

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 189.

DECEMBER 1966.

We wish all our members and friends a very Happy Christmas and a prosperous New Year.

PERSONAL.

[REDACTED], at present Director and General Manager of United Welsh, has been appointed Director and General Manager of West Yorkshire as from 1st January 1967. We wish him every success in his new post.

At a meeting in Leeds on 11th October 1966, [REDACTED] who is Assistant Traffic Manager of the Company was invested as Chairman of the Yorkshire section of the Institute of Transport. He succeeds [REDACTED] the chief traffic officer of Leeds City Transport.

DEATH.

We regret to have to report the death of [REDACTED], who died suddenly in Harrogate Hospital on 11th October 1966. [REDACTED] had been a member of the Service more or less continuously since 1953 and we offer to his son, [REDACTED], who is also one of our members, our very deepest sympathy.

BIRTH.

We are happy to announce the birth of a daughter to [REDACTED] on 1st November 1966.

LEADS MEETING.

This took place at Wellington Street Bus Station Cafe on Saturday 26th November 1966 by kind permission of the Company. There were 31 members present and the meeting opened with a small business discussion. Our Secretary and Treasurer informed us that we had a total membership of 91. It was agreed that the 1967 subscription should remain at 10/- but that this would be subject to review in November in view of the possibility of increased postage rates. In connection with this members will find a renewal form at the end of this bulletin which they are asked to complete and return to [REDACTED] as soon as possible. A discussion of possible forthcoming tours took place and several suggestions were forthcoming which the Tours committee are to consider. After the business discussion there followed a colour slide show and we are indebted to [REDACTED] who was assisted by [REDACTED] for operating the projector. We were very pleased to see at this meeting several of our older members who we have not seen for some time. Finally we should like to thank the Company for allowing us the use of the Cafe for our meeting.

PRESS DAY.

for the January issue will be Tuesday 3rd January 1967 and all items for inclusion in the bulletin should be sent to [REDACTED] on or before that date.

VEHICLE CHANGES.

New Vehicles.

YDX 218	NWU 470D	Bristol FS6B	230048	ECW	15454	H33/27RD	7-16-2
YDX 219	NWU 263D	Bristol FS6B	230053	ECW		H33/27RD	
YDX 220	NWU 264D	Bristol FS6B	230054	ECW		H33/27RD	
YDX 221	NWU 265D	Bristol FS6B	230055	ECW	15468	H33/27RD	7-15-3
YDX 226	NWT 967D	Bristol FS6B	230047	ECW		H33/27RD	
YDX 227	NWU 266D	Bristol FS6B		ECW		H33/27RD	
YDX 236	NWU 471D	Bristol FS6B	230049	ECW	15455	H33/27RD	7-16-2
YDX 237	NWU 473D	Bristol FS6B	230050	ECW	15456	H33/27RD	7-16-2
YDX 238	NWU 603D	Bristol FS6B		ECW		H33/27RD	
SRG 23	MWX 140D	BristolRELL6G		ECW		B50D	
SRG 30	NWT 698D	BristolRELL6G	238030	ECW		B54F	
SRG 31	NWT 699D	BristolRELL6G	238031	ECW	15979	B54F	7-11-2
SRG 32	NWU 267D	BristolRELL6G	238032	ECW		B54F	

Further details of the above would be welcome and details of vehicles previously reported follow below:-

SRG 26 Chassis No. 238021 Body No. 15973 UW 7-11-2: SRG 27 Chassis No. 238022 Body No. 15974 UW 7-11-2: SRG 29 Chassis No. 238029 Body No. 15977 UW 7-11-2: SRG 33 Chassis No. 238036 Body No. 15975 UW 7-11-2.

On Order...

On Orderx.

The Tilling Group order for 1967 has recently been announced. West Yorkshire have ordered 37 RELs with Gardner 6 HLX engines which will have semi-automatic transmission. 3 will be coaches and 34 will be buses and all will have E.C.W. bodies. 3 MW coaches with Gardner 6 HLW engines and E.C.W. bodies. 4 Bedford VAM buses with Leyland engines and E.C.W. bodies. York-West Yorkshire have ordered 6 REL buses with Gardner 6 HLX engines, semi automatic transmission and E.C.W. bodies.

Allocations & Transfers.

SRG 3	from	HARROGATE	to	MALTON	10.11.66
SRG 4	"	HARROGATE	"	SCARBOROUGH	"
DBW 12/33	"	MALTON	"	LEEDS	"
DX 37	"	SCARBOROUGH	"	MALTON	"
SRG 30/1	(new)		"	HARROGATE	"
SGW 3	from	YORK		(delicensed)	30.11.66
SUG 19/29	"	BRADFORD		"	"
SUG 21	"	LEEDS		"	"
ERG 7	"	KEIGHLEY		"	"
KDB 33/4	"	KEIGHLEY		"	"
YDB 73/6/7/9/80/1	"	YORK		"	"
DBW 12	"	LEEDS		"	"
DX 153	"	ILKLEY		"	"
EUG 70		(delicensed) to			
EUG 80/1		"	BRADFORD		1.12.66
EUG 82-5		"	KEIGHLEY		"
EUG 86-8		"	HARROGATE		"
EUG 89		"	YORK		"
CUG 11/28/30/2-5/8		"	LEEDS		"
CUG 14/7/20/9		"	BRADFORD		"
CUG 36/7/9-43		"	KEIGHLEY		"
DX 120		"	HARROGATE		"
SRG 23	(new)	"	KEIGHLEY		"
SRG 32	"	"	HARROGATE		"
YDX 218-21/36-8	"	"	BRADFORD		"
KDX 226/7	"	"	YORK		"
SBW 17	"	"	KEIGHLEY		"
SBW 28/33	from	HARROGATE	"	BRADFORD	"
SUG 23/31	"	LEEDS	"	BRADFORD	"
SUG 34	"	KEIGHLEY	"	HARROGATE	"
SUG 64	"	HARROGATE	"	PATELEY BRIDGE	"
SUG 67	"	PATELEY BR.	"	HARROGATE	"
SMG 2/61	"	ILKLEY	"	KEIGHLEY	"
SMG 58	"	BRADFORD	"	KEIGHLEY	"
DX 15/7	"	LEEDS	"	YORK	"
DX 100	"	BRADFORD	"	LEEDS	"
	"	KEIGHLEY	"	LEEDS	"

Notes:-

- All vehicles are relicensed at their former depots.
- This month sees the first move since new for the following vehicles, SRG 3 (new 1.9.64), SRG 4 (new 1.3.65), SMG 61 (new to Bradford 1.7.54 as EUG 13), SMG 58 (new as EUG 58 1.7.56).
- SUG 64 returns to its original depot after an absence of only one month.
- Las month saw the first move of DX 21-3 since new on 1.11.55.
- There are now no SBWs allocated to Leeds or Harrogate.
- This month sees the withdrawal of the remaining SGL and DBs.
- This month sees the withdrawal of the first DBWs.
- There are now no DBWs left at York, Malton or Scarborough.
- Officially there are only SBWs at Malton now and none at York.

Fleet Total.

	C.	SD.	DD.	1.12.66	1.12.65
Licensed :	37	190	298	525	524
Delicensed :	3	12	13	28	24
	40	202	311	553*	548

* The Fleet Total excludes SGL 16, SGW 3, SBW 13/4/8/27, DB 60/1/2, DBW 4/7/8 DBW 9/10/7.

...Stored Vehicles

Stored Vehicles.

EUG 80 and another EUG (probably 81) are stored at the rear of Ilkley depot. As well as the delicensed CUGs and EUGs at Leeds, DBW 7/8/17 are still stored there in sale livery and also still there are SBW 27/35. The 12 vehicles in the field at York left on Tue 29 Novr. They were KDB 28/32, YDB 36/39/40/41, DB 51/52/58, YDB 72/75, YDG 57.

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2. VEHICLE NOTES.

Overhauls.

- October 1966 - DX 116
- November 1966 - YDX 128, YSMA 7

Repaints.

- October 1966 - SRG 13, DBW 16 (TUV only), DX 106.
- November 1966 - YDB 88 (TUV), DX 24 (Yk), SMG 35 (Yk), SMG 38 (TUV).

General News.

SRG 13 lost its black outlining out on repaint, the front fleet number remains above the radiator grille however.

Vehicles with small fleet numbers are DBW 28/33, DBW 24 (rear only), DX 11 (rear), SMG 14 (rear to left of boot handle).

YDX 128 now has a T indicator and covers to its CBC system.

YSMA 7 on overhaul received a door to the driving compartment.

YDB 63 the last K6B to carry large fleet numbers now has the small type as has SMG 35.

DX 115 has been fitted with a new front grille but the fleet number remains behind the drivers door. The front number plate now has the smaller registration numbers.

DBW 12/24/28/33 on transfer to Leeds were fitted with "Service" intermediates to front and rear.

SMG 2(B) now has a number on the offside front below the windscreen and carries an OMO board.

SMG 14/24/50 are fitted for OMO and it is believed that all SMGs are now so fitted. Vehicles not reported to date as OMO are SMG 26/34/46/8, but otherwise all SMGs are confirmed as OMO. It is also believed that most if not all SMAs and SMGs are now fitted with OMO boards in the nearside windcreens.

All SRGs appear to be being fitted with reversing lights but so far only SRG 3/4/5/12/7/21/2 appear to be fitted for OMO.

DX 106 (L) on repaint retained black outlining and has its front fleet number in the old position behind the drivers door.

DX 116 has T indicators, scoops over the CBC intakes and a front fleet number on the radiator grille.

DBW 6 has gained a radiator blind which sports a white line painted down each side.

DBW 12 still retains its special seats upstairs almost up to semi-coach standard.

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3. SERVICE CHANGES.

Stage Carriage.

The following applications have been made:-

S.319. 29. Leeds-Farsley: 38A Leeds-Red Hall Lne. 47 Leeds-Aberford.
To introduce revised timetables in respect of the above services.

S.320. 40 Leeds-Seacroft (Stanks Lane North).
To extend the route to Scholes (Coronation Tree).

S.321. 38 Leeds-Knaresborough.
On Sundays to extend the 12.45 Leeds-Wetherby through to Knaresborough which would return from Knaresborough at 15.00 and form the 15.30 Wetherby-Leeds.

S.322. 43 Bradford-Scarborough.
To operate the 22.30 ex York which at present is noted as operating to Parliament Street, Norton to operate to Police Station, Norton.

S.323. Y17 York-Heslington (York Local).
On Mon-Fri to introduce an additional journey at 16.15 from Fulford Secondary School to Heslington.
...S.324.

Ilkley.

S.324. 77 Harrogate-Wetherby.

The 07.25 Harrogate-Sicklinghall Mon-Sat to depart at 07.15 and run 10 minutes earlier throughout returning from Sicklinghall at 07.55 and running 5 minutes earlier throughout.

S.325. 43 Scarborough-York.

To introduce additional journeys at 06.30 Scarborough-Rowntrees Works, 17.05 Rowntrees Works-Scarborough (Mon-Thur), 16.35 Rowntrees Works-Scarborough (Fri). Also, subject to demand from night staff, to introduce 18.30 Scarborough-Rowntrees Works returning at 08.05 the following morning. The journeys would follow the normal service route but would only pick up Rowntrees employees and the full cost of the operation will be paid by Rowntree & Co. Ltd., See under York depot notes for further notes on this operation.

S.326. 68 Bradford-Dick Hudsons.

On Mon-Fri to retime the 22.57 Eldwick-Bingley (which does not appear in the current timetable) to 22.55.

S.327. 22A Harrogate-Stonehouse Inn.

To amend the timetable.

S.328. 44 Leeds-Bridlington.

To operate the 09.05 Leeds-Bridlington via Dunnington calling there at 10.36 and consequently to operate 5 minutes later from Kexby Bridge onwards.

S.329. 7/7A Cornwall Road-Burn Bridge/Pannal. 17/17A Harlow Hill-Knaresborough (Harrogate Locals)

To dispense with the bus stop at Station Parade, Harrogate and to introduce a new bus stop to serve as the new time point and fare stage at the Opera House, Cheltenham Parade.

S.330. 17A/17B Harlow Hill-Heathfield Drive (Harrogate local).

To operate the 21.32 Harlow Hill through to Heathfield Drive on Saturdays as well as Mon-Fri, to discontinue the 22.01 SO Crossways-Harlow Hill and 22.17 Mon-Fri Station Square-Harlow Hill and retime the 22.32 Harlow Hill-Bus Station to 22.45.

S.331. 81 York-Sheriff Hutton.

To retime the 16.10 York-Sheriff Hutton and return to 16.20 and operate 10 minutes later throughout.

S.332. 3 Bachelor Gardens-St. Georges Road (Harrogate local).

To discontinue the 08.40 Mon-Fri ex Bachelor Gardens.

S.333. Y5B Elmfield Avenue-Foxwood Lane (York local)

To re-route journeys to and from Foxwood Lane direct from Stuart Road via Foxwood Lane instead of via Cornlands Road and Askham Lane and this came into effect during the last week end in November.

Express Carriage.

X.95 Hanley-Newcastle upon Tyne.

See Issue 187 under Long Distance. The West Midland Traffic Commissioners have now made their decision regarding the backing of the above licence in the W.M.T.A., which had been opposed by Berresfords of Cheddleton who proposed a service from Newcastle under Lyme to Mansfield to connect with Hall Brothers service to the North East. They have made partial grants on an experimental basis for twelve months. The X95 would operate throughout the season and at Christmas and Easter. Berresfords would operate during Stoke on Trent Wakes and the Christmas holidays and their service would start from Weston Coyney with picking up points at Cellarhead and Kingsley.

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4. OPERATING DETAILS.

Depot Reports.

Bradford. On Tue 1/11 DX 58(H) worked on 30 probably for Bradford. The 19.55 Bradford-Harrogate(53) was worked by SMG 46(H). The 20.35 (53) was SUG 33(B) which replaced DX 155(B) whilst DX 118(B) worked on 61 and DBW 19(B) on 50. On 63 were DX 202(B) working the 20.15 and KDX 140 working the 20.45. DX 181(B) was noted running empty to York on 30/10 and on 5/11 was noting leaving York (See York notes). It was noted in Bradford on 53 on 8/11 whilst on the same day DX 122(B) was noted on 30 and DX 83(B) on 50. Bradford SRGs have been noted on 63 at 19.15 and 21.15 ex Bradford. At 15.55 on Sat 19 Nov DBW 1(B) worked to Leeds(30) whilst SRG 22(B) worked to Scarborough.

Harrogate. SRG 3(H) worked the 09.30 Leeds-Harrogate(36) on Tue 1 Nov and later the same day worked the 16.15 Leeds-Ripon (36) being duplicated from Harrogate at 17.03 by SMG 49(H).

.../Ilkley

Ilkley. DX 173(I) entered service at this depot on 14 Nov and was used by Keighley from 1 Oct. Replacing vehicles were DX 98 and DX 100 (both K). Since the beginning of Novr DX 38(I) has not been in service at this depot its place being taken by DX 18(K). Other Keighley vehicles noted working for Ilkley during November have been KDX 40, DX 156, KSMA 4. DX 215 Ilkleys newest lodekka works most double deck car rotas usually on 63 Suns to Fris and 76 on Sats. On Mon/Tue 22/22 Novr it was working 76 Skipton-Padcaster whilst SRG 13(I) was out of service. On the 23rd however it was noted on the following rota:- 16.00 Ben Rhydding Sec School (Valley Drive)-Ben Rhydding (63 dup), 16.10 Ben Rhydding-White Cross (63 dup), 17.05 Crompton Parkinsons-Otley (50), 17.30 Otley-Ilkley (34) and then 18.05 Ilkley-Addingham (76) and return and 18.40 Ilkley-Otley (34) and return. This car rota, which in the morning works 08.20 Ilkley-Keighley (12 dup) return 09.30 from Keighley is often worked by a KDX at Keighley depot which is replacing an Ilkley DX in Keighley depot for overhaul or repair. The 08.00 Ilkley-Bradford (63A) reverted to Bradford depot SMGs (ex SRGs) during Octr the usual vehicle being SMG 2(B). SRG 22(B) is still the usual car on the 07.15 Bradford-Ben Rhydding (63). KDX 40 on loan to Ilkley has been working 12 to Haworth, lodekka oæder than KDX 139 being an exception nowadays except for duplicates and rush hour workings.

Leeds. SRG 27/8/9(L) were noted on 36 on 5 Nov, DX 186(L) worked 15.00 Knaresborough-Leeds(38) and DX 185(L) worked 21.25 Leeds-Padcaster(42). On Tue 15 Nov SRG 31(H) worked 21.15 Leeds-Ripon(36) whilst SRG 4(Sc) worked the 21.50 Leeds-York(43). On Tue 22 Nov ERG 9(H) was noted on airport duties from Leeds. During Oct and Nov DBWs have been working more full day rotas than usual in addition to their usual full day duties on 29/38A, 40/47, 48, usually at least one has worked on 32 or 35, sometimes two have been noted. DBWs have also been noted on 30/31/33/38. It now appears to be the practice at Vicar Lane to replace DBWs by DXs during the evening. Newly transferred DX 185(L) worked the 06.45 Leeds-Wetherby (38) on Fri 11 Nov. On Sat 19 Nov DBW 16(L) worked the 13.20 Keighley-Leeds(31) and DBW 18(L) the 13.55 Farsley-Leeds(29), DBW 32(L) the 13.56 Yeadon-Leeds(35A), DX 108(L) the 14.16 Leeds-Shaw Estate(35) being duplicated by SBW 28(L) to Rawdon. The three Leeds DBWs spent their last day of service on 31 Oct as follows:- DBW 7 on Leeds-Arthington(34A), DBW 8/17 on Leeds-Aberford(47). According to the "Leeds and District Transport News" the following vehicles were used on Leeds City Tpt service 102 to Elland Road Football Ground on Sat 15 Oct, together with Legdard and L.C.T. vehicles:- DBW 8/15/7/8/26, DGW 3, DX 9/46(W)/52/83/170/8, EUG 89, SMG 23(W). Vehicles transferred to Leeds on 1 Nov were first noted as follows:- SMG 10 on Fri 4 Nov on Leeds-Wetherby(39), SUG 62 on Wed 9 Nov on Leeds-Bridlington (45), SUG 63 on Fri 11 Nov on Leeds-Thornor(42), DBW 24 on Wed 2 Nov on Leeds-Rawdon (33), DBW 28 on Wed 9 Nov on Leeds-Guisley(32), DBW 29 was not observed as it only came from Wetherby, DX 185 on Mon 31 Oct on York-Leeds(43) and DX 186 was not noted until 21 Nov on Leeds-Yeadon(35). On Mon 31 Oct SUG 17 (H loan L) was noted on 32 on a Benton Park School Special. The first day of the new month saw DX 82 working on Leeds-Guisley(32). On Wed 2 Nov DX 19 was duplicated on Guiseley-Leeds(32) by SMG 2(B loan L). SRG 33(L) new on 1 Nov was noted on Leeds-Harrogate (36) on 2 Nov. In the depot the same day were SRG 27/8. On 3 Nov DBW 24 worked Leeds-Scholes(48) and SBW 28 was on learner duties. The same day SMG 2(B loan L) was noted on Leeds-Bradford(30) and DX 11(B) worked on Leeds-Bradford(30 with full blind display to front and rear. On Fri 4 Nov SBW 28 was on learner duties and was so used the following week. Mon 7 Nov saw DX 82 working from Guiseley(32) duplicated by SUG 22. SRG 29 was first noted that day working Leeds-Ripon (36). Also on 7 Nov BMG 5(Yk) worked the EYMS turn on Hull(46) at 12.05 ex Wellington Street as far as York. On 8 Nov DX 82 worked to Rawdon(32) for a School Special. On Thur 10 Nov DX 176 was duplicated on 32 by EUG 78(L). The following day the York turn mentioned above was worked by SMG 6(Yk). SBW 28 was still being used on learner duties on Mon 14 Nov but had been replaced by Fri 18 Nov by DX 59 which is fitted for learner duties and DX 59 was still on learner duties on 25 Nov. A very unusual sight was the appearance on rota 30 on Mon 14 Nov of EUG 77(L). This rota works on 29/38A and normally the four service cars required are DBW/DGW types. Occasionally DXs appear but saloons especial semis are extremely rare. Another unusual sight the same day was DBW 29 on Leeds-Rawdon (35), DBWs being rare on 35 nowadays. DBW 33(M) was noted on 16 Nov on the pits at Leeds depot and appeared on Fri 18 Nov on Leeds-Rawdon(33) by which time it had been fitted with Leeds blinds. It has since been noted on a variety of Leeds turns. Another visitor was DBW 12(M) which was transferred during the month and was noted on 21 Nov on a School special. Whilst DX 82 was off the road for repairs on Wed 16 Nov DX 214 replaced it on the all day rota on Leeds-Ilkley(34). On Fri 18 Nov SMG 50(Sc) worked the 12.05 to York(46). Perhaps the most unusual observation was the appearance on Fri 18 Nov of one of the two remaining half cab saloons at Leeds, SBW 28 on the double deck rota which includes 11.05 Leeds-Aberford(47) returning at 11.45. It then works 12.25 to Seacroft (40). SBW 28 arrived from Aberford at 12.18 and was set up to work to ..Seacroft.

special
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Seacroft bu t DX 171 was detailed to replace the saloon which later returned to depot. Although Leeds now have most SRGs, 9 in number, 36 is still occasionally worked by a Leeds DX, although this is now less frequent than hitherto. Noted thus on Fri 18 Nov was DX 214. On Mon 21 Nov DX 82 ran on to Rawdon(33) and DBW 1(B) was noted on Leeds-Bradford(30). The following day DX 79(B) worked a School Special for Leeds depot. On Wed 23 Nov DX 82 worked on 29/38A and its place on the all day rota was taken by DX 214. The following day SMG 25 and SUG 38 were noted duplicating to Rawdon(33) at 08.10. SMG 25 is usually seen on the East Coastals and its appearance on 33 was thus unusual. That evening DX 213 was working DX 82s turn on 34, and DBW 15 worked to Arthington(34A). On Fri 25 Nov SMG 21(Yk) worked to York on 46. The same day DX 183 (B loan W) arrived from Wetherby at 12.37 and was then set up to work to Knaresborough(38). DX 124 (W loan L) was rostered to work 12.55 to Otley(34) and arrived from depot to take up this duty. DX 183 was then switched to work DX 124s turn and DX 124 took its place on its regular turn, 12.45 Knaresborough(38).

Malton. The allocation here at the beginning of November was as follows:- DX 35/36/37, DBW 12/33, SRG 19/20, SBW 24/25, SMA 5/13, but with the transfer away of DBWs during the month DX 22/3 were allocated here from York.

Scarborough. CUG 13 has only one duty per day. That is a contract with Rowntree & Co. Ltd., York to leave Scarborough at 06.30 with women for the York Factory to arrive there at 08.00. It then picks up the male night shift that leaves at 08.00 and arrived back at Scarborough at 09.30. CUG 6(Yk) works the evening end of the contract by taking the women back from York at 17.00 arriving Scarborough at 18.30 when it picks up the men for the night shift which starts at 20.00. EUG 71 is the deputy vehicle for either of these. See York notes for more news of CUG 6 and also stage carriage applications regarding the Rowntree contract.

Wetherby. On Tue 1 Nov SMG 22(W) worked the 06.15 Wetherby-Leeds (39A). On Mon 7 Nov DX 124 worked on Leeds-Guiseley (32) for Leeds depot. On Fri 25 Nov DX 183 (B loan W) worked on 38 (See Leeds notes for full details).

York. The main news of the month is the use of CUG 6 on a variety of stage services during the rest of the day in addition to the York-Scarborough contract. This vehicle is rather awkward for the work as it has an outward opening door. Its main use has been on the 07.50 York-Murton and 08.10 return and 08.40 Elmfield Avenue-St. Wilfred's School special. Failing this it has worked the other "last" single deck vehicle out of depot duty out of depot which is 07.46 York-Long Marston empty and the 08.08 return as duplicate on Service 79A Wetherby-York followed by the 08.50 York(St.Leonards)-Heslington and 09.25 return. In both cases it then returns to depot. Quite often it has again been out at lunchtime on the 12.33 Rowntrees Works-Hull Road (Beeswing) works special and 13.10 or 13.15 return. EUG 71 is the other vehicle seen often on this turn. With the transfer of single deckers away in November in favour of double deckers York has been short of singles hence the use of CUG 6. On Fri 4 Nov CUG 13 worked a Rowntrees special at lunchtime and on Thur 10 Nov it worked a South Bank-Cooks or Carriage Works special. On Tue 15 Nov EUG 71 worked a South Bank-Rowntrees special whilst on Thur 24 Nov the three lunch time works specials to leave South Bank consisted of EUG 71 for Cookes, SRG 19 for Carriage Works and DX 24 for Rowntrees. On the 1 Nov YBX 217 was noted on the Rowntrees Wks-Beeswing special, a double decker being a rarity on this turn as was YDG 91 on the 12.33 Rowntrees-Tang Hall Lane (Hadrian Ave) special on the same day. Also on the 1st SRG 25 (new) was working on Y10 Bishopthorpe-Haxby, DX 35 was noted on Y20, whilst DX 21 worked on 80 York-Thirsk and the 12.40 Tang Hall Lane-Terrys Works special. Noted in the depot that night was DX 23 showing "York 43" and DX 53(H) showing "Work 84" having replaced DX 209(Yk) at Harrogate. On Thur 3 Nov DX 24 worked the 12.33 Rowntrees Works-TangHall Lane(Hadrian Ave) special whilst DBW 33 worked this turn on Mon 14 Nov minus blinds and discs prior to transfer. DX 21 worked on Y5/5A/6 on Wed 16 Nov a route used by several of these new double deck arrivals during the early part of the month. DX 24 was noted on Y4/4A on Tue 8 Nov and DX 21 worked a school special on Y17 on Thur 17 Nov. DX 35 was on Y13/13A on Sat 19 Nov and DX 22 on Y4/4A on Tue 22 Nov. DX 22 is also reported as having worked the 14.15 Wetherby-Leeds (38) on Wed 2 Nov and on Fri 25 Nov it worked Rowntrees-South Bank works special. SMG 12 was noted on Y17 on Tue 8 Nov and SMG 21 on Y14 on Mon 14 Nov. SMG 35 worked the 12.33 Rowntree-Hull Road ...special

special on 22 Nov whilst EUG 71 worked the 07.50 York-Murton turn the following morning. SMG 6 worked the OMO turn on Y14 York-Stockton/Warhill all day on Fri 25 Nov whilst EUG 71 worked one of the extra duties here (not OMO) that day which is the 07.20 out and 07.50 return from Warhill. DX 181 and DX 13 (both B) were docked at York during November. Sat 19 Nov found SRG 25 on 80 York-Thirsk, DX 23 on 84 York-Harrogate, DX 35 on Y13/13A and SMG 29 on the 16.25 79B York-Cowthorpe. SRG 25 or 26 worked the 12.33 Rowntrees-Beckfield Lane works special on Mon 20 Nov whilst EUG 71 worked the 07.05 York-Foston and 07.45 return (82) the following day. Other SRG observations during the month have found SRG 26 working the 11.35 Leeds-Scarborough(43) on Mon 14 Nov, SRG 28 working the 13.00 York-Leeds on Sat 19 Nov, SRG 20 working the 13320 York-Scarborough (43) on the same day. As will be seen above SRGs have now found their way on to 80 York-Thirsk, SRG 24 working the 13.10 (80B) on Sat 19 Nov. On Tue 22 Nov SRG 24 worked the turn on 80M which goes on to work a School Special to Knavesmire School (~~xxxxxx~~). On Sat 21 Nov SRG 26 worked the 11.10 Thirsk(80) and SRG 3 was noted working to Scarborough (43). SBW 24(M) was noted on 5 Nov working the 13.15 Wetherby(79), DX 23 the 19.35 Leeds-Scarborough(43) whilst the same day SRG 24 was noted in Vicar Lane at 19.45 and was still there at 21.30. There are now four regular SRG duties at York depot with the fifth vehicle (if a fifth is available) filling in on one or two other rotas until a suitable regular one is found. Many rotas are impracticable because of inadequate turning facilities/Leeman Road bridge or narrow streets. One of the regular turns is Car 116 which is as follows:-

07.15 York-Leeds (Wellington Street): 08.35 Leeds(Wellington Street)-Scarborough: 12.10 Scarborough-Leeds (Wellington Street): 15.35 Leeds (W.S.)-Scarborough: 19.10 Scarborough-Leeds (W.S.): 22.35 Leeds (W.S.)-York. Car 117 was given last month and the other two will be given next month. These mainly centre around services 43 and 80.

Long Distance. It is understood that the irregular Leeds (Bishopsgate Street)-Leeds/Bradford Airport ceased on 31 Oct and was replaced by a regular half hourly service, probably commencing and terminating at Wellington Street. Unfortunately little publicity has been given to this service and observations of vehicles definitely working this service have been scarce. Full details would be very welcome. On Tue 8 Nov CUG 7 was noted carrying stickers showing "Aer Lingus Airport Coach Service" and on Tue 22 Nov SUG 38 worked this service. The same day ERG 9(H) was noted arriving in Wellington Street showing correct destination "Leeds/Bradford Airport/YS", carrying passengers. Since then both ERG 8/9 have been noted in Leeds during the day and it is possible that the cars which layover in Leeds from the London service ready to return to their home depots in the evening are being used by Leeds depot on the Airport Service in order to increase mileage. On Sat 19 Nov ERG 11(H) was noted in Wellington Street Bus Station showing "London/YS" no doubt having worked down in the morning.

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5. SOLD STOCK NEWS.

BWY 985/8/93 (ex DG 7/10/15).

These three vehicles passed to Cook, Edmonton via Passenger Vehicle Sales, Ilford having been originally disposed of by Premier Travel to P.V.S.

FWX 821 (ex DG 54)

Was sold by Premier Travel to P.V.S. and not direct to Lewington of Harold Hill, Essex.

DWW 579/84 (ex SG 65/70).

The date of noting these vehicles at Newcastle quoted in Issue 184 should have read 24.6.66 and not 24.4.66.

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WEST YORKSHIRE INFORMATION SERVICE → MEMBERSHIP RENEWAL FORM.

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To: [REDACTED]

I wish to renew my membership of the West Yorkshire Information Service and enclose postal order/cheque for 10/- being my subscription for the year 1st January to 31st December 1967.

Name.....Address.....

Date.....

Note: Cheques and postal orders should be made payable to [REDACTED]

6. TEN YEARS AGO.

The December 1956 bulletin ran to four pages. There was one new vehicle DX 51 which was allocated to Leeds. There were very few allocations, three CUGs and one EUG being delicensed, an SG and an EUG being relicenced and a DB transferred.

Depot Reports found SG 76(B) the last pre-war SG, working on loan to Yeadon on a 31 dup. Harrogate had six pre-war SGs these being usually employed on 4/5 Harlow Hill, 17/17A Woodlands and 13 St.Georges Road. At York DX 36 had been noted working 18.05 Leeds-Hull(46) as far as York where it had been replaced by SGW 4. Service Changes gave details of revisions arising from the Suez Crisis Fucl Restrictions, these coming into effect on 16 Decr 1956. In the main these consisted of a reduction in services after 18.30 and reduced Sunday services, in many cases the Sunday service being completely withdrawn.

7. OTHER INFORMATION.

New Timetable.

A new timetable was published during the first week in November which still retains the cover dated 19th June 1966. Most of the alterations noted in "Service Changes" over the past few months appear in the new issue and it is not proposed to detail them here. Alterations are shown to services 3, 7, 7A, 14/15, 17A, 22, 31, 34, 38, 41/2, 51, 68/68A, 70/70A, 71/71A, 73, 76, K8, K15, J16 allooof which we have reported. Other alterations are:- 22/22A Certain journeys are now shown as operating via Grand Hotel. 43. The 09.45 York-Leeds mentioned in last month's bulletin is now shown in the composite timetable, whilst the 15.30, 16.00, 16.30 Vicar Lane to York on Mon-Fri are deleted. 44/45. A combined timetable for Winter and Summer is shown. 47/48. There is a note that the timetable is to be extensively altered in the near future. 54. The Cookridge terminal is now Methodist Church instead of Holt Lane Police Box. The following services have been renumbered: 80 is now 80 via Raskelf and Sowerby: 80A via Raskelf: 80B via Sowerby: 80M via Main Road. 82 is now 82 via Sand Hutton and Thornton le Clay: 82A via Sand Hutton: 82B via Thornton le Clay: 83 via Stockton, Sand Hutton and Thornton le Clay: 83A via Stockton and Sand Hutton. 93/94 - there is now no 93 numbers being 94 Malton-Hovingham-Ampleforth: 94A Malton-Hovingham-Nunnington: 94B Malton-East Ness-Nunnington. 95 is now 95 Malton-Weaverthorpe: 95A Malton-Scampston: 95B Malton-Thorpe Bassett-Scampston. 96 - vehicles show 96 when calling at Low Huttons Ambo first and 96A when calling at High Huttons Ambo first. K.8 is now K8 via Bradley and Cononley: K8A via Cononley: K8B via Bradley: K8M via Main Road. Two new services appear for the first time K13A Keighley-Barley Cote and Y5B the extension of certain journeys to and from Foxwood Lane.

On 29 Sept 1957 the 44/45/46 services which had previously called at Piccadilly only en route for the coast were diverted to serve Rougier Street. No indication appeared in Rougier Street that the services called here and passengers congregated in the Co-op doorway. During November bus stop signs have been erected on either side of the Co-op doorway one for 44/45 and the other for 46.

JEW
4th Decr 1966.