

WEST YORKSHIRE

INFORMATION SERVICE

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MAY, 1955.

Hon. Chairman: [REDACTED]
 Hon. Vice Chairman: [REDACTED]
 Hon. Editor: [REDACTED]
 Hon. Treasurer, Membership Secretary and Publications Officer: [REDACTED]

YORK TOUR - Sunday 22nd May 1955 :

There are still a number of spare-seats for the whole Tour, and some more for the Tour excluding York City portions. If the cost is to be kept down these must be filled; please do your best to find a few more passengers. 996 will carry a special WYIS bible indicator.

Important Note: Due to uneven loadings the Morris from HARROGATE, which will definitely run, has had to be re-routed and retimed as follows: HARROGATE BUS STATION depart 10.0 am via 36 to LEEDS Vicar Lane Bus Station, then as 996. Anyone to be picked up at any point on the 36 route between Harrogate and Leeds should notify [REDACTED] at once.

LEEDS MEETING : On 23rd April there was an audience of 27 for [REDACTED] talk on his life in the passenger transport industry. After contrasting apprenticeship in his time with to-day [REDACTED] gave an entertaining account of Keighley Corporation operation with the Cedex-Stoll trolley-buses, which had their motors in the rear wheels, and then took the story on through the years of keen competition with other motor-bus operators up to the formation of Keighley-West Yorkshire in 1932. In conclusion he turned to York for an account of conditions following the formation of York-West Yorkshire in 1934. [REDACTED] was ably supported by [REDACTED], and we thank them both for a most interesting and enlightening evening, and also the Company for once again accommodating us at Wellington Street. (JCWH)

OMNIBUS SOCIETY, NORTH WESTERN & YORKSHIRE BRANCH : Saturday/Sunday June 25/26th, Weekend visit to Hull Corporation and Plaxton's, bodybuilders, Scarborough. Further details from [REDACTED].

1. STOCK CHANGES.

(a) New Vehicles

CUG 16	OWX 133	B1	LS6G	107035	ECW	8252	C 39 F	7-1-3
CUG 17	OWX 134	B1	LS6G	107036	ECW	8253	C 39 F	7-2-1
CUG 18	OWX 135	B1	LS6G	107037	ECW	8254	C 39 F	7-1-3
CUG 19	OWX 136	B1	LS6G	107038	ECW	8255	C 39 F	7-7-1
CUG 20	OWX 137	B1	LS6G	107039	ECW	8256	C 39 F	7-1-2
EUG 26	OWX 138	B1	LS5G	107042	ECW	8216	S 41 F	6-15-1
EUG 27	OWX 139	B1	LS5G	107043	ECW	8217	S 41 F	6-13-3
EUG 28	OWX 140	B1	LS5G	107044	ECW	8218	S 41 F	6-14-3
EUG 29	OWX 141	B1	LS5G	107045	ECW	8215	S 41 F	6-15-0
EUG 30	OWX 142	B1	LS5G	107046	ECW	8219	S 41 F	6-15-3
EUG 31	OWX 143	B1	LS5G	107055	ECW	8220	S 41 F	6-14-0
EUG 32	OWX 144	B1	LS5G	107063	ECW	8221	S 41 F	6-14-2
EUG 33	OWX 145	B1	LS5G	107064	ECW	8224	S 41 F	6-15-1
EUG 34	OWX 146	B1	LS5G	107066	ECW	8223	S 41 F	6-14-1
EUG 35	OWX 147	B1	LS5G	107067	ECW	8222	S 41 F	6-15-0
EUG 37	OWX 149	B1	LS5G	107069	ECW	8226	S 41 F	6-14-3

All the above were delivered in March, April and May 1955. It is interesting to note that the first two or three were delivered whilst the registration OWX was still current. By the time they were licensed PWT had appeared. Description of new vehicles will be given next month.

(b) Relicensed

SG 2,9,32,35,37,38,42,44,49,50,52,54,	-	1/5/55
SG 55,61,62,65,66,68,74,78,79,81,83,88,93,	-	1/5/55
DEW 31	-	1/5/55
YDG 82,88 (ex-YDG 66,72)	-	1/5/55
YDG 84 (ex-YDG 68)	-	7/5/55

1. STOCK CHANGES (Contd)

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(c) Delicensed

SG 5, SG 28	-	30/4/55
YDG 67, YDG 70	-	30/4/55

YDG 67,70 were the last double deckers to retain bible type indicators.

2. REBODYING.

The first two "rebuilt" York-West Yorkshire K5G's were received from ECW on 29/4/55, and licensed on 1/5/55. They have received new chassis, new FV-2 type radiators, and a new body, so are to all intents new vehicles. They have been re-registered and renumbered. YDG 82,88 were followed by YDG 84 on 6/5/55.

YDG 82 (ex-YDG 66)	OWT 195	B1	K5G	ECW 8351	H28/28R	7-2-3
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YDG 88 (ex-YDG 72)	OWT 201	B1	K5G.	ECW 8350	H28/28R	7-3-1
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3. DEPOT CHANGES.(a) Allocations & Transfers

SG 5	from	BRADFORD	(delicensed)	30/4/55	
SG 28	"	HARROGATE	(delicensed)	30/4/55	
YDG 67,70	"	YORK	(delicensed)	30/4/55	
SG 2,9,37,62		(delicensed)	to	BRADFORD	1/5/55
SG 32,35,44,50,52,54,		(delicensed)	"	HARROGATE	1/5/55
SG 55,65,66,74		(delicensed)	"	HARROGATE	1/5/55
SG 38,78,79		(delicensed)	"	YORK	1/5/55
SG 42,49,61,68,81,83,88		(delicensed)	"	LEEDS	1/5/55
SG 93		(delicensed)	"	KEIGHLEY	1/5/55
DBW 31		(delicensed)	"	BRADFORD	1/5/55
CP 1	"	KEIGHLEY	"	YORK	1/5/55
CUG 10-12	"	HARROGATE	"	BRADFORD	1/5/55
CUG 16-20		(new)	"	HARROGATE	1/5/55
EUG 1-4	"	LEEDS	"	HARROGATE	1/5/55
EUG 5,6	"	LEEDS	"	YORK	1/5/55
EUG 26-33,37		(new)	"	LEEDS	1/5/55
SG 12,18,40	"	HARROGATE	"	YORK	1/5/55
DB 4	"	BRADFORD	"	LEEDS	1/5/55
DB 24	"	HARROGATE	"	LEEDS	1/5/55
DB 44	"	YORK	"	LEEDS	1/5/55
YDG 82,88		(rebuilt)	"	YORK	1/5/55
DBW 24	"	BRADFORD	"	ILKLEY	1/5/55
EUG 34,35		(new)	"	LEEDS	4/5/55
YDG 84		(rebuilt)	"	YORK	7/5/55
DBW 31	"	BRADFORD	"	LEEDS	7/5/55
DB 4	"	LEEDS	"	BRADFORD	8/5/55

(b) Temporary Loans

Eastern Counties	IS 705	KNG 705	Bristol LWL6B	ECW	
"	"	BV 856	PPM 856	Bedford SB (4LK)	Duple
"	"	KS 900	HRT 330	AEC Regal I	Duple
"	"	MS 908	LRT 134	Marathon III	Gurney Nutting
"	"	MS 909	JB 12	"	Plaxton
"	"	DS 980	KBJ 768	Dennis Lancet III	"
"	"	DS 981	EX 6350	"	"
Lincolnshire	2026	GFW 284	Bristol LWL5G	ECW	
Triumph Coaches	-	HAA 555	Leyland PS1	Harrington	
Bluebird Coaches	-	BTK 264	Bedford OB	Duple	

All the above coaches operated for West Yorkshire during the Easter period.

4. VEHICLE NOTES.

(a) Overhauls

March 1955 : DG 38, SBW 27. Delete SBW 25 in Issue 50.
 April 1955 : SG 101, SG 119, SBW 21, KDB 14, DB 17,
 EB 41, YDB 79, YDB 80.
 May 1955 : EB 5, DB 16, YDB 78.

(b) Repaints

March 1955 : SG 144, SGL 1.
 April 1955 : CBW 2, CUG 4, CUG 5, CUG 6, CUG 9, CUG 14,
 SGL 3, SGW 1, YDG 63, YDG 64, DEW 20, DEW 22.

External front indicator handles have been fitted to DG 15, DB 17, DB 41, YDB 79, YDB 80.

Staggered seats (ordered for DEW 31) have been fitted to DEW 1.

During its recent overhaul SG 108 had the rear section of the body completely renewed. SG 107 had its side indicator removed.

SG 18 has seats covered completely in all red leatherette.

SG 108 was turned out after overhaul with its radiator grille painted BLACK. It is to be hoped that this practice is to be adopted generally, the vehicle not only looks smarter, but a black surface disperses heat more efficiently than a "silver" surface.

DX 12 (L) was fitted with a Leeds intermediate blind at the front in early March. This replaced a Harrogate one - see Issue 48.

All 14 DG's at BRADFORD have now been fitted with new type intermediate blinds, except DG 14 & DG 37 which still retain the old type at the front. The DB's have rather a mixed lot of blinds, the older ones will no doubt be replaced when the vehicles are overhauled; some of the ones fitted when new in 1949/50, which have had the 61, 63, 66, 68 exposures added, are now getting distinctly grubby (DE 38 in particular). No doubt that as the double deckers are now in a satisfactory state attention will soon be given to the single deckers (including EB 1 & EB 2) which, though more complete than the double deckers were, cannot yet show exposures for the 66 and 66A routes.

During April YEADON depot vehicles ran with blinds in the front only, while additions were being made for the new services (32A & 55). These are :-

HORSFORTH
 YEADON 55
 SHIPLEY

HORSFORTH 32A
 RAWDON

Additions have also been made to some LEEDS blinds of both 30" and 48" types. Destination blinds have had "GUISELEY" and "MENSTON" added.

5. OPERATING DETAILS.

We must apologise to correspondents for omitting a large proportion of Operating Details last month. We are, however, catching up with this issue.

With the delicensing of 31 SG's in March, many semi's of all types have required to run as peak hour duplicates. The EUG's usually display "SERVICE" with the route number when operating to any point other than the five main centres. More often than not the EB's and EG's show nothing at all. Most of the LEEDS EB's have now received stage carriage type destination and intermediate blinds, and it is hoped that other depots will follow suit. With 45 EUG's available, all Express routes together with 43, 44, 45 & 46 will be worked by them, and older vehicles will be displaced to stage work, except for duplication.

Bradford : Recently the pattern of workings as described in the March issue has been somewhat upset. A greater number of DG's have been working on the Baildon services, and DB's have been on Ilkley (normally DEW's) and Denholme (usually DG's).

5. OPERATING DETAILS (Contd)

Bradford : A large number of Excursions & Day Trips were operated from Bradford on Easter Monday. Coaches (WY and hired) were used exclusively on the Excursions, while 22 of the 25 EUG's were used on Day Trips, plus a number of other vehicles.

The usual additional stage carriage services were run. The 53 service had departures every 20 minutes to Knaresborough, and every 20 minutes to Otley, plus duplicates when necessary (and available). CUG 13 (H) ran a trip to Harrogate in the morning. The YEADON vehicle which normally works on 53 Otley, ran duplicates to Harrogate.

Six Bradford City Transport double deckers were hired and ran to Ilkley, Otley and Harrogate. 476 & 479 (Daimler CWA6) & 546 (Daimler CVD6) were seen in Ilkley in the afternoon and 546 did a trip to Harrogate.

The half hourly service to Bolton Abbey was run by 2 SG's from BRADFORD (SG 117/18) and 3 SG's from ILKLEY.

Many vehicles were hired for coastal work, probably more than at previous Easters. Familiar vehicles of Longsters, Wrays, Parkers, Baildon Motors, Taylors (Morton), Mobsons of Bedale, appeared once again. Feather Bros. were absent this time, having been acquired by Wallace Arnold.

Since the end of March the SG on the 8.15 am Calverley-Bradford duplicate has been replaced by an EUG (often EUG 12).

Harrogate : SP 1 & SM 2 were running on services 4 & 5 on April 11th. SM 2 ran to York (74) on 12th April. EUG 25 (B loan to H) was on the Harrogate-Blackpool (J16) journey on 29th March. It was returned to Bradford as a duplicate on 53 on March 31st.

Ilkley : EB 3 was noted on the 8.0 am Thorner-Leeds (42) journey - a HARROGATE duty - on March 11th. The vehicle working this journey does the 8.35 am Leeds-Middlesbrough. EB 3 worked the 8.30 pm Skipton-Harrogate (76) on the following dates: 28th Feb, 1st, 4th, 15th, 16th, 18th, 28th & 30th March; SG 63 (I) worked it on 3rd & 8th March; SG 53 (I) on 17th & 29th March; SG 70 (I) on 24th March.

For a number of years ILKLEY had two cars working Otley-Bradford (53). These rotas were transferred to BRADFORD in 1951 and DBW 1/2 were transferred to compensate. As from Sunday May 1st, 1955, ILKLEY operates again on 53. DB 61 (I) was the vehicle used on May 1st.

On Easter Monday all duplication on the Ilkley-Leeds (34) joint service with Ledgard was provided by Ledgard. West Yorkshire merely provided the service car on its normal rota (DB 17 - L) and an hourly service on 77 (KDB 31 - I).

Keighley : The Andertons coach used to duplicate the morning journey on 67 has been GWW 658, a Maudslay Marathon III with Burlingham FC33F body. Since May 1st it has been replaced by an SG.

On Wednesday, April 13th, the 1.0 pm Keighley-Menston Hospital journey, normally operated by an SGW, was operated by DB 61 (I) showing "MENSTON" as its destination, instead of the usual "MENSTON HOSPITAL". Later the same day DB 61 operated the 5.25 pm Keighley-Oakworth (K17) journey.

Those members who received the Fleet Disposition Card should note that although SGL 9 & SG 139 are shown as KEIGHLEY & SKIPTON, they are in fact permanently on loan to SKIPTON & KEIGHLEY respectively, as shown in the allocation of the January 1955 issue.

SGW 11 (K) ran the 11.5 am Leeds-Bridlington (45) on Easter Monday. Normally a LEEDS vehicle works this duty.

Leeds : Delete reference to SGW 3 in Issue 49. SBW 23 (H) worked the 10.45 pm Leeds (W.St) - Dishforth RAF Station on Sunday, March 13th (see Issue 14, page 4).

Soon after being licensed on 25/3/55, the LEEDS and HARROGATE depot EUG's began to appear on Limited Stop, and by so doing become the first WY underfloor vehicles to operate on this service.

As is customary practice at holiday times, double deckers ran on the Bridlington and Scarborough services during Easter. DB 49 & DGW 9 (YK/SC) were working from Scarborough depot.

5. OPERATING DETAILS (Contd)

Leeds : The new service between Cross Gates and Harrogate commenced on Easter Sunday. EB 8/9 (L) arrived for the first departure at 10.0 am, but only three passengers turned up! EB 10 (L) worked the 12.0 noon departure and DBW 28 (L), with a good load, was on the 2.0 pm trip. On Easter Monday as many as three vehicles (SG 136, EB 10, DB 9) had to be used on the 12.0 noon departure; DBW 14 (L) worked the 2.0 pm journey. There is no mention of a route number for this service in the timetable operative from 6/3/55, but both DBW 14 & DBW 28 displayed 37A front and rear.

Normally the LEEDS K5G's are confined to routes 32,33,38,47,48, but on Easter Tuesday four of them (DG 2/3/11/45) did return trips on Leeds-York (43).

KDG 26 (K) worked 30/31 on Saturday, May 7th. This type of vehicle is not normally used on these services.

Scarborough : 15 EUG's were noted on the Express service from Scarborough to Leeds and Bradford on Easter Tuesday. These were:- EUG 1,4,5,15,21 (L), EUG 7,9,10,11,16,23 (YK), EUG 14,17,18,25 (B). In addition CUG 8 (K) ran from Scarborough to Keighley, and the following double deckers were seen running to Leeds: DB 1,50,51 & KDB 10 (all K), and DB 61 (I). Hired coaches were JVN 600 & JPY 112 of Dobson's, and RN 8759, CS 5260, PUA 170 & HYG 797 of Boddy's, Bridlington. DGW 7,8 (B) worked the 6.0 pm Scarborough-Bradford express journey.

Skipton : DBW 5 (SK) was the double decker involved in the accident on the icy road between Skipton and Draughton on March 8th, and was out of service until March 18th. DB 16 (SK) worked 76, and KDB 55 (K) was loaned in replacement.

Wetherby : Vehicles used on the Leeds-Wetherby express service to the races on Easter Monday included SG 39,47 (L), SGW 3 (L), DG 6,15,44 & DB 58 (all L), YDB 66,69 (YK). Hired vehicles included Leeds Corporation 373,383,602,730,739; Eastern Counties MS 908, and YTC 791 & 802. DB 50-52 & DB 61 worked Keighley-Leeds and then between Leeds and Wetherby before finally returning to Keighley. 996 (L) duplicated between Wetherby and Harrogate on service 20.

York : On the occasion of the cup-tie between Notts Co. and York City on March 12th, 14 WY vehicles were parked in Holme Road, West Bridgford:- SG 148 (YK), EB 5, CUG 9, EG 7-9, EUG 6,15 (all L), CUG 5 (K), CUG 11-13, EG 6,12 (all H).

The practice of using YDG 69,71 on specified duties on Y5/5A/6 (Elmfield Avenue - Dringhouses - Viking Road - Stoolton Lane) has now ceased. Double deckers now work the 4.10 pm duplicate York-Bishopthorpe (Y15) via Bishopthorpe Road, on Fridays only.

The Harrogate single decker which garages at York on Saturday nights (see issue 49) works on Knaresborough-York (74) on Saturday, finishing at York at 6.17 pm. It is frequently used by York depot on Saturday evening on various turns and returns to Harrogate on the 1.30 pm from York on Sundays. Vehicles working the 6.10 pm York-Claxton (82) usually display "STOCKTON-ON-FOREST" on their indicators as "CLAXTON" does not appear on any blinds.

With the revision of the York-Wetherby (96/97) services, a Wetherby car now works to York on Saturdays leaving Wetherby at 9.25 am and returning at 10.25 am. The first vehicle to be used was SGL 2 (L/W) on March 12th.

According to the local press, West Yorkshire sent 43 coaches to Sheffield for the FA Cup semi-final on March 26th. Those noted included EUG 6,15,16,19-25, CB 1, CBW 11, with NWW 802 (AEC Regal IV - Plaxton) of Kitchen & Sons, on hire. Coaches that went to Sunderland for the re-play on March 30th included CUG 6,8,10,14,15, CBW 2,6,11,12, CB 1,4, EUG 8,20, EUG 25, EG 1,2.

Eastern Counties LS 705, KS 900, & MS 908 were working on Leeds-York (43) on Easter Monday. 996 (L) was on loan to York on Easter Monday and until April 15th.

5. OPERATING DETAILS (Contd)

Yorkshire Services : After the withdrawal for the winter of the through service from Harrogate to Worthing, CUG's continued to work the London service. Other operators have also introduced underfloor coaches, Yorkshire using Royal Tiger - Windover coaches and East Midland Tiger Cub - Burlington. West Yorkshire did not participate in the winter service from Bradford, Yorkshire and East Midland working on alternate days, except Easter week when Keighley CUG's were noted.

6. SERVICE CHANGES.

SERVICE 32

SERVICE 32A

SERVICE 55

LEEDS - RAWDON - GUISELEY - MENSTON HOSPITAL

LEEDS - YEADON (via Henshaw Lane)

BRADFORD - SHIPLEY - YEADON - HORSFORTH - LEEDS

As briefly reported in our April issue the applications by West Yorkshire and Leeds Corporation heard on April 19th were successful, and the services commenced on Sunday, May 1st.

The new 32 service to Guiseley has its terminus in Vicar Lane Bus Station (the Corporation terminus was at Rockingham Street), and gives a half hourly service to White Cross. The timings have been arranged to fit in with the half hourly Leeds-Guiseley-Ilkley service of Ledgards to give a quarter hourly frequency from White Cross, although Ledgards terminus remains in King Street. The 32 route is via the Headrow, Chorley Lane, Caroline Street, West Street and Kirkstall Road (i.e. the LCT service 4 route). Three vehicles are required for the Guiseley service (2 LEEDS, 1 YEADON).

The old Bradford-Yeadon (55) and Yeadon-Leeds (32) services have been linked to give a half hourly through service, but there is no change other than timing, and the route still runs via King Street. Formerly 3 vehicles (1 YN, 2 B) were required on 55, and 3 (3 L) on 32. The new 55 requires 5 vehicles only (2 B & 3 L on weekdays ; 1 YN, 1 B, 3 L on Sundays).

A new route has been introduced between Leeds and Yeadon via Henshaw Lane and is numbered 32A. It operates at peak hours only (Mon-Fri) and has a half hourly frequency between 12.4 & 6.4 pm on Saturdays.

The Leeds Corporation service 4 (Compton Road - Kirkstall) is extended every half hour to the Fleece Inn, Horsforth. At peak periods the frequency is increased to a maximum of every five minutes. The 3 operators give a combined frequency of 7 minutes throughout the day from the Fleece Inn.

The bus station at Vicar Lane has been altered to accommodate the new services. The space formerly used for parking spare vehicles has been filled by a pavement and is used as a stand for services 32, 32A & 55. The Farsley (29) stand still remains outside, but the Boston Spa queue, which was outside at tea-time, has reverted to its normal place.

The first vehicle on route 32 was DB 8 (YN) which operated the 6.59 am journey on Sunday, May 1st. The other two vehicles used were DBW 28, 29 (L). The five vehicles on 55 were DB 19 (YN), DBW 20 (B), DB 42, 43 & DBW 19 (L).

The first weekday of operation produced DB 62 (YN) on the first journey on 32A from Yeadon at 6.57 am. DB 8 (YN) and DBW 13, 29 (L) were on route 32. DG 46 (YN), DEW 10, 20 (B), DBW 17, 28 (L) were on 55 (Presumably DG 46 was operating from L). Vehicles seen on 32A were EB 8 (L) on the 5.4 pm journey, and DB 24 (L) on the 5.34 pm journey. Later, on Wednesday May 4th, the five vehicles on 55 were DBW 10, 20 (B), DB 24, 44 & DBW 29 (all L).

The Menston Hospital service runs twice a week, Wednesdays (1.26 pm) and Saturdays (1.26 & 1.41 pm). West Yorkshire took over from LCT on Wednesday, May 4th - DEW 17 & DB 23 (both L) were used. DX 11 (L) was available but not required. Four deckers were used on Saturday, May 7th. They were :- DBW 16, DG 1-3 (all L). DG 3 had a "MENSTON" label stuck on its front indicator, the remainder merely displayed "SPECIAL" and nothing else.

The last LCT vehicle to run to Guiseley was 428 (Regent III) at 10.30 pm on April 30th.

SERVICE CHANGES (Contd)

SERVICE 82 YORK - FLAXTON - FOSTON - SHERIFF HUTTON

On Mondays to Fridays the 6.10 pm York-Foston now terminates at Claxton and operates via Stockton-on-Forest. The 6.10 pm York - Sheriff Hutton does not now serve Stockton-on-Forest, but is routed via Thornton-le-Clay and Foston, being the only journey on this service to serve both Foston and Sheriff Hutton. On route 82 there are now 12 variations of route out of a total of 36 journeys.

SERVICE 96 YORK - TOCKWITH - BICKERTON - WETHERBY

SERVICE 97 YORK - TOCKWITH - CATTAL - WETHERBY

A new timetable was introduced on 6/3/55. The Sunday service remains the same, but the weekday service has been extensively altered. On Monday to Friday there is only one through journey between York and Wetherby on 96, with two in the opposite direction. There are two each way on Saturdays whilst all other through journeys follow the 97 route. Additional journeys are run between Wetherby and Tockwith on 96 to connect with the 97 service.

YORKSHIRE SERVICES

A major change in the summer services from 1955 is the withdrawal of the day time journey on the Scarborough-London service - there were three, on Fri, Sat & Sun. A night service has been introduced, running from London on Fridays and returning from Scarborough on Saturdays. The service will probably be operated by Tilling. The departure time of the night service has been retarded half an hour and now starts from Bradford at 9.15 pm.

Following the introduction of through daily services from Harrogate to Worthing in 1954, weekend through services are to operate from Leeds and Bradford to Hastings this year, in conjunction with Maidstone & District.

FAWDON BUS CO.

With effect from May 1st, 1955, this service from Newcastle to Coventry was re-routed via Harrogate and Ripon, instead of the former route via Wetherby and Boroughbridge.

COASTAL SERVICES

The proposed services for the summer are much the same as in previous years except that an additional express service to Whitby is to be introduced from Bradford at 5.15 pm. The balancing working is from Whitby at 1.30 pm, so presumably it is to be worked by United who have not regularly participated in the express service before, although they participate in the 91 service.

ILKLEY - MOOR TOP

At the request of Ilkley Council, West Yorkshire has agreed to reinstate the service to the "Cow and Calf" which has not operated since 1939. In its recent application for increased fares, this route was included, although the service was not being operated. The pre-war fare was 3d UP the hill and 2d DOWN the hill.

7. SOLD STOCK.

JERSEY MOTOR TRANSPORT

The March 1955 Newssheet of the PSV Circle has enabled us to identify nine of the sixteen Leyland Lion PLSC's sold by West Yorkshire to Jersey in October 1932. Details are given below :-

Jersey no.	Jersey regn.	WY no.	British regn.	Chassis no.	Withdrawal date.
3	J 6825	316	KW 474	45532	-
6	J 4300	317	KW 711	45533	1948
7	J 6827	318	KW 712	45534	1948
8	J 6826	319	KW 713	45535	1948
10	J 6830	354	KW 1260	45517	1948
47	J 7277	312	KU 9275	45271	-
48	J 7304	311	KU 9274	45270	-
51	J 7278	321	KW 1961	45974	-
52	J 7305	322	KW 1962	45975	-
73 (ex-2)	J 1998	?	?	?	1954

7. SOLD STOCK (Contd) JERSEY MOTOR TRANSPORT (Contd)

Previously nos. 1-10 have been quoted as "ex-Hants & Dorset in 1933" but as 3,6-8,10 are ex-West Yorkshire, we may assume that 1,2,4,5,9, are also ex-West Yorkshire. This accounts for 14 of the 16 sold. It is possible that nos. 11 & 19 were also ex-West Yorkshire.

Of these other seven all were commandeered by the Germans in 1941 and taken to the Continent. Only no.2 (J 1998) was returned to Jersey becoming Tantivy Motors no.4 in 1945. JMT took Tantivy over in 3/49 and J 1998 became 73. It was withdrawn in 1954.

Four of the PLSC's ran on gas during the war, these were 6-8,10 ; these they were withdrawn in 1948, and there are now apparently five still in stock (nos. 3,47,48,51,52). They were all new in 1927 and will now be 28 years old.

8. OTHER INFORMATION.

LEEDS - EAST COAST SERVICES.

LEEDS - SCARBOROUGH (43)

Survey of Winter Workings.

On Mon-Fri, Leeds depot is responsible for the 7.5, 9.5 am, 1.5 & 3.5 pm departures. The rota for the car working the 7.5 am turn provides for journeys on Leeds-Hull and Leeds-York, but this portion of the duty is not adhered to as the vehicle at present being used is a double decker. The vehicles working the 1.5 & 3.5 pm departures do prior journeys on Leeds - Hull at 6.0 & 8.5 am respectively, while that leaving Leeds at 9.5 am also works the 4.5 pm Leeds-Hull as well as early morning journeys to the Coal Road and Barwick. Scarborough depot have three separate workings. The first vehicle, usually a double decker, works the 7.10 am trip to Leeds, returning from there at 11.5 am, and then does journeys on York-Scarborough at 4.50 pm & 9.20 pm. The second, a single decker, leaves Scarborough for Leeds at 8.30 am and returns by way of the 11.45 am Leeds-York & 12.50 pm York-Scarborough. The third, another SD, operates the 7.10 am Scarborough - York, 9.20 am York-Scarborough, 2.30 pm Scarborough-Leeds, 7.5 pm Leeds - Scarborough. During its lay-over in Leeds it does a trip to the Coal Road. This same vehicle may also work the 1.0 pm Scarborough-Sherburn (W.O.). The 7.5 pm ex-Leeds is duplicated (FO) by a York SD which, until a short time ago, left its parent depot at 5.40 pm (now 5.30). At first this vehicle only ran as far as York, but more recently it has gone the full distance, stayed overnight in Scarborough, returning to York at 10.30 am on Sunday morning.

On Saturdays the hourly frequency is retained, but some of the vehicle workings are different. Whereas last summer York depot had no duties on Saturdays, they now maintain the departures at 8.5 am & 3.5 pm; 10.5 am & 5.5 pm; 11.5 am & 6.5 pm. All three vehicles concerned do trips on York-Leeds (at 6.50 am; 8.30 am; 6.20 & 9.0 am, respectively) prior to their morning journeys to Scarborough. All return to York at night: car 1 on the 9.35 pm ex-Leeds, cars 2 & 3 on the 9.0 & 9.30 pm ex-Scarboro' respectively. Scarborough work the 12.5 & 7.5 pm, and 1.5 & 8.5 pm journeys from Leeds. Very often the vehicles used are DD's. The bus operating the 12.5 pm trip leaves Scarborough for York at 7.10 am and works forward to Leeds at 10.0 am. The remaining departures at 7.5 am & 2.5 pm, 9.5 am & 4.5 pm are worked, as last summer, by Leeds, the vehicle working the 9.5 am doing a prior trip to the Coal Road at 7.52 am.

Two of the Sunday rotas involving York depot duties have already been reproduced in the Leeds-Hull survey published in Issue 49. The 9.5 am & 3.5 pm departures are Leeds workings, both cars also doing journeys to Hull at 4.5 pm & 8.5 am respectively. Scarborough work the 1.5 & 8.5 pm ex-Leeds, and Malton the 7.5 pm. Prior to its Scarborough duties, the Malton vehicle - a double decker - works the 4.35 pm Malton-York and the 5.30 pm York-Leeds. It arrives back in Malton on the 10.30 pm ex-Scarboro'

Up to the EUG's being relicensed on 25/3/55 Leeds used 39-seaters on all their single decker duties; York nearly always followed suit. Scarborough SD's varied - sometimes a 35-seater was used, sometimes a 39.