

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 260.

NOVEMBER, 1972.

### 1973 ORDERS.

The 1973 orders for the National Bus Company were announced recently in Motor Transport.

|                          |                                  |             |
|--------------------------|----------------------------------|-------------|
| West Yorkshire.          | 10 Bristol RELH/Plaxton, Express | 11 metre.   |
|                          | 6 Bristol LH/ECW.,               | 9 metre.    |
|                          | 14 Leyland National.             | 11.3 metre. |
| Keighley-West Yorkshire. | 5 Leyland National,              | 11.3 metre. |
| York - West Yorkshire.   | 2 Bristol VRT/ECW.               | 9.5 metre.  |
|                          | 4 Leyland National.              | ? metre.    |

The order for 10 Plaxton bodied vehicles is perhaps the most surprising item of these orders, and introduces this body make into the fleet. The return to the Bristol LH in place of the RESL is of interest; presumably these will replace the last six SUL's. No-one will be surprised at the appearance of Leyland Nationals in the order; these orders almost guarantee that last month was the one and only time the fleet will ever be all Bristol ECW.

### FORTHCOMING EVENTS.

LEEDS MEETING - Saturday, 25th. November, 1972, 6-45 p.m.

By kind permission of the Company, a meeting will be held on the above date, in the Wellington Street Coach Station Cafe, commencing at 6-45 p.m. At the meeting, [redacted] has kindly agreed to give us a further selection from his fine collection of transparencies, and we hope that as many members as possible will attend. It has not been possible to arrange a suitable date for [redacted] to give his talk, and this will not now take place for the present.

### H.C.V.C., YORKSHIRE SECTION.

The next meeting is the Section Annual General Meeting, on Wednesday, December 13th., at which all W.Y.I.S. members are welcome. The meeting commences at 7-30 p.m., in the Leeds City Transport Sports & Social Club, Concordia Street, Leeds.

### P.S.V. CIRCLE.

The next Social Meeting will be held on Thursday, December 7th., from 7-00 p.m., in the Bradford City Transport Staff Canteen, Forster Square, at which all W.Y.I.S. members will also be welcome.

PRESS DAY for the December Issue will be on Saturday, December 2nd., and all items should be sent to arrive on or before that date, to [redacted].

### 1. FLEET CHANGES.

#### NEW VEHICLES.

1115. TWW 220 L. Ford Transit BC05/LP/56910, Deansgate - DP15F. 1-18-2.  
1116. TWW 221 L. Ford Transit BC05/LP/56912, Deansgate - DP15F. 1-18-2.

#### ADDITIONAL INFORMATION.

The long awaited shoppers' buses finally arrived at Grove Park on the 13th. October, unpainted, having been held up by a strike at Williams (Deansgate), Ltd., Manchester, and not Fords. They were subsequently taken into Works, and emerged in an attractive livery of National red, with white window surrounds and a white band below the windows. Below the white band, in grey letters, is a small "West Yorkshire", as on the RELH coaches, but with a grey line beneath. On the side, above the windows, are the words "Chauffeur Coach". An indicator is fitted at the front, above the windscreen, but this is painted red and reads "Chauffeur Coach", preceded by a "double N" emblem. The destination is carried on a board inside the windscreen. Reflective number plates are fitted, the first West Yorkshire buses with this feature. They have petrol engines, jack-knife doors and are fitted with two-way radios, again the first West Yorkshire buses to be so equipped. The seats have red upholstery, with headrests, and because of this, and the fact that they are advertised for Private Hire, etc., they can be regarded as "dual purpose". They are not owned by the Company, but are on hire from the Ford Motor Company.

p.t.o.

1. FLEET CHANGES, (cont.) - ADDITIONAL INFORMATION, (cont.)

Although the service did not start until October 30th., the vehicles were running in Harrogate on October 26th., with notices reading "This as a Chauffeur Coach. Service starts in your area next Monday." Publicity on the first day of operation included quite a lengthy item on B.B.C., T.V. "Look North", including an interview with Mr. Daykin, an item on Y.T.V's "Calendar" illustrated items in the "Yorkshire Evening Post", "Yorkshire Post", "Daily Express", "Harrogate Herald", and an item in the "Bradford Telegraph & Argus". According to the "Yorkshire Post", a load of eight or ten is needed to make the service pay.

The arrival of these vehicles means that the fleet was all Bristol/E.C.W for just 13 days!

ALLOCATIONS AND TRANSFERS.

|                          |                |                |           |
|--------------------------|----------------|----------------|-----------|
| 1250.                    | from YORK      | to LEEDS,      | 1.10.72.  |
| 1185.                    | (Delicensed)   | " YORK,        | 16.10.72. |
| 1115/6.                  | ( New )        | " HARROGATE,   | 25.10.72. |
| 1007/15/76/7/8/86/7/8.   | from HARROGATE | (Delicensed)   | 31.10.72. |
| 1009/68.                 | " LEEDS        | " "            | " "       |
| 1011/9/20/6/7/74/5/80/1. | " BRADFORD     | " "            | " "       |
| 1071/2.                  | " KEIGHLEY     | " "            | " "       |
| 1151.                    | " GRASSINGTON  | " "            | " "       |
| 1197.                    | " SKIPTON      | " "            | " "       |
| 1244.                    | " SKIPTON      | " "            | " "       |
| 3686.                    | " YORK         | " "            | " "       |
| 1909.                    | " KEIGHLEY     | " "            | " "       |
| 1337.                    | (Delicensed)   | to GRASSINGTON | 1.11.72.  |
| 1217/42.                 | " "            | " SKIPTON      | " "       |
| 1667.                    | " "            | " HARROGATE    | " "       |
| 1646.                    | (Withdrawn)    | " LEEDS        | " "       |
| 1016.                    | from KEIGHLEY  | " BRADFORD     | " "       |
| 1683.                    | " BRADFORD     | " YORK         | " "       |
| 1704.                    | " HARROGATE    | " KEIGHLEY     | " "       |

- Notes :-
1. All vehicles are relicensed at their former Depots except 1137 (ex.Keighley), 1217 (ex.Wetherby) and 1646 (ex.Bradford).
  2. 1185, only "BWR" SUL4A in traffic, seems reluctant to remain delicensed.
  3. The delicensing of 3686 is because its Certificate of Fitness expired on November 2nd.
  4. 1646 is the only RWY Lodekka in stock, and the oldest bus in service by 18 months. It had been off the road since the 31st. March, and in York field since at least the end of April.
  5. Although only nine are still running, there are now LD6B's at all main Depots except Bradford (see Note 3 last month.)
  6. 1217 returns to its original Depot, which it left on 1/6/66.

STORED VEHICLES.

HARROGATE. Inside Grove Park was one TWY Lodekka, presumably 1667, which will now have re-registered service. Behind on October 21st., were 1644/9/78, 2639, 1241, of which only 1649 is in Sale livery. In the chassis shop on the same day was 1679, in addition to various vehicles, undergoing overhaul/repair. 1147/8 have gone from behind Grove Park, to join their sisters at York.  
By November 4th., the tally behind Grove Park was 1644/8/78/9, 2639 & 3686.

SKIPTON. 1186 was taken from Skipton to Keighley at the end of August, beginning of September, and returned a couple of days later, adorned with various "self-advertising" posters. It has evidently been used for some sort of publicity display, and further details would be welcome.

YORK. In the field on November 3rd., were 2640, 3673/4, 1651/2/5-6/5/82 & 1147-9.

WITHDRAWALS.

31st. October, 1972 :- 1679.

REINSTATEMENTS.

1st. November, 1972 :- 1646, which was excluded from the fleet total, and transferred to "held in reserve" category on September 30th., has now returned to service.

FLEET TOTAL.

|               |            |           |            |               |             |
|---------------|------------|-----------|------------|---------------|-------------|
|               | W. Y.      | K.W.Y.    | Y.W.Y.     | 1.11.72.      | 1.11.71.    |
| Licensed :-   | 357        | 52        | 77.        | 486.          | 483.        |
| Delicensed :- | 38         | -         | 3.         | 41.           | 64.         |
|               | <u>395</u> | <u>52</u> | <u>80.</u> | <u>527.</u> * | <u>547.</u> |

\* The fleet total excludes 1679, but includes 1646.

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

October, 1972 :- 1217/42, 2295, 1799 & 3927.  
November, 1972 :- 1070 & 1241.

REPAINTS & TUV'S.

August, 1972 :- 2639 is not yet in Sale livery (see September Issue).  
This should read 2640.  
August/September, 1972 :- 1268, 1315, 45, 3793, 3818 & 3955.  
October, 1972 :- 1036, 1130/2/7, 1205/59/76, 1809, 3749, 3956 & 1148 (also possibly 1147/9/50) into Sale livery. In addition, 1646, which was in Sale livery, had its cream replaced, and the red touched up before re-entering service, whilst ex.CUG.5, now with Archbishop Holgate's Grammar School, York, was re-painted at York Depot in cream and royal blue relief, and looks very smart.

LIVERY CHANGES.

The wording on the legal ownership panel of buses in National Red/White livery reads "West Yorkshire Road Car Co.Ltd., (1st.line), P.O.Box 24, East Parade, Harrogate, (2nd.line). There is no reference to the General Manager.

An item in "Motor Transport" on October 20th., reported that a new "local coach" livery for dual-purpose single-deck vehicles owned by the N.B.C.Companies has been selected. This livery will be white above the waist, and the Company's colour below the waist. The Company fleetname and National "double N" symbol will be displayed in the Company's colour on the cover panels near the front of the vehicle. This is the same position as is used in single-deck service buses. Where the body design precludes this, the name will be displayed in white below the first side windows. An alternative suggestion, white lower and dark upper panels - was rejected. Members will recall that 1090 was temporarily in a livery of cream upper and red lower parts on our visit to Works last March, whilst being repainted.

Dual-purpose vehicles are described as coaches not used primarily on long-distance Express coach services or extended tours, and all coaches more than six or seven years old. No fixed age has been specified, because the demand for and supply of coaches for the National coach network varies. West Yorkshire vehicles would seem to be the "EUG", "BERG" and cream "SRG" classes, but by this definition the "CUG's" would also be affected.

It has also been decided to replace the grey 1½-in.high Company fleetname on white National coaches with a larger 3-in.high name. The coloured strip underneath the name - showing the Company's traditional livery - is to be discontinued. Instead, the fleetname will be "appropriately coloured."

In the case of West Yorkshire repaints into National livery, the strip is green, but a 3-in.fleetname is roughly the size of the present one.

We understand that the Keighley and York fleets are not affected by livery changes just yet, and all output for these fleets from Works will continue to be in normal red/cream for the time being. Those members eagerly awaiting a vehicle with "Keighley-West Yorkshire" in 5-in.letters along the side will have to be patient for a little longer!

The reason for 1949 (H) visiting Aldershot for a week will now be apparent to most members, and it can now be said that this bus is "as advertised on I.T.V."

Of the overhauls/repaints listed overleaf, 1036 is in National white, 1120/2/7, 1217/42, 1799 & 1809 are all in new red/white" with large fleet name, and the remainder in the old livery, except 1070 & 1241, which have not yet reached the repainting stage.

GENERAL NEWS.

On recent overhaul, 1712 had its rear air suspension replaced by coil springs, whilst 1761 has received this treatment at some time.

1753 (L) was fitted with a new engine on 6/7/72.

Over the past month, many vehicles have had the last line of their legal ownership panel (i.e. [redacted]) painted out.

1093 (H) has a normal grille. Only 1094 remains to be checked.

1913 was noted on the 29th.October without number blinds, but carrying a "67" sticker in the nearside windscreen. This vehicle also now has a 3-piece engine cover.

1787 (B) has been noted with a square wing mirror at the nearside.

1815 (I) carries a rear indicator blind that includes the unlikely destinations of "Litton, Leyburn and Skyerholme". This vehicle is presumably therefore, fitted with the Ikley/Skipton blind (No.7) given in the February Issue.

2. VEHICLE NOTES, (cont.) GENERAL NEWS, (cont.)

1904 (B) has had its fleetnames (normal style) moved to above the front wheels, as with several VR's; 1904, however, does not as yet carry any adverts. between the wheels.

1917 (L) was noted at Grove Park on the 4th. November, showing "Blackpool".

Both 1678 & 1679 now appear to have had their BVW engines removed, presumably as spare units.

The brittle red paint or lacquer on the radiator grille of 3790 has now almost disappeared, having gradually chipped off.

The top deck of 4027 currently has a long table at the nearside, with the contents of the "black museum" at Works (bent con-rods, etc.,)

1261 and 2300 are currently without an offside fleet number.

1319/20/47/61/2, amongst others, have been fitted with strips, probably on the nearside only, designed to carry advertisement boards.

ADVERTISEMENT NOTES.

Various double-deckers have appeared with a paper side or lower rear advert., reading "We are proud to be part of the National Bus Company. Together we can really go places", whilst an interior advert. reads "This is the symbol of the biggest Bus Company in the World".

Further new side adverts. include at least two for the National Coal Board, one reading "Sunbrite. The cheap and very cheerful smokeless fuel", and the other Roomheat. For the liveliest of living fires", one for Mitsubishi Colour T.V.'s, reading Say Mit-soo-bee-she", and two other variations on the Barclaycard theme, reading "First and for most" and ". My Own Personal Credit System", and one for Green Shield Stamps.

1712/71 carry a new version of the "Kitchen" painted waistband advert., which is also carried by several Bradford Depot vehicles.

The latest "Racing at Wetherby" target advert. is for the 17th., 18th. & 28th. Nov.

Contrary to our assumption last month, 1935/6 (L) do not carry Ford Consul adverts. below the windows. These are the only two Leeds VR's not to do so.

A new upper rear advert. at various Depots reads "Sharp make your car sound better" for car radios.

1233 (L) has now had its painted rear "Car Radio Services" advert. painted out.

1712 (W) has had its illuminated Littlewood's advert. amended yet again to read "Littlewoods' smash the £1 million barrier".

1725 (L) has now received a "PSB Boston Spa" painted waistband advert.

1917 (L), which is one of the vehicles with a Ford Consul advert. below the nearside window, now carries side adverts. at both sides for "Tatecars....Number One for your new Ford Consul".

Many Leeds/Wetherby RELL's now carry a paper side advert. below the nearside windows for "Status" Armley Road, Leeds (Discount house)", these being 1203/7/8/9, 1211/2/3/5/6/22/4/9/32/3/47/8/53/4/9/77/82/3/5/6/90/1349, whilst without are 1250/1307/8/46/8/50/1/3/5/56/7/66/7/8/9. As a result of this, 1233/47/53/4 have lost their nearside fleetnames. 1250 was originally fitted with this advert. in place of its nearside advert. board, but the latter, displaying a "Birmingham Express" advert., has now been replaced.

3. SERVICE CHANGES.

STAGE CARRIAGE.

S.155. - K.12A. - KEIG-HLEY - MYTHOLMES.

Monday-Friday: To re-time the 15.40 Keighley - Mytholmes to 15.42, and extend the 16.04 Mytholmes - Haworth to Keighley.

S.156. - K.27. - KEIGHLEY - OXENHOPE.

Monday-Friday: To operate a journey at 16.10 Keighley - Oxenhope, in lieu of the 16.10 Haworth - Oxenhope, and to extend the 18.55 Oxenhope - Haworth through to Keighley.

S.157. - 53. - HARROGATE - BRADFORD.

Monday-Saturday: To re-time the 21.45 Bradford - Harrogate (NS), Otley (S) to 21.55. To curtail the 22.25 Bradford - Harrogate at Otley, and extend the 23.45 Bradford - Otley to Harrogate.

S.158. - 9/9A. - HARROGATE - OATLANDS CIRCULAR, (Harrogate Local).

To amend timetable.

S.159. - 12. - HARLOW HILL - KNARESBOROUGH.

Monday-Friday: (School Terms only) - To withdraw the 16.18 Harrogate (Bus Station) - Knareborough (Heathfield Drive).

### 3. SERVICE CHANGES, (cont.)

#### EXPRESS CARRIAGE.

Ribble and West Yorkshire have applied for joint licences between LEEDS - BLACKPOOL/FLEETWOOD to replace the existing licences held by Yorkshire/Blackpool Pool Operators.

A notice appeared recently in various vehicles which reads "Off Peak Fares. By arrangement with Tadcaster R.D.C. For one week, commencing 15/10/72, on fares purchased on journeys starting or finishing in Tadcaster Rural District, on West Yorkshire buses, a reduction of 1 p. on every 3 p. or multiple thereof will be made for journeys on Mondays to Fridays, starting and finishing between 09.30 & 15.30, and after 18.30, and for all journeys on Saturdays and Sundays. This concession does not apply beyond Leeds, York and Harrogate.

Recent service changes covered by Traffic Notices include the following :-  
TN 74/72 - Bradford - Leeds - York - Malton - Scarborough (43), and Harrogate - York - Malton - Scarborough (84). Daily. Commencing 15/10/72, the time point in York for all departures to Malton and Scarborough was altered from Station Avenue to Station Hotel, but a pick up and set down point is maintained at Station Avenue.

TN 77/72. Harrogate - Knaresborough (1/2). Sundays only. Commencing 8/10/72, the 22.23 Bachelor Gardens - Knaresborough was extended to operate via Borough-bridge Road to Carmires Avenue (depart 22.55), returning via Stockwell Grove and Stockwell Road. In consequence, the 22.55 Knaresborough - Harrogate journey was retimed to operate 5 minutes later throughout.

CHAUFFEUR COACH SERVICE. One of the lady bus drivers at Harrogate is to be trained to operate the "door to store" chauffeur coach service, which started on Monday, October 30th. The service will continue until the end of March, and depending on the response from the public, it could then be extended. The coaches, with a fare of 10 p. single, 15 p. return, operate from 8.45 a.m., to 5.45 p.m., from Monday to Saturday, excluding Wednesday afternoon. They make one inward and one outward journey, both morning and afternoon, giving shoppers a stay of about 1 hour 40 minutes in town.

If there is a good demand from the public, it is hoped to extend the service after the end of March to further town areas, using more coaches. This would then provide both short stay and long stay shopping periods.

A descriptive leaflet has been issued, giving full details of the service, but is too complex to include fully here. Basically, the coach follows a certain route in each of the five areas of Harrogate, (Kingsley, Knox, St. Hilda's, Oakdale and Leadhall), but this route can be varied on request to pick up or set down passengers on other nearby roads. There are no set bus stops, the vehicles stopping when requested, at both ends of the route. To enable the driver to recognise intending passengers, the back of the leaflet reads "Chauffeur Coach" on an orange background is designed to be held out facing the approaching vehicle.

TN 84/72 recorded that from the 9th November, on Thursdays only, on route 79A, (York - Wockwith - Bickerton - Wetherby), additional journeys will be introduced for an experimental period at 09.55, & 12.55 Wetherby - Bickerton Village, and at 10.10 & 13.10 Bickerton Village - Wetherby.

TN 81/72 noted an alteration to Bradford - Ilkley via Frizinghall (63A) on Monday-Friday (School Terms), commencing October 30th, when the 16.32 additional journey from Frizinghall (Oak Lane) to Ilkley was retimed to run 10 minutes earlier.

### 4. OPERATING NOTES.

In view of the fact that new running boards are continuing to refer to SRG, EUG, etc., and to eliminate definitions such as "a main fleet Lodekka", we propose to use the old class letters as a description of the vehicle type where necessary in this section.

BRADFORD. On 6/10, 1202 (B) was on Bingley - Cullinworth (56). On 27/10, 1208 (L) worked the 19.35 Bradford - Leeds (55A), whilst 1310 (B) was on the 22.35 Leeds - Bradford (55A) on the same day. On the same duty, 1358 (B) was noted on 28/10. 1166 (O) worked the 16.25 Bradford - Harrogate (X.53) on 2/11. Noted awaiting washing at Bradford Depot in the evening of 2/11 were an East Midland RELH/DP, and a Yelloway coach. On 20/10, 2742 (K.loan B) worked the 07.55 Otley - Bradford on 24/10, showing "Bradford/65" at the front, and "Bradford/53" at the rear.

HARROGATE. Noted at Grove Park on 24/10 was a Northern Bristol RE with new style ECW coach body, and on 1/11 Leeds Corporation Atlantean 366 was passing through Harrogate on a Private Hire. Ex-Western Welsh SDO 493, now with a contractor, is regularly noted in Harrogate.

The 13.10 Harrogate - York (84) appears to be a "YDX" duty, and on 5/10 was worked by 3826.

Noted recently on Harrogate - Tadcaster (78) have been - 27/9 - 1667 (H), 28/9 - 1707 (H), 29/9 - 1707 (H), 2/10 - 1720 (H), 12/10 - 1093 (H.loan P.D.), 15/10 - 1282 (W) in place of 1357, 1714 (H) on 18/10, 1714 (H) on 25/10 & 1808 (H) on 28/10.

4. OPERATING NOTES, (cont.)HARRGATE, (cont.)

With regard to the use of a double-decker on service 5, in February/March, Harrogate Car 23 on Saturday included a lunch-time working on 5, followed by the 12.50 Harrogate - Wetherby and 13.22 return (78M), and was worked by an elderly DX, believed to be 1658. Observations since of the 78M journey have shown it to be worked by a double-decker, but the vehicle used on 5 has not been recently noted.

On 21/10, the two oldest buses in the fleet, 1666/8 were both working on service 11. On the same day, 1065 was in Harrogate Bus Station at 7.00 showing "Harrogate/Limited Stop", and 1095 was showing "Harrogate/X.99", and was later noted showing "Harrogate/24". 1170 was noted on route 9, showing "Oatlands/Woodlands/9" also on 21/10. On 6/10, 1342 (H) was on W.78 (Harrogate-Thorp Arch) and on the same route 1092 (H) on 26/10.

ILKLEY. On 21/10, 2293 (K.loan I) was duplicating 1249 (O) on 34 to Leeds at lunchtime, and also worked the 17.50 to Skipton on 18/10, the 15.55 to Leeds on 24/10, and 2294 worked the 15.35 to Leeds on 34M on 2/10 as duplicate to 1317. On 16/10, 1275 was on Ilkley - Bradford (63B) was replaced at Ilkley by 1317 at 10.5C, and on the same day 1126 was in Ilkley at 10.55 on Private Hire. On 17/10, 1194 was on a School Special (63), whilst on the following day 1218 duplicated 1244 on the 17.55 Ilkley-Leeds (34), and 1815 duplicated 1753 on Ilkley - Leeds (33) at 18.00. On 24/10, 1815 (I) was on 63, and 1131 & 1354 were on School Specials. On 25/10, 1131, showing "93" was on Ilkley - Middleton Hospital, with conductor, and on 26/10, 1194 duplicated 1248 on the 1.55 p.m., Ilkley - Leeds (34). 1254 (L) was noted on route 33 on 1/10, whilst 1317 (I) was so noted on 22/10, both these working full-day Sunday rotas. 2159 (K) was on the Ilkley duty which works the 16.10 Ilkley Middle School - Addingham (34) on 16/10 in place of its usual duty, which is route 72 for Skipton Depot. On 28/10, 1317 (I) worked the 10.35 to Hebers Ghyll (72A) and followed this with the 11.00 Keighley (K.5); it left for Keighley however, showing "72/Keighley" on its indicator. On 2/11, 1206 (B) was seen on the 06.30 Bradford - Wharfedale Mills (63A), which is part of Bradford Car 86 (OMO) rota. On 3/10, 2159 (K.loan Sk) but with a Grassington driver, worked the 14.20 Ilkley - Grassington (72), and on the same day 1130 (I.loan Sk) worked the 16.10 Grassington - Skipton (71), and 1288 (Sk.) the 13.40 Skipton - Buckden (71).

KEIGHLEY. On 28/10, 1907 was on K.12 at 11.40 ex. Haworth to Keighley, and on the same day, 1681 was on K.21. On 6/10, 1099 was on Keighley - Todmorden (K.18). 1031 (K) was on a Private Hire at Middleton, Ilkley, on 22/10.

LEEDS. 1215 was an unusual vehicle on Ilkley - Leeds (33) at 10.00 on 21/10, this being normally a double-deck journey. On 17/10, 1776 (L.loan B) was on 30, and on the following day 1773 (O.loan L) was on 35. On 25/10, Ilkley were using a Keighley vehicle of the 2733-45 batch on 32/33/35. On 4/10, 1097 (L) was on Leeds - Dyneley Arms (34), and on 8/10, 2300 (K.loan I) was on Leeds - Ilkley (34). On 8/10 & 12/10, 2293 (K.loan Sk) was on Leeds - Skipton (34), and on 8/10, 2300 (K.loan I) was on Leeds - Ilkley (34). On 16/10, 1095 was on 39. On 25/10, 2733 was seen at Rawdon on Otley - Leeds (35). On 31/10, 1712, in new livery, was on the 16.00 Ilkley - Leeds (33).

YORK. A rush-hour duplicate on Y.1/8 (duplicating the 17.25 Burton Stone Lane - Tang Hall between Exhibition Square and Rougier Street, via Acomb) is a farebox "YVR". During October, an apparent shortage of double-deckers resulted in saloons, particularly 3171-6, appearing on City double-deck routes, such as Y.1/8, Y.2 & 3/3A/11/11A. SMC's have also been used recently. Parked behind the Bay Horse Inn at Green Hammerton at 19.50 on 21/10 was a YVR., on Private Hire. On 26/10, 1125 was on Leeman Road & Huntington (X.7), 1185 was at the Railway Stn., at 17.00, showing "Rowntrees", and 1155 was at York Station, showing "Scarborough/43". 1683, newly transferred, was noted on an Upper Poppleton - York School Special on 1/11. Recent observations of unusual vehicles on Leeds - Scarborough (43) have included - 3103/7 (Yk.loan M) on 27/9 & 30/9, 3107 (Yk.loan M) on 28/9, 1/10, 3/10 & 6/10, 1245 (M) on 4/10, 5/10, 8/10 & 11/10, 3297/8 (Yk.loan M) on 14/10, 1267 (Yk.loan M) on 12/10 & 26/10, 3296 (Yk.loan M) on 19/10, 21/10 & 23/10, 1098 (Yk.) on 19/10, 1287 (Yk.loan M) on 28/10, and 3105 (Yk.) on 29/10. For the purpose of these notes, the use on Leeds - Scarborough by York/Malton of 1333, 1337/44/5/70 or 1315 is usual, whilst on York - Leeds and return workings, any type of single-decker is used. This also applies to York - Tadcaster workings, some of which are still crew operated. On York - Scarborough (43) on 14/10 was 3107 (Yk.); on Leeds - Malton (43A) on 18/10 was 3296 (Yk.); on Leeds - York (43/4) have been 3174 (Yk.) on 27/9, 3107 (Yk.) on 16/10, 1124 (Yk.) on 20/10, 1098 (Yk.) on 23/10, 3102 (Yk.) on 27/10, & 3101 (Yk.) on 30/10. On York - Tadcaster (43/5) were 3103 (Yk.) on 5/10, 3292 (Yk.) on 10/10, 1336 (M.loan Yk.) on 21/10, & 1196 (Yk.) also on 21/10.

4. OPERATING NOTES, (cont.)

YORK, (cont.) On Leeds - Eridlington/Hull (44/6), East Yorkshire Pocklington Depot have been using Leopard/Plaxton coaches, 922/3 (BKH 922/3 K). On 6/10, 3790 (Yk.) was on East Yorkshire route 94, York - Pocklington. On 5/10, 3829 (Yk.) was on York - Wetherby (79), and on 5/10, 1124 (Yk.) was on Y.9A, on 14/10, 3103 (Yk.) was on York - Thirsk (80), and on 28/10, 3106 (Yk.) was on York - Tadcaster (87). On 6/10, 1219/87 were on Y.14, 3171 & 1370 on Y.9/9A, and 1219 (H) on 84 to Scarborough. 1156 & 1125 were on Y.9/9A on 19/9, and 1165 & 3174 were so noted on 2/11; 1064, the City Tour vehicle, was noted on a Y.7 or Y.12 duplicate to Huntington at tea-time on 20/9, and on the following day on the 17.33 Rowntree - Tang Hall Lane (Works Sp.) 3104 worked an OMO Y.12 duty at lunchtime on 20/9. The Pocklington turn on East Yorkshire 94/94A is a regular Monday-Friday duty, 17.25 York (Rougier Street) - Piccadilly; 1740 Piccadilly - Pocklington, via Dunnington and Wilberfoss, arr. 18.50; 18.50 Pocklington - York, arr. 19.30. Normally worked by 1760, 3685 did this duty on 3/11, whilst on 28/9, 3689 was noted on the 12.33 Rowntrees - Fulford Cross (Works Sp.), but with a "Pocklington" sticker. 1098 worked a Cokes - South Bank Special at 12.33 on 16/10. 4027 was in York on Learner duties on 17/10, whilst 3943 was so noted near Whitwell Hill on the morning of 24/10, and later that day was noted running into Scarborough on 43. Double-deckers do not reach Scarborough very often now-a-days - when they do, it is usually on odd duty rotas. Other observations have included - 17/10 - 3104 & 1287 on Y.9/9A, 1344 on Y.14, and 3296 on 80; 19/10 - 1124 on Y.7; 20/10 - 1196 on Y.16; 21/10 - 1196 on Y.14; 1344 on Y.16, & 1165 on Y.13/13A; 23/10 - 1196 on Y.7, and an "SMG" on Y.14; 24/10 - an "SMG" on Y.2; 25/10 - 1145 on Y.14; an "SRG" on Y.9, & 1196 on Y.7; 27/10 - an "SMG" on Y.5; 30/10 - 1145 & 1210 on Y.9/9A, 1165 on Y.7; 31/10 - an "SMG" on Y.2; 1/11 - 1165 on Y.9/9A. LH's are more common on Y.1/8 than other types, and "SMG's" frequent Y.2. Y.9/9A receives any type of saloon.

LONG DISTANCE.

On 12/10, 1009 was on Leeds - Blackpool (J,2), and on the following day 1341 (L) was on Blackpool - Leeds (J.1). United NHN 293 K, a Plaxton-bodied RE in National livery, worked the lunch-time York - London (203) during October; details of this journey do not appear in the June timetable, although it has run for at least a year. On 7/10, 1084 (B) & 1068 (L) were on Whitby (X.91). On 21/10, 1002 (L) was on Yorkshire - Southport in the afternoon. Two new York duties on Sundays only, believed to commence on October 15th., are :- CRG. 07.20 York Garage - Rougier Street; 07.25 Rougier Street - Barnsley, arr. 08.40; 08.45 Barnsley - Leicester, arr. 12.00; 16.25 Leicester - Leeds, arr. 20.15; 20.15 Leeds - York Garage. EUG. 18.15 York - Barnsley, arr. 19.30; 19.45 Barnsley - York, Rougier St.; arr. 21.00; 21.00 Rougier Street - Garage, arr. 21.05.

5. SOLD STOCK NEWS.

OWX 151. (Ex.SMG.39, LS5G, sold Reliance, Sutton-on-the-Forest, 5/69.)  
As reported last month, this was scrapped 8/72. It should perhaps have been confirmed, though, that the "chassis" passed to farmer, Mr. Peter Kirby, for use as a trailer.

YWT 290/2-4 (Ex.SUG.75/7-9, MW5G, sold Norths, Sherburn, 9/71.

All to Hedingham & District, L.70-3, 10/71.

Of these vehicles, YWT 290/4 remain DP41F, whilst YWT 292/3 are now B43F.

YWT 293 is licensed to Blackwells, Sible Hedingham, but carries Hedingham & District fleetnames.

OWX 179 (Ex.DX.35, sold Norths, Sherburn, 9/70.)

To Tumilty (Gales), Irvine, (A.A.Service), 11/70.

Mr. Tumilty, one of the members of the A.A. Service consortium, retired on the 1st. October, and this vehicle passed to Young, of Ayr, another member of the A.A. group, in the share-out of Tumilty's vehicles.

OWX 146 (Ex.SUG.34, LS5G, sold Norths, Sherburn, 6/70.)

Gone from Norths, 28/10/72, presumably for scrap.

MWX 148 (Ex.SUG.36, LS5G, sold Norths, Sherburn, 6/69.)

To G. Armitage (Brick Manufacturers), Rothwell, 12/69.

Noted on 13/10/72, heading South on the A.1 at Ferrybridge.

MWY 620 (Ex.EUG.94, LS5G, sold Norths, Sherburn, 4/71.)

To West, (Contractor), Morley, 12/71.

Still working for West, 10/72.

OWX 145 (Ex.SUG.33, LS5G, sold Norths, Sherburn, 6/69.)

Gone from Norths 2/72, probably for scrap. Outside North's on 28/10/72 was a burnt seat cushion, carrying the number "SUG 33" underneath.

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

We are pleased to report that this vehicle returned to Yorkshire in 10/72 for preservation, and is now owned by Mr. David Hudson, one of our members.

= = = = =

6. TEN YEARS AGO.

The November, 1962 Issue opened with a report of the Junior Branch Tour, which had used SGL.2, later replaced by SGW.10, and had visited Plaxton's Works at Scarborough.

New vehicles entering service were SMA.1-6; the first SUL4A's, and it is of interest that only two of these now remain in stock, after a short life.

The first Lodekka for the Company, DX.1, had been sold to Kinton, Harrogate, for scrap, and SG.105/20/34/8/42/5 had been withdrawn.

Depot reports recorded that DEW.9 (Yk.) had worked on Bradford - Scarborough (43) on the 3rd. October.

At York, the new SMA's had taken over one-man duties previously operated by SUG's, and CUG.27 had worked on Race Specials on the 11th. October.

The first appearance of this item (Ten Years Ago), recorded that Issue 22, (November, 1952) had noted the sale of A.E.C Regals 684 & 687 for breaking up.

= = = = =

7. OTHER INFORMATION.

RECENT WITHDRAWALS.

The exclusion from the Fleet Total, and transfer to Reserve Stock last month of 1147-50 (SML.1-4) brings to an end a short-lived revival of the Bedford make in the fleet. Between 1948 and 1953 there were 8 of this make in stock, all of the OB type, and when the four VAM's arrived in 1967, one survivor lingered on in the form of C.P.L. As recorded last month, the fleet was, for a short time only, all Bristol/ECW for the first time in its history. Only 20 vehicles of this type were built, the other 16 going to Eastern Counties (4), and Western National (12), although some, if not all, of the latter 12 were VAM.5's, with Bedford engines. It is also worth recording that all four retained their SML" fleet numbers, the last buses in the fleet still to carry old style numbers.

The withdrawal earlier this year of 1051/3 eliminated the MW5G type vehicles from the West Yorkshire fleet. This type was introduced in 1957, with the arrival of EUG.70, which was one of the very first MW's to enter service. Many MW6G's remain in service, and no withdrawals of this model have yet taken place.

OTHER BRISTOLS.

A surprising vehicle to turn up with dealer, J. Hughes, (Vehicles), Cleckheaton, is an OCS 577 H registered Bristol/VRTSL6G/ECW, H43/52FD, ex. Western SMT, 2247, which may be joined by others. It seems a little illogical that the Scottish Bus Group is selling 1969 vehicles, when various National Bus Companies still have elderly vehicles.

REGISTRATION NUMBERS.

- JYG 719 J is a blue Triumph Toledo (JYG 719 was SGW.4.)
- MWY 619 K is a Red Ford Cortina (MWY 619 was EUG.93)
- GMU 894 J is a Jaguar 4.2, (JWU 894 was CD5/ED15/SJ.15).
- CWX 677 D is a Land Rover in the Malham area (CWX 677 was DG.32).
- LWR 414 K is a red Ford Cortina, (LWR 414 was DEW.28).
- MWY 118 K is a white Honda car, seen in Sherburn, (MWY 118 was DX.9, which is still at Norths, Sherburn).

DEPOTS/BUS STATIONS.

A subject which has never been fully covered in these pages, is the opening dates for many of the Company's premises. Those which have been built since the West Yorkshire Information Service was formed, eg. Pateley Bridge, Grassington and Wetherby, have been duly recorded, but we would be pleased to receive opening dates for the other premises of the Company, with a view to publishing a complete list in a future Issue.

= = = = =

WEST YORKSHIRE ROUTE NUMBERS, by John Gill.

Route numbers were introduced on West Yorkshire vehicles in 1936. Prior to this, a route numbering scheme had been used, but only in the Company's timetables. The route numbering scheme introduced in 1936 was basically the same as is used today, although there were minor renumberings in 1937, 1945 and more recently, of course, in 1966. Route numbers used (taken from the October, 1936 timetable, were :-

1. Starbeck - Oatlands.
2. Harrogate - Pannal.
4. Station Parade - Harlow Hill (via Cold Bath Road).
5. Station Parade - Harlow Hill (via Otley Road).
6. Harrogate - Beckwithshaw.
7. Raglan Street - Cornwall Road.
8. Raglan Street - New Park (via Ripon Road).
9. Station Square - New Park (via Mayfield Grove).
10. Station Square - New Park (via Dragon Road).
11. Albert Street - Dilton (via Low Harrogate).
12. Station Square - Dilton (via Mayfield Grove).
14. Station Parade - Starbeck (via Dragon Road).
15. Starbeck - New Park.
16. Harrogate, Starbeck, Knaresborough.
- 17/18. Harrogate - Woodlands (Circular), & Harrogate - Woodlands - Knaresborough.
19. Harrogate - Crossways - Dropping Well.

WEST YORKSHIRE ROUTE NUMBERS, (cont.)

23. Harrogate - Ilkley - Skipton.
  24. Harrogate - Pateley Bridge - Lofthouse, and Pateley Bridge - Lofthouse - Middlesmoor - Scar.
  25. Harrogate - Ripley - Pateley Bridge.
  26. Harrogate - Markington - Fountains Abbey.
  27. Harrogate - Wetherby - Boston Spa.
  30. Bradford - Greengates - Leeds.
  31. Leeds - Greengates - Keighley.
  32. Leeds - Yeadon.
  33. Leeds - Rawdon.
  34. Leeds - Otley - Ilkley.
  35. Leeds - Wike - Linton - Wetherby.
  36. Leeds - Harewood - Harrogate - Ripon.
  37. Leeds - Wetherby - Harrogate.
  38. Leeds - Wetherby - Knaresborough.
  39. Leeds - Wetherby - York (via Walshford Bridge).
  40. Leeds - Wetherby - York (via Bickerton).
  41. Leeds - Collingham - Boston Spa.
  42. Leeds - Boston Spa - Tadcaster - York.
  43. Leeds - York - Scarborough.
  44. Leeds - Pocklington - Bridlington.
  45. Leeds - Stamford Bridge - Bridlington.
  46. Leeds - York - Beverley - Hull.
  47. Leeds - Aberford.
  50. Bradford - Greengates - Yeadon - Otley.
  - 51/52. Bradford - Harrogate - Boroughbridge - Roecliffe. (52 via Staveley).
  53. Bradford - Otley - Harrogate, (via Manningham Lane).
  54. Bradford - Otley, (via Canal Road.)
  55. Bradford - Thornton - Denholme.
  56. Bradford - Heworth.
  57. Bradford - Denholme - Cullingworth - Keighley.
  58. Bradford - Bolton Woods - Baildon.
  59. Bradford - Baildon (via Manningham Lane).
  - 60/61. Bradford - Baildon Green - Baildon. (60 via Canal Road).
  62. Ilkley - Bradford - Huddersfield.
  63. Ilkley - Bradford, (via Manningham Lane).
  64. Bradford - Yeadon.
  66. Bradford - Cookridge - Golden Acre Park.
  67. Bradford - Dingley - Keighley.
  68. Bradford - Keighley - Skipton.
  69. Bradford - Keighley - Skipton - Grassington.
  70. Skipton - Grassington - Buckden - Litton.
  71. Skipton - Grassington - Buckden.
  72. Skipton - Durnsall - Skyrholme.
  73. Skipton - Short Bank Road.
  74. Skipton - Harrogate - York - Scarborough, (also Ilkley - Otley (via Leeds Road)).
  75. Ilkley, Bolton Abbey - Grassington.
  80. York - Easingwold - Thirsk.
  81. York - Sheriff Hutton - Malton.
  82. York - Foston.
  83. York - Wighill.
  84. Malton - Hovingham - Gilling.
  85. Otley - Fewston - Ilkley.
  86. Knaresborough - Great Ouseburn.
  87. Knaresborough - Lingerfield.
  88. Knaresborough - Scotton.
  89. Wetherby - Boston Spa. (via Moor End).
  90. Wetherby - Sicklinghall.
  91. Bradford - Leeds - York - Whitby.
  92. Saltaire - Shipley - Windhill.
  93. Shipley - Hawksworth.
  94. Shipley - Wrose.
  95. Dingley, - Eldwick - Dick Hudson's.
- Un-numbered routes were :- Harrogate-Sicklinghall; Pateley Bridge-Greenhow; Harrogate-Drinham; Aberford-Micklefield; Skipton-Hawes; Skipton-Leyburn; York-Nun Monkton; Malton-Weaverthorpe; Malton-Coneythorpe/Welburn; New Park & Starbeck - Stonefall Court.

KEIGHLEY - WEST YORKSHIRE.

1. Ingrow - Utley.
2. Ingrow - Stockbridge.
3. Utley - Stockbridge.
4. Fell Lane - Thwaites.

WEST YORKSHIRE ROUTE NUMBERS, (cont.)

KEIGHLEY - WEST YORKSHIRE, (cont.)

- 5. Cooke Street - Victoria Hospital.
- 6. Cooke Street - Guard.House.
- 7. Laycock - Thwaites Drw.
- 8. Keighley - Sutton.
- 9. Keighley - Cowling - Colne.
- 10. Keighley - Skipton.
- 11. Skipton - Silsden.
- 12. Haworth -Keighley - Silsden -Ilkley.
- 13. Keighley - Riddlesden.
- 14. Keighley - Morton.
- 15. Bingley - Morton.
- 16. Keighley - Oldfield.
- 17. Keighley - Oakworth.
- 18. Keighley - Oxenhope - Denholme.
- 19. Keighley - Oxenhope - Hebden Bridge.

YORK - WEST YORKSHIRE.

- 1/8. Tang Hall - Acomb - Burton Stone Lane.
- 2. Acomb - Haxby Road.
- 3. Haxby Road - South Bank.
- 4. South Bank - Fulford.
- 5. York (Station) - Fulford.
- 6. Dringhouses - Hull Road.
- 7. Station - Hull Road.
- 9. Clifton - Alcuin Avenue.
- 10. Stockton Lane - Leeman Road.
- 12. Bishopthorpe - Strensall.
- 13. York (Station) - Strensall.
- 14. York (Station) - Huntington.
- 15. York (Station) - Bishopthorpe.
- 16. York (Station) - Wigginton.
- 17. York (Station) - New Earswick.
- 19. York - Nether Poppleton.
- York (Station) - Warthill.

A minor route re-numbering resulted in the following changes early in 1937 :- Route 23 became 22; Route 25 became 23; Route 56 became 25; Route 68 became 69; Route 62 became 68; Route 74 Ilkley-Otley, via Leeds Road, journeys became 76.

A new Service to Burn Bridge (introduced 1st.July,1937) was given the vacant route No.3, whilst the Forster Square - Bolton Woods/Frizinghall extras on route 58 were given the route No.65.

As a result of changes in York, on 31/1/37, Route 6 was altered to run from Dringhouses to Stockton Lane (ex.10), whilst the Leeman Road route (ex.10) ran through to Hull Road, as Route 7. By October, 1937, a new service from York Station to Bell Farm Avenue took the vacant No.11, whilst another minor re-numbering resulted in York-West Yorkshire route 5 becoming 4, 13/14/15 becoming 12, and 17 becoming 16.

Twelve months later, in October, 1938, further changes had taken place, Route 27 (Harrogate-Boston Spa) ran to Wetherby only, the Wetherby-Boston Spa portion being numbered 90, Route 90, Wetherby-Sicklinghall, as a result becoming an un-numbered route. Journeys via Scholes on route 47 had been numbered 48, and the Leeds-Wetherby-York services had been split at Wetherby, to become 39 Leeds - Wetherby and 96/97 Wetherby-York. Route 65 Bradford-Frizinghall had again become part of route 58. In Keighley, a new service to Woodhouse had been numbered 20, and in York a new service from the Station to Bur Dyke Avenue was numbered 5.

By May, 1939, further alterations in York resulted in Route 5 (Bur Dyke Avenue) running through to Acomb (Stuart Road) & Route 2. Route 3 became Station-Haxby Road only. Route 16 (Wigginton) became 10, and Route 19 (Nether Poppleton) became 13, whilst West Yorkshire routes 92 & 93 exchanged numbers. One final change before the outbreak of World War II resulted in Route 95 (Bingley-Dick Hudson's) becoming Routes 98/99, probably 98 to Eldwick and 99 to Dick Hudson's.

Various changes in route numbers occurred as a result of cuts and restrictions during the War, whilst in the latter half of 1945, a minor route re-numbering established the post-War route numbering scheme, which was to last almost unchanged until 1966.

It is hoped that the changes of 1939-45 will form a further article.

= = = = =