (L) - 31st March.

Ilkley: In addition to the loaned vehicles mentioned above, this depot was using SBW 28 (K) on service 63, on a double-decker duty, on April 28th, presumably due to the further absence of DX 30. On the following day KDB 26 (K) was working for them on K12 (Ilkley-Haworth).

Further use is being made of SBW 17 (I) as a substitute for a double-decker on certain journeys on service 63 (Ilkley-Bradford). (See Issue 96).

In the week commencing April 13th KDX 40 & 42 (I) were used on services 53 & 63. This was due to the Loadmeter checking of their regular K12 service. Tilling's LS6B SLA 764 was on Private Hire in the area, and garaged at Ilkley depot on 28th, 29th, & 30th March.

Keighley: The following observations were made on Saturday, 18th April, and it is of interest to compare them with the survey made on Saturday, 24th July 1954 (see Issue 44).

- |   |                                    |
|---|------------------------------------|
| K1 : KDG 19,53                                    | K12 : DX 54,55,56,58,60,61, KDB 35 |
| K2 : KDB 11,34                                    | K13 : KSGL 18                      |
| K3/17: KDB 12,33                                  | K14/15: KSGL 23                    |
| K4/17: KDB 29,55                                  | K17 : KDG 20, SUG 4                |
| K4/22: KDB 13,28                                  | K18 : KSGL 21                      |
| K5 : KDX 70                                       | K20 : KSGL 20, SBW 13              |
| K5/18: KDB 26                                     | K21 : KDG 18,26                    |
| K6 : KDG 22,23,27                                 | K22 : KDG 48,50,52                 |
| K7 : KDB 10                                       | K23 : KDG 24,25                    |
| K8/10: KDB 27, KDX 69,71                          | K26 : KSGL 22                      |
| K9 : KDB 14,30                                    |                                    |
| 30/31: KDB 31, DGW 1,2,8                          | 62/62A: SBW 14, SUG 3              |
| 57 : KDB 56                                       | X67 : DX 31,67                     |
| 67 : KDG 16,17, KDB 32,57, KDX 39,40,43, DX 19,28 |                                    |

SG 151/55, SUG 22, KDG 21,51 & KDB 54 were in the depot, with SG 103 (G) & SUG 2 (G). DX 14 & 27 and 20 were on loan to Leeds and Harrogate respectively.

OPERATING DETAILS (Cont.)

Keighley:(cont.) SG 141, SGW 11,12, SBW 28, KDB 15, & KDX 41& 42 were not accounted for, though some of these would be away at Grassington or Ilkley as replacements.

Note - Keighley depot operate 6 turns on 67 on Sats., and Skipton operate 1, so that two of the above cars were probably operating for Bradford depot. Bradford always use one car of Keighley's on Saturdays in exchange for a 'Ministop' vehicle with the special blue blinds (usually DX 68), and this may have been DX 19. DX 28, which had been on loan to Harrogate during the week may have been running for Bradford on a get-back-to-Keighley-without-any-dead-mileage scheme!

Further learner buses from Keighley seen in Harrogate during the month have been SG 155, KDG 16, and KDB 14. (See last month's Issue).

KDB 57 was noted on a Private Hire trip in connection with a Parade at Heaton, Bradford, on April 26th.

Leeds: On Saturday, 28th March, Wilts & Dorset 546 was seen on the 1.15p.m. departure from Wetherby to Leeds (39), and duplicating on Leeds-Farsley (29). It was also used on day trips from Leeds.

YDX 74 was seen in Harrogate on Easter Sunday on a special. On Easter Monday it was working on Leeds-Wetherby-Knaresborough (38) along with YDX 73, and on Easter Tuesday on Leeds-Harrogate (36). The same evening it was detailed for Leeds-Dishforth Aerodrome.

On Easter Tuesday SGW 12 (K) was the service car on the 9.5a.m. Leeds-Bridlington. SGW 11 (K) was also seen in Bridlington on the same day.

The Leeds-Morecambe (X88) service reverted to an SUG working as from 1st March.

Skipton: For at least a week from April 19th DX 11, allocated to Skipton for the month while DX 47 was overhauled, was 'out of action', and KDX 70 (K) was used on its '67' duties. KDG 17 has also been undergoing overhaul, although it remained licensed, and KDG 21 (K) is among vehicles seen on its K8/10 duties. KDB 12 (K) on March 24th, and DX 14 (K) on March 25th & 26th, worked on service 76 in lieu of DX 35.

Resulting from the closure of Yeadon Depot, Ilkley have had new commitments in the Yeadon area, and Skipton depot now work a former Ilkley single-decker car rota, which is as follows:-

4.00 p.m.	Skipton Depot - Skipton Gr. School	Not-on-service
4.05 "	Skipton Gr. School - Skipton Bus Stn.	Sch. Special.
4.10 "	Skipton Bus Stn. - Ilkley	Service 76
5.00 "	Ilkley - White Cross	" 63
5.23 "	White Cross - Otley	" 53 dup.
5.35 "	Otley - Ilkley	" 77
5.55 "	Ilkley - Skipton	" 76 dup.

(The last-mentioned journey is new.)

Wetherby: On the occasion of Wetherby Races on Easter Monday 23 specials were noted on Leeds-Wetherby (38). They were:- SG 154, SUG 12, DG 1, 15, 28, 45, DB 36, DBW 5, DB 46, & DX 36(L), SG 140/42, SGW 4, SGL 14, 16, 17, YDB 66, 86, & DBW 32(YK), DG 6, 32(B), & DGW 1, 8(K).

Yeadon: On the last day of operation from this depot, Saturday 4th April, Yeadon's duties were worked as follows:-

SG 113	Services 53, 22, & 72.	DB 24 (B)	Service 32
SGW 7	Service 32A	DB 38 (B)	Service 32 (duplicate)
SGW 10	Services 32A & 54.	DG 1 (L)	Service 33
DB 7	Service 50.	DB 5(YN), DB 63(B)	" 50.

DB 5 operated the 10.5p.m. Bradford-Otley (53), returning from Otley to Yeadon Depot at 11.5p.m. (50). SG 113 duplicated the 10.25p.m. Bradford-Harrogate (53) as far as Pool, from where it returned to Yeadon not-on-service. This was, therefore, the last Yeadon Depot car to leave Chester Street, Bradford. DB 38, 63 worked route 50 (Bradford Depot) on Sunday, 5th April, and both were replaced during the afternoon by DB 16, 24. Three of these vehicles had been operated by Yeadon on the previous day. DB 7 & 8 (B - ex YN) continue to work on '50' for Bradford, as they retain Yeadon blinds. Leeds Depot have taken over Yeadon's former duties on Leeds-Guiseley (32) and Leeds-Rawdon (33).

York: On March 31st United MW5G's BU 507/19 were noted on Whitty-Leeds (91) as duplicates. On Good Friday YDX 72 went to Scarborough (43) in the morning and Thirsk (80) during the afternoon.

DX 2 (YK) was noted on the Osbaldwick-Askham Lane (Y11) service on 15th April, the first recorded appearance of an eight-footer on this route.

Moor Lane Bridge is closed for three months for reconstruction. Service 83 (York-Wighill-Tadcaster) is diverted via St. Helen's Rd., Eason View, and Chaloner's Road. Also affected are one journey on Y5 (8.23a.m. Elmfield Ave. (continued on page 8).

OPERATING DETAILS (Cont.)

SPK: (cont.) to Stuart Rd.) and the Watson St.-Ashfield(School Sp.) service.

Scarborough: SG 102, SGL 15,16, YDX 72,73, DX 2,33,37, DGW 9,10(all YK), DX 12, DX 36,60, SUG 28,51(all L) all arrived from Leeds or York on service 43, on Easter Monday.

Newcastle-Coventry Service; During the Easter holiday period, SUG 16,26,& 29 (L) were used as duplicates on this service.

6. SERVICE CHANGES

Stage Carriage Routes

- SERVICE 30 LEEDS - GREENGATES - BRADFORD
- SERVICE 36 LEEDS - HAREWOOD - HARROGATE
- SERVICE 38 LEEDS - WETHERBY - KNARESBOROUGH
- SERVICE 39 LEEDS - EAST KESWICK - WETHERBY
- SERVICE 74 HARROGATE - YORK - SCARBOROUGH

The period of operation has been revised as follows: Summer - First Sunday in July to last Saturday in September (inclusive); Winter - Sunday following last Saturday in September to Saturday before first Sunday in July (inclusive). (A similar revision affecting other services was dealt with in last month's issue).

SERVICE 56 BRADFORD - DENHOLME - HAWORTH

The terminal point has been amended from Station Road to Bridge House, so in keeping with other services operating into Haworth (i.e. K12, K26 & K27).

BRADFORD - BOLTON ABBEY

The reason for the alteration in terminal point on this route is not (as stated in Issue 92) due to a low bridge between the Post Office and the Devonshire Arms; in fact, no such obstruction exists !!

KNARESBOROUGH AREA SERVICES

Following the introduction of revised services in November 1958 (see Issue 94), many protests were received, and finally representatives of the Knaresborough U.D.C. met the Company and discussed the whole problem. The Company has now applied for the following alterations:-

SERVICE 19 KNARESBOROUGH - BREARTON

To amend the terminus to read: "Lingerfield School"; to amend the timetable; and to delete High Moor Lane and Brearton from the faretable.

SERVICE 20 KNARESBOROUGH - SCRIVEN

To amend the terminus to read: "The Smithy, Brearton; to extend the route as follows - Scriven Green, Market Flat Lane, Lingerfield, Low Moor Lane, New Road, Scotton, unclassified road B6165, High Moor Lane, Brearton; and to revise timetable and faretable.

Excursions & Tours

From BRADFORD, HARROGATE, and LEEDS (See Issue 98)

The application referred to in Issue 98 has been granted. A similar application has since been made by W. Pyne & Son, Harrogate.

8. OTHER INFORMATION

Vicar Lane Bus Station Revised unloading arrangements were recently introduced to overcome congestion outside the enquiry office at Vicar Lane Bus Station, Leeds.

Vehicles on routes entering the City via New York Road will now proceed along Vicar Lane, then Templar Street, Edward Street, and Lady Lane, where passengers will be set down. Only vehicles proceeding to Wellington Street Bus Station will continue to unload passengers outside the enquiry office. The routes affected by the new arrangement are:-

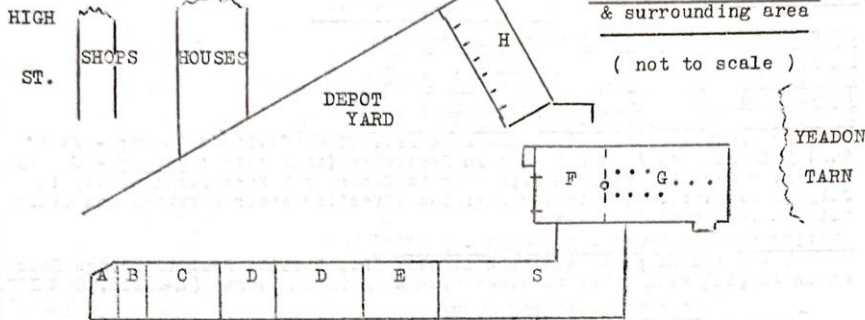
- SERVICE 35 BARDSEY BRIDGE - LEEDS
- SERVICE 36 RIPON - HARROGATE - LEEDS
- SERVICE 37 SCOTTON SANATORIUM - LEEDS
- SERVICE 38 KNARESBOROUGH - WETHERBY - LEEDS
- SERVICE 39 WETHERBY - EAST KESWICK - LEEDS
- SERVICE 41 WETHERBY - BOSTON SPA - LEEDS
- SERVICE 42 TADCASTER - BOSTON SPA - LEEDS
- SERVICE 43 YORK - LEEDS
- SERVICE 47 ABERFORD - LEEDS
- SERVICE 48 ABERFORD - SCHOLES - LEEDS
- THORP ARCH HOSPITAL - LEEDS
- COAL ROAD - LEEDS

Approval to the changes has been given by the Traffic Commissioners.

YEADON DEPOT

On Saturday 4th April, 1959, Yeadon Depot was closed to passenger operation, and the staff transferred to Leeds or Bradford Depots, whichever they preferred. The following historical reminiscences of the depot have been written by our Yeadon Depot Correspondent, [REDACTED], to whom we are indebted.

PLAN of YEADON DEPOT  
& surrounding area



- A - Booking office & Depot Manager's Office.
- B - Cashing-in Office, Locker Room, & Sports Room (upstairs).
- C - Staff Rest Room.
- D - Private Joiners shops.
- E - Store Room (W.Y.)
- F - "Old Mill" double-deck section (accommodation 8 D/D).
- G - "Old Mill" single-deck section & vehicle storage.
- H - Single-deck section (now let off). Accommodation 6 S/D; Has 2 pits.
- S - A Chemical Co's premises.

Waterside Garage, High Street, Yeadon, was taken over from Yeadon Transport Company on acquisition of this firm on 16th May, 1929. From this date until the war little is remembered of this depot, and due to staff shortages etc. it was closed during part of the war years.

My earliest recollections date back to 1944/5, when I remember a T.S.M. vehicle in an all-black livery, standing outside the depot, whilst inside the "Old Mill" (formerly a Dyeworks) some Dennis Ace & Lancet I vehicles were stored. The Dennis Aces and the T.S.M. had disappeared by 1946 when more Lancet I's arrived for storage. Amongst these vehicles I remember seeing 827/34/59/61/67, and these were all towed away during March 1948, usually by 620, a T.S.M. wagon.

The depot was then left empty for a few weeks after which more Lancet I's arrived. These were moved away in 1949 after most had had their seats removed (some of which are still in the staff rest room).

Later in 1949 Leyland TS4's (546-9 & 551) arrived, and remained stored until sold later in the same year.

During the summer of 1950 the first of many Bristols arrived for storage, these being JO5G's 905/7/8/10/2/4/6/7/9/26/35/44/55, and GO5G 315, the first double decker to be stored there.

All these were at first stored inside the "Old Mill", but 905/7/8/10 had their engines removed during 1951, and were then moved outside. 315 was moved outside about this time. The next arrivals were in April 1951 when 331, 921/23/32/56 arrived inside, followed in the spring of '52 by 303/12/32/34/35/37/38/39, 945/53/72. Some of these later returned to traffic, and others were moved outside.

The first batch to be sold left Yeadon in June 1952, and the few that remained were stored in all parts of the depot. All these had left by October 1952, and Harrogate then sent their delicensed vehicles (JO5G) to Yeadon. 956 was perhaps the most interesting of these as it was used as an information bureau at the aquatic regatta at Yeadon Tarn (behind the depot) on 6th June, 1952.

The first "service vehicle" to be stored at Yeadon was 1013, which arrived in late 1952. FPH 12, a Wolseley staff car was also stored there at this time.

More JO5G's arrived in 1953/4, and GO5G's 310 & K341 also came. All these remained stored outside until sold.

(To be concluded next month)