

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 215.

FEBRUARY, 1969.

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

EDITORIAL. The Postal dispute immediately prior to Press Day has meant that only two reports were received in time for inclusion in this month's issue. Any reports received after Press Day will be held over until next month. We regret this, but of course, it is due to circumstances beyond our control.

WEST YORKSHIRE PHOTOGRAPHS. Selections of West Yorkshire photographs are now available from [redacted] @ 10/- per dozen. Thanks to the generosity of [redacted], the "Service" will receive a proportion of all money raised. Members will therefore, be helping the finances of the Service, as well as obtaining some excellent photographs of West Yorkshire vehicles, if they take advantage of this opportunity.

See March bulletin for further details.

FORBECOMING EVENTS. The 9th Annual London to Brighton Run for Historic Commercial Vehicles will be held on the 4th May, and as usual, the two preserved Keighley-West Yorkshire double-deckers, K-253 and K-451, will be travelling South for this event on Saturday 3rd May. As those who have been on this Rally in the past will testify, it is a really enjoyable week-end's outing for anyone interested in P.S.V.s, and all other road transport, old and new. Anyone interested in taking part of this Rally should contact either :-

[redacted], or
[redacted],
not forgetting to enclose an S.A.E.

PRESS DAY for the March, 1969 issue will be on Saturday, 1st March, 1969, and all items should be sent, to arrive on or before that date, to [redacted].

1. FLEET CHANGES:

VR 7.	XW 961 G.	Bristol VRTSL6G 110.	ECW 17282	H 39/31	FD	8-8-2.
VR 8.	XW 441 G.	Bristol VRTSL6G 111.	ECW 17283	H 39/31	FD	8-8-2.
VR 9.	XW 962 G.	Bristol VRTSL6G 112.	ECW 17284	H 39/31	FD	8-8-2.
VR 10.	XW 388 G.	Bristol VRTSL6G 113.	ECW 17285	H 39/31	FD	8-8-2.
VR 11.	XW 56 G.	Bristol VRTSL6G 116.	ECW 17286	H 39/31	FD	8-8-2.
VR 12.	XW 57 G.	Bristol VRTSL6G 127.	ECW 17287	H 39/31	FD	8-8-2.

Additional Information:

The registration number of VR 6 is KWW 960 G (see last month). VR 7/9/10 were delivered in December, and the remainder in January. All were delivered to Grove Park, later being moved to their new Depots. VR 8 was used on driver training in Leeds on the 22nd January running on Trade Plates 4780, and returned to Grove Park the same day. VR 11 was used at York for driver training on the 16th January, and an unidentified VR was similarly noted at Keighley on the 22nd January. The new double-deckers are still numbered "VR" instead of DRG, and it will be interesting to see what code is used for the single deck VRT's, if these become available (as with the Daimler Fleetline).

There appears to have been confusion in some quarters as to the chassis numbers of Ledgards' UVA 751/2. These have always been quoted by us as 474/1 respectively, as this was in accordance with Ledgards' official records. It has been suggested, however, that the correct version is 471/2 respectively. A recent check of the P.S.V. licence on UVA 751 with Edwards, Horsforth, shows that the correct chassis number is 474, which is as we have always shown it.

January

1. Fleet changes (cont.)

	Allocations and Transfers,		
	from YORK	(delicensed)	31.1.69.
SMG 21/39,	" HARROGATE	"	"
SRG 1.	" KEIGHLEY	"	"
KSRG 80.	" HARROGATE	"	"
SUG 28.	" BRADFORD	"	"
SUG 30.	" LEEDS	"	"
ERG 1.	" KEIGHLEY	"	"
CRG 4.	" LEEDS	"	"
DEW 5/29.	" BRADFORD	"	"
DEW 14.	" BRADFORD	"	"
DGW 2.	" LEEDS	"	"
DGW 3/5/7.	" OTLEY	"	"
DX 78.	" LEEDS	"	"
DX 178.	" BRADFORD	"	"
DX 181/2.	(delicensed)	to PATELEY BRIDGE	1.2.69.
SMG 15.	"	" KEIGHLEY	"
SRG 79.	"	" LEEDS	"
SUG 71/3 (ex.EUG 72/4).	"	" KEIGHLEY	"
CRG 3.	"	" LEEDS	"
DX 36.	"	" OTLEY	"
DX 173.	"	" KEIGHLEY	"
VR 7/8/9/10.	(new)	" SKIPTON	"
VR 11.	"	" BRADFORD	"
VR 12.	"	" HARROGATE	"
SMG 1.	from PATELEY BRIDGE	" MALTON	"
SMG 51.	" OTLEY	" YORK	"
SMG 55.	" KEIGHLEY	" WETHERBY	"
SMG 60.	" KEIGHLEY	" YORK	"
SRG 47.	" SCARBOROUGH	" LEEDS	"
DX 7.	" HARROGATE	" BRADFORD	"
DX 14.	" HARROGATE	" BRADFORD	"
DX 31.	" ILKLEY	" OTLEY	"
DX 120/5.	" KEIGHLEY	" KEIGHLEY	"
KDX 139.	" ILKLEY	" YORK	"
DX 156/8.	" KEIGHLEY	" LEEDS	"
DX 157.	" KEIGHLEY	" ILKLEY	"
DX 168.	" SKIPTON	"	"

- Notes :-
1. All vehicles are relicensed at their former depots except SUG 71 (ex.Harrogate as EUG 72), SUG 73 (ex Bradford as EUG 74) and DX 173 (ex Keighley).
 2. This month sees the first moves since new for SRG 47/79 & DX 156/7/8/68.
 3. SMG 1 had been at Pateley Bridge since 1.1.57.
 4. There are now only three SBW's in stock.
 5. There are now no DEW's running, and only three in stock, whilst the DGW's are now down to four in traffic.
 6. It is of interest to note that SUG 15, withdrawn this month, had been at Leeds since new as EUG 15, as had DGW 6 since new on 1.5.53.
 7. The withdrawal of SMG 59 is rather surprising; as far as is known, it had not been involved in an accident.
 8. The interesting assortment of registration numbers for the new vehicles will again be noted.

Stored Vehicles.

Harrogate: EUG 14/27 are believed to be at York.
 Leeds : DGW 9 was moved from Leeds to York in early January. Now stored outside Leeds Depot are DEW 5/29, DGW 3/5/6/7, whilst inside are SUG 15 and VR 14/17.

Withdrawals.

31st. January, 1969: SBW 19/20, SMG 59, SUG 15, DEW 21 & DGW 6.

Fleet Total.

	C	SD	DD	1.2.69.	1.2.68.
Licensed :	15	196	285.	490.	519.
Delicensed :	35	25	27.	87.	61.
=	<u>50</u>	<u>221</u>	<u>312.</u>	<u>583</u> *	<u>580.</u>

* The Fleet Total excludes SBW 19/20, SMG 59, SUG 15, DEW 21, DGW 6, but it includes VR 13/4/5/6/7/8/9/20/1, KVR 26 & YVR 29/30/1/2.

Temporary Loans.

Leeds : SRG 63 (I) was on loan at the beginning of February, and was used on Leeds - Harrogate (36).

Overhauls.

January, 1969 : YDB 85.

Depot Repaints.

January, 1969 : ,SUG 61 (in old style livery), DX 36 (partial - nearside front only), YDX 221/31, DX 114 & SMG 7/12 (Sale livery).

February, 1969: SUG 15 (Sale livery).

Paint Dates.

KDX 223.=H 2/66; VR 2-5.=H 12/68; VR 7/9 =K 12/68.

General News.

SMG 42 /Sk) has been repainted in the new style livery, with the stepped waistline painted cream. It now has small fleet numbers in four positions.

SMG 43 (H) carries its fleet names on the waistband.

KDX 223 is currently without CPC covers.

YDX 231 can now show "Poppleton" instead of "Nether Poppleton", and has presumably been fitted with a new blind.

The front registration plate of YDG 89 had to be lowered slightly at the front to accommodate the fleet number (see last month), as the beading is lower on the YDG's than on the YDB's.

DAW 1-10 and DGW 11/12 have received new blinds; for fuller details, see "Other Information".

DX 36 after repairs to the nearside front, retains flashing trafficators above the wing mirrors.

DX 173 (O) retains CBC heating and long front wings after overhaul; the fitting of short wings appears to have ceased. This vehicle still bears lettering on the bonnet that it is "fitted with Automatic Chassis Lubrication".

DX 47 (L) carries a long radiator blind, probably from one of the early Dx's delivered with long radiator grilles.

Advertisement Notes.

SRG 46 (L) now has a painted "Countdown Discotheque" advert on the nearside above the windows.

DX 200, on transfer to Leeds from Bradford, had its painted "Ramsden's" side advert. painted out, rather surprisingly, as three vehicles at Leeds have had these adverts. painted on - DX 6/10 & DGW 7.

SUG 72 has now received a rear advert. for Newitt's Sports Goods. It is the first MW5G ex. EUG to receive one.

Our York Depot correspondent has made a survey of all adverts. carried by York-West Yorkshire vehicles, and this appears on the last page. Although it will not be possible to keep this list up-to-date, we think this survey will be of interest.

3. SERVICE CHANGES.Stage Carriage.

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

S.629 - K.16. Keighley - Oldfield.

To reduce the running time by 5 minutes on the Fell Lane - Oldfield section of the route. To provide an additional journey at 07.40 from Keighley to Oldfield, and return, operating via Exley Head. To operate the 17.45 Keighley - Oldfield and return at 17.30 again via Exley Head.

S.630 - 77. Harrogate - Wetherby.

To amend the Monday-Saturday timetable.

S.631.- 68/68A. Bradford - Dick Hudsons.

On Saturdays to start the 07.16 ex. Bingley from Bradford at 06.53, and to extend the 22.34 ex. Dick Hudsons through to Bradford, arriving 23.13.

S.632 - 76. Tadcaster - Skipton.

On Monday-Saturday, to amend the timetable in the Harrogate - Wetherby area.

S.633.- 51. Harrogate - Bradford.

(1) To retard the 06.10 Bradford - Harrogate to 06.30, and truncate this journey at Pool.

(2) To withdraw the Harrogate - Pool section of the 07.25 Harrogate - Bradford journey.

(3) To retard the 06.55 (not Saturdays) Bradford - Yeadon to 07.05.

(4) To truncate the 09.10 (Sundays) Bradford - Harrogate at Yeadon, and operate an additional journey at 10.08 (Sundays) Yeadon - Bradford.

Some of the above journeys do not appear in the current timetable.

Parts (1), (3) & (4) were introduced on the 2nd. February, along with S.609 - S.615 (213) and S.621/2 (214).

STOP PRESS : MAKE A NOTE OF MARCH 29TH FOR A MEETING AT WELLINGTON STREET
BUS STATION CAFE, LEEDS. p.t.o.

Opera
L.P.C.

Service Changes (cont.)

S.634.- 79/79A. York - Wetherby.
On Monday-Friday to extend the additional journey at 15.50 (School terms) to leave Wetherby at 15.47 to Bilton Village, arriving 16.03^m leaving Bilton at 16.04 and arriving at Wetherby at 16.20.

A major upheaval of Services passing through Aireborough (Guiseley, Yeadon, Rawdon and Horsforth) took place on Sunday, 2nd. February.

A leaflet setting out all changes was issued.

Service 32. Leeds - Guiseley becomes Leeds - Guiseley - Westbourne Estate - Otley.

Service 32A. Leeds - Guiseley - Ilkley now starts from Vicar Lane instead of Park Place.

Service 32M. Leeds - Guiseley - Menston is now linked with 52 (Menston - Otley,) to become Leeds - Guiseley - Menston - Otley.

Service 35. Leeds - Yeadon (Shaw Estate) is linked with Horsforth - Otley, (78/78A/78B) to become :- Service 35, Leeds - Shaw Estate - Chevin - Otley, and Service 35B, Leeds - Henshaw Lane - Guiseley - Otley.

Service 35A. Leeds - Rawdon - Yeadon is unchanged.

Service 50. Bradford - Yeadon - Otley is now shortened to Bradford - Yeadon (westfield).

Service 51. Bradford - Yeadon - Harrogate. This route is unaltered.

Service 55. Bradford - Shipley - Yeadon - West Park - Leeds, is unchanged.

Service 75. Otley - Weston Estate; the route is unaltered.

Service 75A. Newall - Otley - Westbourne Estate becomes Otley - Newall.

Services 52 & 78/78A/78B are now withdrawn.

Basic timings on Routes 32/32A/32M/35/35B/55/75A are all half-hourly; Service 35A is peak hours only; Services 50/51 are hourly; and Service 75 is every 20 minutes.

There are now no Services leaving from Park Place; Vicar Lane, which previously had no direct services to Otley, now has four (32/32M/35/35B), whilst Otley, which previously had one direct link with Leeds (34) now has no less than five (32/32M/34/35/35B).

New York Road, which, as reported a few months ago, was closed to inward-bound traffic due to road works, was partially re-opened to two-way traffic from Eastgate/Regent Street roundabout to North Street, for a time during December/January, was closed again from the 27th January. During the time it was open, few, if any, service cars used New York Road, most continuing to use the Gower Street/Bridge Street/Templar Street diversion; a few vehicles "running-on" from the Depot were noted using New York Road, however.

Revised timings were also introduced on Leeds - Knaresborough (38), Leeds - Red Hall Lane (38A) and Leeds - Wetherby (39/39A) on the 2nd. February. Service 39/39A Leeds - Wetherby was extended to Ainsty Estate, Wetherby, from the same date.

4. OPERATING DETAILS.

DEPOT REPORTS.

BRADFORD. On the 11th. January, DGW 1 did at least three return trips on Bradford - Otley (50), an unusual sight these days. On the 1st. February, the last Bradford - Otley (50) through service was worked by DX 48 (B), in the hands of driver D. Yates; also on this route during the day were DX 124/52, of which DX 152 was later replaced by DX 48. On the 2nd. February, the first day of the new Services, the 08.10 Bradford - Yeadon (51) and 09.08 Yeadon - Bradford (51) were worked by an early SRG. The Services 50/51 (Bradford - Yeadon and Bradford - Harrogate) are worked alternately; each vehicle works Bradford - Yeadon, Bradford - Harrogate, Bradford - Yeadon, etc.,. Further to last month's notes on Driver training on the new VR's, VR1 used trade plates 112 C, VR.2, as stated last month, using trade plates 478 C.

ILKLEY. The first day of February was the last day that Park Place, Leeds, was used as the terminal point of the Ilkley - Leeds (32A) Service (taken over from Ledgards'). Noted on this route on that day were DX.153/215 (both I), DX.200 (L) and M.W.8 (O). SRG.54 (K loan I) was used on Ilkley - Haworth (K.12) on the 28th. January, a route normally worked by DX's.

KEIGHLEY. On the 25th. January, an unidentified KSMA was noted on Leeds Ring Road on Private Hire, whilst on the same day KDX.39 was on Leeds - Keighley (31), such an old vehicle being unusual on this route.

4. Operating details (cont.)

LEEDS.

Pride of place this month must go to DGW.7, which was noted on Saturday, the 25th January, working the 18.35 Ilkley - Leeds (34), with full intermediate blinds, correctly set, at both front and rear. This was the only vehicle in the fleet capable of such a comprehensive display, but regrettably it was seldom used to full advantage. Full marks to the crew concerned! The appearance of a DGW on the through service to Ilkley was in itself unusual, but another two Ilkley trips follow the one on which this vehicle was noted, on this rota.

On the 8th January, DX 117 (B.loan L) was noted on Leeds - Bradford (30), and the same day DEW.5 worked Leeds - Otley (34); SRG.21 (B.loan L) worked on Leeds - Knaresborough (38) on the 9th January; on the 7th, it had been noted on Leeds - Yeadon (35). Also on the 9th, at lunchtime, DGW.5 was standing spare, and on the following day was similarly noted. On Saturday, 11th January, DX.171/213 (both L) were working for Bradford, DX.171 on Bradford - Keighley, (67), DGW.4 was noted on the 13th January, showing "Otley/34" at the front, but "Blank/43" at the rear. The latter is an unlikely destination for this type now-a-days, but on the following day this same vehicle worked the 12.45 Leeds - Knaresborough (38), a most unusual route for a DGW, the usual vehicle being an SRG. Also on the 14th January, DGW.3 worked 12.25 Leeds - Bradford (30), and here again newer vehicles predominate, though DEW.5 worked at least one return trip to Bradford on the 24th January, before being replaced by DX.9. On the 14th January, SMG.25 was set up to work to Otley (34) at lunch-time, but was then taken to replace DX.213 on the 12.55 Leeds - Thornor (42). DX.213 later worked on Leeds - Farsley (49). On the 15th January, DEW.29 and DGW.7 were in the Depot, but on the following day DGW.7 was at Vicar Lane, showing "Guiseley/32", whilst DEW.5 worked on 38A/42. On the 17th January, DGW.3/7 were both noted on 55, probably from Rawdon, in company with SUG.21/32. On the 21st January, DGW.3 was standing spare, showing "Private", whilst DGW.5 was on 38A/42. The following day DEW.29 worked the 12.16 Leeds - Yeadon (35), and VR (alias DRG!) 8 was in Leeds on driver-training duties, running on trade plates 478 C. It is understood that a similar vehicle had been so used two days previously, on the 20th January. On the 23rd January, one of DGW.4/5 was on Leeds - Otley (34), DGW.7 was on Leeds - Yeadon (35), and DEW.29 was on 35/49. Only DGW.3 was in the Depot on that day, so the other two must also have been out, probably at Benton Park School. On the 24th January, DGW.4 worked Leeds - Rawdon (55). DEW.5 was standing spare on the 29th January, showing "Leeds/48", whilst DGW.5 was on 48/49. As only one of DGW.3/4 was in the Depot, the other three of this type must also have been out. At 17.10, both DEW.5 & 29 were noted at Kirkstall. DEW.29 probably being on Leeds - Farsley (49), whilst DEW.5 was heading towards Leeds. SRG.46 (L) was noted on Leeds - Knaresborough (38) on the 26th January, normally being used on the East Coast routes, and on the 6th January, DX.35 (L) was on Leeds - Tadcaster (42). SUG.68 (W.loan L) was used for route-learning duties on the 30th January, prior to the revised services being introduced on the 2nd February. On the last day of operation of the Leeds - Menston (32M) service, as such, the 1st February, an early SRG and DX.111 (L) were both noted. Also on the 1st February, SMG.27 (L) was used on Leeds - Yeadon (35A), as was SUG 19 (B.loan L). On the 2nd February, the first day of operation of the Leeds - Yeadon - Otley (35) Service, the 08.45 ex. Leeds was worked by DX.46 (W.loan L), and the 09.39 ex. Otley by DX.174 (L). The new Services in the Yeadon/Otley areas have resulted in the welcome regular appearance of DMW's on the Leeds - Guiseley - Otley (32/32M) and Leeds - Ilkley (32A) Services, as these vehicles have not previously appeared in Vicar Lane on a regular duty. The 32 group of Services require 9 vehicles during the week; all work (say) Leeds - Otley (32/32M); Otley - Newall - Otley (75A); Otley - Leeds (32/32M); Leeds - Ilkley - Leeds (32A); Leeds - Otley (32/32M), etc. On the first week-day of operation, the 3rd February, the 9 vehicles were DAW.6/9/10, DX.35/38/82/160/173/215. An example of the rotas is - Leeds car 13, which on the 3rd February was worked by DX.82 (L). This is :- 06.05 Leeds - Otley (32M); 07.05 Leeds - Newall - Otley (75A); 07.20 Otley - Leeds (32M); 08.25 Leeds - Ilkley (32A); 09.30 Ilkley - Leeds (32A); 10.35 Leeds - Otley (32); 11.35 Otley - Newall - Otley (75A); 11.56 Otley - Leeds (32); 12.55 Leeds - Ilkley (32A); 14.00 Ilkley - Leeds (32A); 15.05 Leeds - Otley (32M); 16.05 Otley - Newall - Otley (75A); 16.20 Otley - Leeds (32M); 17.25 Leeds - Ilkley (32A); 18.30 Ilkley - Leeds (32A). Vehicles on other Services on the 3rd February included DX.17 (W) & 36/177 on 48A/49. Whereas the 49 route used to be linked to 48A, it was also interworked with 35, but this latter link appears to have ceased. DX.12/111 (both L) and DX.100 (O) were on Leeds - Otley (35/35B); DX.18 (K) was on Leeds - Keighley (31); SRG.63 (I loan L) on Leeds - Harrogate (36); KDX.223 on Leeds - Keighley (31); DX.5 (L) on Leeds - Bradford (30), as was DX.99 (B). On the 4th February, DAW.5 (O) worked

Over-
- 2K (cont.)
- Portion

Operating details (cont.)

Leeds (cont.)

Otley Car 5 on 32/32A/32M/75A, and also on these routes were DX.151 (I), DX.47 (L), DX.9 (L) and DAW.6 (O); Working on Leeds - Ilkley (34) was DX.215 (I), whilst on 35/35B was DX.104 (O). The "wanderings" of the DBW's 5 & 29, came to an end on January 31st. DFW.29 was used on a full day service on 35/48 on the 30th January, whilst DGW.3 worked on 38A/42 on the 31st. DGW.4/5 were on Benton Park School Specials, DGW.4 later working to Starks (48) and DGW.7 was noted outside Vicar Lane the same day, showing "Leeds/35" at the rear, and "Parsley/49" at the front. The only KSW at Leeds to survive into February, DGW.4, appeared in Vicar Lane from the Depot on the 4th February, showing "Leeds/41" to the front, and "Leeds/48A" at the rear.

On Wednesday, the 5th February, DAW.8/10 (both O) were on 32/32A/32M/75A, as was DX.82 (L). SRG.63 (I loan L) was used on Leeds - Ilkley (34) on this day, whilst DGW.4, now the widest double-decker at Leeds, also worked on 34, on the 13.05 Leeds - Otley. SUG.71 (L) was in the Depot, also on the 5th February.

OTLEY.

A very interesting observation on the 31st January, was DAW.9, working the 20.55 Bradford - Otley (53) and return, and the 22.25 Bradford - Harrogate (53), though only as far as Otley, where it was replaced. It was later seen on the Depot forecourt, proudly showing "Harrogate, via Manningham Lane", for perhaps the first, and certainly the last time since the Ledgard take-over. On the 1st February, DGW.12 was noted on Otley - Newall (75A). On the last day of operation of the Otley - Horsforth (78/78A/78B) services inherited from Ledgard, the following vehicles were used: - 20.45 ex. Otley (78B) - DX.104; 21.45 ex. Otley (78B) - DX.8; 22.45 ex. Otley to Yeadon only (35B) - DX.104; 20.50 ex. Horsforth (78B) - DX.8; 21.50 ex. Horsforth (78B) - DX.104; 22.50 ex. Horsforth (78B) - DX.8; 17.25 Otley - Horsforth (78A) and 18.30 Horsforth - Otley (78A) - DX.80, (the last through turn on 78A via the Chevin); the other evening trips, on Otley - Yeadon only (78A) were worked by DX.175.

On the 2nd February, observations of the new routes in Otley produced the following notes: - 08.45 ex. Leeds (35) - DX.46 (W.loan L); 13.35 ex. Harrogate - Bradford (51) - SRG.15 (B); 13.45 ex. Leeds (35) - DX.46 (W.loan L); 09.39 ex. Leeds (35) - DX.174 (L); 15.10 ex. Otley - Leeds (32M) - DX.46 (W.loan L); 15.39 ex. Otley - Leeds (35) - DX.100 (O); 15.52 ex. Otley - Weston Estate (75) - DX.120 (K loan I); 16.00 ex. Leeds (32A) - DX.151 (I); 16.35 ex. Harrogate - Bradford (51) - DX.207 (B). Observations in Rawdon/Yeadon the same day found 16.36 ex. Leeds - Bradford (55) - DX.170; 17.30 ex. Yeadon - Bradford (50) - SRG.32 (B); 17.35 ex. Harrogate - Bradford (51) - SRG.15 (B); 17.35 ex. Bradford - Leeds (55) - DX.124 (B); 17.36 ex. Leeds - Bradford (55) - DX.150; 17.39 ex. Otley - Leeds (35) - DX.46 (W.loan L); 17.45 ex. Leeds - Otley (35) - DX.175 (O); 1750 ex. Bradford - Yeadon (50) - DX.83 (B). For further details, of the new Services, see under Leeds Depot report.

SKIPTON.

On the 1st January, DX.66 (H.loan W) was on Tadcaster - Skipton (76). Also on this route over the past month have been 17th and 22nd January SMG.42 (Sk) in place of SRG.6; 18th January, DX.168 (Sk), DX.151 (I); 25th January, DX.60 (H.loan W), DX.215 (I); 26th January, SMG.28 (Sk.)

YORK.

Last month's note concerning the two SBW's being out on a Sunday, should have read 29th December (not September!) On the 11th January, SRG.67 (Yk) was used by East Yorkshire, with an E.Y.M.S. driver, to Bridlington (450MO). SRG.18/19 (both L) were at York on the 13th January. SRG.19 had been there some time, whilst SRG.18 was replaced on 44 on the 13th. SRG.19 worked a turn on Y.10, and returned dead to Leeds in exchange for SRG.67. An SML, (either 3 or 4) often works the last turn (22.10) on 80, probably as far as Easingwold. ~~It has~~ ^{It has} been on Y.13/14 quite frequently during January; hitherto, as reported last month, this had been YDX route. SUG.72 and an SBW were both noted at different times, on Y.16 (York - Murton), on Saturday, January 18th., whilst SUG.72 has also been to Leeds several times on 43 during January. An SML was working on Y.7 (Leeman Road - Huntington) on the 20th and 27th January. EUG.77 (L) was noted in Hull Road heading for Leeds on 44, with a York crew on the 24th January. DX.210 was noted on Y.10/20 on the 27th January. An unusual visitor to York on the 25th January was Sheffield 1006. East Yorkshire 703 (a rear-entrance Bridgemaster) was used by Pocklington Depot of E.Y.M.S. on E.Y.M.S. 54/54A (York - Pocklington) on the 23rd January. Pocklington Depot of E.Y.M.S. was thought to be 100% OMO, until now. SMG.41 (Yk.loan B) was used on Bradford - Scarborough (43) on the 4th January, but SRG.39 (B) worked the return journey. SMG.38 (Yk) was used on Leeds - Scarborough (43) on the 5th January; on the 11th January, SRG.20 (M) was so noted, whilst on the 21st January, SRG.28 (L.OMO) was so used, in place of a newer SRG. On the 11th January, YSMA.12 was noted on Scarborough - York (43/45) probably on loan to Malton or Scarborough, whilst on the Leeds - York (43/45)

4 Operating details (cont.)
York (cont.)

portion have been: 2nd. January - DX.57 (Yk) - this turn usually YXK or DX.210 worked; 4th. January - DX.47 (L); 16th. January - SMG.35 (Yk); 23rd. January - SUG.16 (L); 27th. January - SMG.58 (L); SMG.27 (L, was used on Leeds - Bridlington (44) on the 4th. January, in place of an SRG, whilst on Leeds - Hull (46) on the 7th. January was SMG.5 (Yk loan L) and on the 18th., SRG.66 (W loan L).
Noted on York - Harrogate (84) on the 28th. January was DX.64 (H).

Long Distance.

A further ex-Ledgard vehicle in Leeds on the 3rd. February was CF.2 (H), which was noted arriving in Leeds at 15.30 showing "Leeds", and probably working on X.97/99 from Middlesbrough or Newcastle.

5. SOLD STOCK NEWS.

JWU 884 (Ex. SGL.14, Bristol LL5G, sold Norths, Sherburn, 11/65.)
To Norman C. Ashton (Contractor), Leeds, 11/65.
Farn, Adel, near Leeds, by 11/67.

Blamires (breaker), Bradford, 1/69, and scrapped.

CWX 681 (Ex. DG.36, Bristol K5G, sold Fleet Car Sales, 7/61.)
To Greyhound Luxury Coaches, Sheffield (No.105), 6/62,
and still running 10/64, near Workop.
Withdrawn by Greyhound 4/65, and sold to unknown breaker for scrap in -/65.

LWR 414 (Ex. DEW.28, Bristol KSW6B, sold Norths, Sherburn, 11/68.)
To C. Bartle, Wakefield, as PSV.1/69. Used on Bingo Specials in the Wakefield district.

KWU 388 (Ex. SEW.28, Bristol LWL6B, sold Norths, Sherburn, 4/68.)
To Drury (Northern), (Contractor), Ltd., Huddersfield, 9/68.
Noted in Leeds on the 22nd. January, still working for Drury.

BCK 427 (Leyland PDLA, sold Norths, Sherburn, 1/68.)
Reported in Issue 206 as being sold to PVS., Canvey Island, 4/68.
This vehicle is still at Norths (1/69), and it's reported sale to PVS should therefore be disregarded.

6. TEN YEARS AGO.

The February, 1959 Bulletin ran to 6 pages, and reported that the conversion of Sm.1 into a Service Vehicle had been completed. Another Service Vehicle, No.1018, the mobile office, had been loaned to the Lincolnshire Road Car Co., and was being used as a temporary office for workmen, whilst alterations were being made to Tracebridge Works, Lincoln.

DEW.31 had been overhauled and re-appeared in a new livery, which included cream window surrounds and maroon wings.

Details were given of the blinds fitted to SUG.6/7/11.

A fares application had been granted, and was to be introduced on 22.2.59.

7. OTHER INFORMATION.

Ledgard Vehicles. All ex-Ledgard double-deckers, DAW.1-10 and DGW.11/12 were fitted with new front blinds on Sunday, February 2nd., suggesting a reasonable future for these vehicles. These new blinds include:- Leeds; Yeadon; Middleton Hospital; Rawdon; White Cross; Ilkley; Private; Arthington; Weston Circular; Otley; Newall Circular (though not necessarily in that order). They also include the following route numbers:- 32, 32A, 32M, 35, 35B, but no others - there is no 34.

An interesting feature is that each route number only appears once:-
Route No.32A (say) appears above Leeds; on arrival at Leeds, the blind is wound down; the "Leeds" disappears and "Ilkley" appears from the top. The side blinds (and rear blind on DGW.12 are unchanged.

(ILKLEY)
32A
LEEDS

Safe Driving Presentations.

At the beginning of February, Driver Alex. Smith, of Harrogate, and Driver E. Taylor, of Pateley Bridge, were presented with silver emblems for 37 and 36 years' accident-free driving respectively.

New Double-Deckers.

The new double-deckers are of 5-bay construction, both upstairs and down. It has been pointed out that Red and White have never owned any forward entrance Lodekkas, and went straight from FS's to RE single-deckers in 1965. At all events, West Yorkshire are one of the very few Companies in the Tilling Group not to buy the FLP, and are also one of the last Companies in this Group to introduce 70-seater double-deckers.

Vicar Lane Bus Station.

The railings at the top end of the Bus Station have now been removed, and two parking bays, suitable for private cars, marked out in white paint. They were first noted in use on the 29th. January, when cars UWW 730 F and UWW 732 F were parked there.

Stand 7 is now allocated to the Yeadon/Otley (35/35A/35B) Services; Stand 8 is now for the Guiseley/Otley (32), Guiseley/Ilkley (32A) and Menston/Otley (32M) routes, and Stand 9 is for Farsley (49) and Horsforth/Rawdon/Bradford (55) Services.

Otley Bus Station.

A general reorganisation of Stand allocations took place here, too, on the introduction of the new Services on February 2nd.

advertisement Notes:- York Survey. To save space, each advert has been given a number, as follows:- (1-57 are painted; 61-75 paper, and 81-84 illuminated).
 1=Allen & Arberry (Bedding); 2=Army & Navy Stores; 3=Barnitt's Ironmongers; 40 Bentley's Beer; 5=Bradleys (Builders); 6=Brown's Dakers; 7=Challenger's Heating Centre; 8=Chapman's Venetian Blinds; 9=Citra; 10=City Garage; 11=F.B.Clark (Plumber); 12=Clark's Shoes; 13=Clifton Garage; 14=Cornelius Parrish; 15=Coverdales (Photographic) 16=Dimplex Heating; 17=Dixon's Outfitters; 18=Duffield of Fulford; 19=Escrick Park Laundry; 20=Finch Batteries; 21=Forssellius; 22=Glen Garage; 23=Harold Jackson (Frans); 24=Haw's Garage; 25=Holme's Carpets; 26=Hutchinson's (Woodworker); 27=Kaizer (Jeweller) 28=Leak & Thorp; 29=Leedhams; 30=Matterson's; 31=Mearas Carpets; 32=Newitt's Sports Shop; 33=Norman Ankers; 34=Northern Echo; 35=North Riding Motors; 36=Pawson's (Rainwear); 37=Precious (Toys); 38=Rodger's Carpets; 39=Russell's Garage; 40=Sand's (Motoring School); 41=Shearsmith's (Toys); 42=Simco Cars; 43=Stewart (Sleepwear); 44=F.R. Stubbs (Ironmongers); 45=Sunde'lla (Orange Juice); 46=Rob Trotter (Cycles); 47=Turnbull's Garage, Layerthorpe; 48=J.I. Motors; 49=Unwin's; 50=Vitadatic; 51=Woolgrove's (Baker); 52=Wright & Harris (Seeds); 53=Wright's Baby Shop; 54=York Heating Centre; 55=Peokitt's (Cheap Goods); 56=Fox's Biscuits; 57=Rose's Ales; 61=Austin Reed Suits; 62=Brindley's Beer; 63=Oat's Whiskers (Club); 64=Challis (Nursery); 65=Co-op; 66=Ferry Traders; 67=Littlewood's; 68=Motorway Express; 69=N.E.E.B.; 70=Rose & Co (Paints); 71=Schofields; 72=Tetley's Bitter; 73=Typhoo (2 types); 74=Wright's Pie People; 75=York Carpet Bureau. 81=Hook's for Furnishings; 82=McKenzies (Electrical); 83=Stevens & Goodall (Furniture); 84=Waterhouses Sweets.

Fleet No.	N/S	O/S	Lower Rear	Upper Rear	Target	Fleet No.	N/S	O/S	Lower Rear	Upper Rear	Target
YDG 82	--	63	--	14	50	YDX 132	68	6	10	37	27
YDG 83	67	20	49	14	22	YDX 146	65	33	21	14	62
YDG 84	--	63	49	14	45	YDX 147	11	63	49	31	9
YDG 85	42	--	--	36	9	YDX 148	65	--	10	29	50
YDG 86	73	71	--	36	9	YDX 149	41	65	10	29	50
YDG 87	67	16	38	36	66	YDX 190	74	11	49	29	50
YDG 88	34	46	70	29	9	YDX 191	11	53	26	29	45
YDG 89	--	74	--	36	9	YDX 192	11	54	49	37	43
YDG 90	34	20	25	36	22	YDX 193	53	71	10	37	72
YDG 91	71	67	--	29	9	YDX 194	7	19	--	37	45
YDG 92	63	67	70	36	9	YDX 195	--	--	--	29	61
YDB 82	68	71	25	14	37	YDX 196	--	63	2	5	66
YDB 83	74	67	35	29	55	YDX 197	44	53	2	29	22
YDB 84	68	6	38	36	3	YDX 198	51	28	2	37	61
YDB 85	73	68	38	64	72	YDX 216	74	63	49	14	41
YDB 86	--	34	49	64	27	YDX 217	34	7	49	29	43
YDB 87	65	73	13	36	61	YDX 218	--	75	70	14	37
YDB 88	--	71	25	64	41	YDX 219	--	75	25	14	37
YDB 89	67	68	70	36	66	YDX 220	74	71	10	64	66
YDB 90	--	20	49	14	61	YDX 221	--	23	35	31	72
YDB 91	--	67	--	37	50	YDX 228	--	32	21	29	27
YDX 72	67	73	21	29	4	YDX 229	8	17	49	64	61
YDX 73	--	47	21	64	61	YDX 230	63	17	49	64	40
YDX 74	--	63	25	5	4	YDX 231	--	30	12	64	22
YDX 84	65	6	2	14	45	YDX 232	--	18	12	29	41
YDX 85	63	15	70	14	62	YDX 233	8	74	21	37	50
YDX 86	63	65	--	29	3	YDX 234	--	74	61	14	43
YDX 87	61	1	49	5	22	YDX 235	--	74	49	29	37
YDX 88	--	65	49	29	9	YDX 236	53	67	64	37	66
YDX 89	65	63	49	29	4	YDX 237	--	74	25	37	27
YDX 90	63	73	39	29	50	YDX 238	--	24	70	36	55
YDX 91	65	82	39	5	37	YSMA 7	56	29	49	--	9
YDX 92	--	83	39	29	72	YSMA 8	57	29	49	--	66
YDX 128	--	84	39	37	45	YSMA 9	57	29	49	--	72
YDX 129	63	81	38	37	45	YSMA 10	69	29	49	--	66
YDX 130	48	65	2	37	61	YSMA 11	57	29	70	--	72
YDX 131	52	74	70	14	61	YSMA 12	69	29	49	--	22

We also have details of the following miscellaneous vehicles:-

SMG 51	--	--	--	--	--	SRG 70	--	--	--	--	--
SRG 6	--	--	--	--	--	DX 80	--	--	--	--	--
SRG 21	--	--	--	--	62	DX 105	--	--	--	--	--
SRG 45	--	69	21	--	72	KDX 165	--	--	--	--	72
SRG 47	57	69	49	--	--	DX 215	--	--	--	--	--