

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 224.

NOVEMBER, 1969.

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

HARROGATE MEETING - 1st. NOVEMBER, 1969.

Some 30 members attended this meeting, which was held at Moss Grange Conductors' School. We were sorry that [redacted] was unable to attend, and we were also sorry not to see [redacted], who, due to business commitments, was not able to be with us.

The usual brief discussion took place, which covered the subjects of next year's subscription, and the Spring Tour.

Business over, [redacted], the Assistant Chief Engineer, gave us a talk on the methods of driver training. The preferred recruitment is from conducting staff, but some new entrants are recruited, mainly those with Heavy Goods or P.S.V. experience. The Depot Engineers are responsible for selecting suitable recruits, in conjunction with the driving instructors. The Depot Traffic Supervisor is responsible for conducting staff, and is thus able to recommend staff for driving training, under the overall control of the Area Traffic Supervisor.

Conductors suitable for training as drivers are interviewed by a panel which includes the Depot Traffic Supervisor, Depot Engineer and Mechanical Inspector. There are two of the latter, both of whom are authorized by the Ministry of Transport to conduct P.S.V. tests. Following the interview, the candidate takes a medical exam, followed by instruction given by a Mechanical Inspector. An introduction to the vehicle, control is first given on the Simulator, followed by more advanced Simulator training. Suitable pupils are then given road instruction under a driving instructor. This usually amounts to four weeks or about 60 hours, with extended instruction, if necessary.

Staff recruited from outside are selected by the Depot Engineer. Following satisfactory references and a medical exam, the new entrant then takes his P.S.V. test. If a P.S.V. licence is already held, the employee is given instruction on different types of vehicle. After this, both groups are given an introductory course by the Mechanical Inspectors, which includes a talk on the Company structure, mechanical aspects, legal and discipline matters, a tour of the chassis and body shop, a talk on first aid, and a Police Road Safety Lecture.

For road training, difficulty was experienced in finding suitable roads for training new drivers, and a Simulator was therefore constructed. This consists of a replica of a DX cab, in front of which is a screen on which the image of a road lay-out is projected. All controls are accurately reproduced, including gear changing, speedometer reading, etc. After a spell on this, the pupil is passed on to a driving instructor for road training, following which the test is taken. The Syllabus for the Simulator covers all facets of driving.

The record of the driving school is impressive; out of 51 conductors passing through the school during the 1st. January-31st. October, 1969, six withdrew and one failed; the 44 who passed representing an 86% success. Of the 137 coming from outside sources during the same period, 30 failed, but the 107 who passed represent a 74% success. Once a driver has passed his P.S.V. test, if he was a conductor, he returns to his home depot as a conductor, until a vacancy arises, when he becomes a driver. Mechanical Inspectors continue to watch new drivers, when on the road, for a time after they commence driving duties.

After this, we were shown two films, one on car driving training, and the other on the new tyre law, and we then adjourned for the refreshments kindly provided by the Company.

Refreshments over, we were taken in groups of fire at a time to see the Simulator, and were most impressed as Mechanical Inspector [redacted] showed just how realistic the machine is. Returning to our seats, [redacted] then gave us a demonstration of the semi-automatic gear selector, and showed us the results of a few recent engine disasters".

Harrogate Meeting, (cont.)

We were then shown a most interesting publicity film on Coach Travel in Britain, featuring ERG.2, together with shots of Grove Park Depot and Harrogate Bus Station, and a journey with [redacted], the well-known broadcaster, and the meeting finished with a "question and answer" session which covered various subjects. Our grateful thanks are due to the Company for their co-operation, and for arranging the most welcome refreshments, also to those members of the Company's staff, who gave up their Saturday evening for us. These included [redacted] (Assistant Chief Engineer), [redacted] (Training Officer), [redacted] (Chief Inspector), [redacted] and [redacted] (Mechanical Inspectors), [redacted] (Electrical Foreman & Projectionist), and the refreshment lady. To all of them we again extend our very grateful thanks.

(T.M.L.)

PERSONAL.

Our congratulations and best wishes go to [redacted], at one time Chief Engineer of the Company, on his appointment as General Manager of the newly-formed Leyland National Co.Ltd., the new Cumberland-based firm which is to build a standardised single-deck bus.

At the Annual Dinner of Bradford Depot, held on the 27th. October, [redacted] was presented with a 34-year Safe Driving Award in the R.O.S.P.A. National Safe Driving Competition.

TRANSPORT TOURING GROUP.

[redacted] have taken over management of this Group, and hope to run excursions of P.S.V., and Aviation interest. Existing members and prospective new members (membership is free) are invited to send their addresses to :- [redacted], for inclusion in the new mailing list.

PRESS DAY, for the December issue will be Saturday, 6th. December, and all items should be sent, to arrive on or before that date, to [redacted].

1. FLEET CHANGES.

NEW VEHICLES.

YSRG.96.	BYG 542 H.	Bristol RELLEG.	3/850.	ECW 17696	B53F.	7-10-1.
YSRG.97.	BYG 543 H.	Bristol RELLEG.	3/851.	ECW 17697	B53F.	7-10-1.
YSRG.98.	BYG 855 H.	Bristol RELLEG.	3/853.	ECW 17598	B53F.	7-10-1.
VR.44.	BYG 851 H.	Bristol VRTSL6G.	295.	ECW 17831	H39/31FD.	8-8-2.
VR.45.	BYG 852 H.	Bristol VRTSL6G.	296.	ECW 17832	H39/31FD.	8-8-2.
VR.46.	BYG 853 H.	Bristol VRTSL6G.	297.	ECW 17833	H39/31FD.	8-8-2.
VR.47.	BYG 854 H.	Bristol VRTSL6G.	298.	ECW 17834	H39/31FD.	8-8-2.
12.	BWR 375 H.	Car.	(allocated to Harrogate.)			

We regret that some details of SRG.87, given in the September issue, were incorrect, and were actually proper to SEG.86. The correct chassis number of SRG.87 is 3/805, and the body number 17687. The unladen weight is as shown.

We apologise for this error.

ADDITIONAL INFORMATION.

This month's new buses were all delivered to Grove Park during October, later being moved to their respective Depots (see also under "Stored Vehicles").

The unladen weight of SMG.48 is now 6-12-0 (ex.6-13-3); YDX.91 is 7-19-0 (ex.7-17-0); YDX.192 is 7-16-2 (ex.7-16-1); SMG.5 is 6-12-2 (ex.6-11-2); SMG.49 is 6-12-0 (ex.6-14-0); SMG.50 is 6-12-0 (ex.6-14-0) and SMG.61 is 6-10-3 (ex.6-14-3).

955, the famous JO5G, was delicensed on 31.10.57, and as far as is known, was not taken out of stock until 31.1.61, although sold in 12/60. (This is in response to a member's query).

Can anyone give us the dates into service of CUG.42-5 and DX.82 with Tilling and United respectively, please ?

ALLOCATIONS AND TRANSFERS.

SMG.19.	from PATELEY BRIDGE	(delicensed)	31.10.69.
SMG.50.	" YORK	"	"
LH. 7.	" PATELEY BRIDGE	"	"
SRG. 5.	" HARROGATE	"	"
SUG.68.	" LEEDS	"	"
EUG.85.	" HARROGATE	"	"
EUG.88/9.	" LEEDS	"	"
FCG.91/2/3.	" BRADFORD	"	"
ERG. 6.	" LEEDS	"	"
CUG.9/13/4/34/5/40/1.	" BRADFORD	"	"
CUG.16/37/46/7/8.	" HARROGATE	"	"

p.t. u.

Fleet Changes, (ccnt.)		Allocations and Transfers.		
CUG.24.	from YORK		(delicensed)	31.10.69.
CUG.33/8.	" KEIGHLEY	"	"	"
CUG.36.	" LEEDS	"	"	"
CRG.8/9.	" LEEDS	"	"	"
CRG.12.	" KEIGHLEY	"	"	"
CRG.13/14.	" BRADFORD	"	"	"
YDG.85/9.	" YORK	"	"	"
DX.29.	" OTLEY	"	"	"
DX.99.	" BRADFORD	"	"	"
VR.21.	" OTLEY	"	"	"
SMG.31.	(delicensed)	to HARROGATE		1.11.69.
SRG.3.	"	" HARROGATE		"
SRG.9.	"	" KEIGHLEY		"
DX.49.	"	" KEIGHLEY		"
DX.185.	"	" LEEDS		"
YSRG.96/7/8.	(new)	" YORK		"
VR.44/5.	"	" ILKLEY		"
VR.46/7.	"	" OTLEY		"
SMG.24.	from KEIGHLEY	" PATELEY BRIDGE.		"
LH.18.	" YORK	" HARROGATE		"
LH.19.	" YORK	" SKIPTON		"
LH.21.	" HARROGATE	" YORK		"
LH.22.	" SKIPTON	" YORK		"
DX.55.	" LEEDS	" HARROGATE		"
DX.151.	" ILKLEY	" KEIGHLEY		"
DX.153.	" ILKLEY	" LEEDS		"

- Notes :
1. All vehicles are relicensed at their former Depots except SMG.31 (ex. Skipton); SRG.3 (ex. Bradford); & SRG.9 (ex. Leeds).
 2. This month sees the first moves since new for SRG.3/9, LH.18/9/21/2.
 3. SRG.9 had been off the road since 30.4.69. SRG.3 returns to its original Depot, which it left on 10.11.66, and all the original batch of SRG's are now at Harrogate again.
 4. There are now no YDG's in the fleet, and YDG.85/9 were the last K5G's.
 5. DAW.1-4 were the last A.E.C. vehicles in the fleet, and only DGW.11 now remains in stock of the ex-Ledgard vehicles.
 6. SMG.4 is the first of the original batch to be withdrawn, though only two remain in traffic (SMG.3/5).

STORED VEHICLES.

- HARROGATE. At Grove Park on 1.11.69 were :- at rear SEW.21, SMG.1/2, SUG.34, DAW.1/3/4/5, DGW.11/12 & DX.20; at the side SRG.17 & YDG.86, and inside SRG.88/9, LH.23-6, VR.48/9 & car 12 GWW.
- ILKLEY. VR.44/5 were stored here by the 25th. October; CRG.4 (B) and four CUGs are stored at the rear of Ilkley Depot.
- LEEDS. CUG.36 & DGW.4 are now the only delicensed vehicles stored outside, and all withdrawn vehicles have now left, from both inside and outside.
- SKIPTON. KDB.55/7 left Keighley in early October, and are now in the field at the back of Skipton Depot (with SMG.42/4.)
- YORK. Currently in the field are DX.17/23/4/31/7, SEW.22/5/33, SUG.31/2/7, SMG.41, DAW.2, DGW.8 & YDG.86, whilst inside are CUG.28/42/3/4. YSRG.96/7 arrived on 21.10.69, and YSRG.98 followed on Trade Plates 473 C on the 31st.

WITHDRAWALS.

- 31st. August, 1969 : 12 GWW (car).
- 31st. October, 1969: SMG.4, YDG.85/9, YDB.85, DAW.1/2/3/4 & DX.37.
YDB.85 was withdrawn due to accident damage.

SALES AND DISPOSALS.

- 2nd. October, 1969 : KDB.30 to N. Dawson-Smith, Halifax, for preservation.

FLEET TOTAL.

	W.Y.	K.W.D.	Y.W.F.	1.11.69.	1.11.68.
Licensed :-	367	52	74.	493.	501.
Delicensed:-	84	-	-.	84.	71.
	<u>451</u>	<u>52</u>	<u>74.</u>	<u>577.</u> *	<u>572.</u>

* The Fleet total excludes SMG.4, YDG.85/9, YDB.85, DAW.1/2/3/4, DX.37, but includes LH.24/5/6, VR.48/9 & SRG.88/9.

VEHICLE NOTES.

OVERHAULS.

April, 1967 : SMG.5 (Poly.)
 January, 1969 : YDB.86 (Poly.)
 September, 1969 : YDX.91 (Poly.)
 October, 1969 : DX.185, SMG.31 & YDX.228.
 November, 1969 : SUG.67 & SMG.19.

DEPOT REPAINTS.

October, 1969 : DX.102 (at Works); DX.17 (Sale livery); DX.209; SUG.21, YDX.74;
 SRG.24; SMG.16/17; SML.4; SRG.52; SMA.13; CUG.28 (at Harrogate);
 DAW.2/3 (both Sale livery).
 DX.101, reported last month, was painted both inside and out, as
 was DX.102 (above).

PAINT DATES.

SMA.13 - W.12/64; SMA.16 - H.12/64; SMG.21 - K.5/63; LH.1/2/3/8 - W.Poly.2/69;
 LH.4/5/6/7 - W.Poly.3/69; LH.18/19 - W.Poly.5/69; SRG.43/45 - K.8/67; SRG.47 - Du.8/67;
 SRG.52 - W.10/67; SRG.54 - H.10/67; SRG.20 - W.8/66; SRG.67 - K.11/67; SRG.68 - Du.11/67;
 SRG.76 - W.Poly.1/68; SRG.87 - W.Poly.8/69; CUG.36 - Du.1/63; ERG.4 - P.8/64; ERG.9 - Du.4/66;
 ERG.80 - P.8/59; EUG.86 - P.10/61; CUG.24 - P.Cr.; Du.Red.4/60; YSRG.96/7 - W.Poly.10/69;
 SML.3 - Du.9/67; SML.4 - K.9/67; YDX.197 - G.11/65; DX.210 - Du.2/66; YDX.216 - Do.6/66;
 YDX.217 - H.6/66; YDX.218 - P.11/66; YDX.219 - Du.11/66; YDX.220 - P.11/66; YDX.231 - Du.3/66;
 YDX.232 - K.3/66; YDX.233 - G.7/66; YDX.234 - P.7/66; YDX.235 - H.7/66; YDX.236 - Du.11/66;
 YDX.237 - Do.11/66; YDX.238 - H.11/66; YVR.27 - H.1/69; YVR.29/30/1/2 - H.1/69; YVR.42/3 -
 K.5/69; DX.170 - Du.11/63; VR.38 - Du.6/69; VR.36 - K.4/69 (Correction); VR.46/7 - Du.10/69
 & LH.21 - W.Poly.5/69 - YDX.221 - K.11/66; KDX.225 - H.6/66; YDX.229 - P.1/66; YDX.230 - G.1/66.

CERTIFICATES OF FITNESS.

SMV.25 - 5.11.69; YSMA.7 - 15.11.73; YSMA.9 - 17.1.74; YSMA.10 - 25.4.74; YSMA.11 - 21/2/74;
 YSMA.12 - 21.3.74; SMA.5 - 9.8.73; SMA.5 - 9.8.73; SML.3/4 - 12.9.74; SMG.3 - 21.3.71; SMG.4 - 3.11.69;
 SMG.5 - 11.4.72; SMG.6 - 11.4.71; SMG.7 - 11.4.71; SMG.14 - 21.5.75; SMG.15 - 28.1.74; SMG.16 - 11.3.75;
 SMG.20 - 15.4.75; SMG.21 - 4.3.73; SMG.36 - 30.6.71; SMG.46 - 22.5.70; SMG.48 - 3.1.72;
 SMV.49 - 21.5.70; SMG.55 - 11.4.72; SMG.61 - 17.12.70; LH.4/5 - 1.4.76; LH.6 - 15.4.76;
 LH.13/4/5 - 21.5.76; LH.18/9 - 7.5.76; SRG.43/5/7 - 22.8.74; LH.21 - 13.5.76; SRG.50 -
 30.8.74; SRG.52 - 24.10.74; SRG.54 - 1.11.74; SRG.66 - 29/11/74; SRG.67 - 28.11.74;
 SRG.68 - 28.11.74; SRG.77 - 23.1.75; EUG.77 - 22.3.73; EUG.80 - 13.8.71; EUG.86 - 26.2.72;
 EUG.95 - 7.1.73; ERG.9 - 26.4.73; CUG.24 - 13.4.72; CUG.28 - 9.5.73; CUG.42 - 1.8.70;
 CF.1 - 14.4.73; YDG.85 - 8.11.72; YDG.89 - 3.12.71; YDB.82 - 30.1.72; YDB.83 - 7.5.72;
 YDB.84 - 26.3.72; YDB.86 - 5.4.72; YDB.87 - 12.11.71; YDB.88 - 7.1.71; YDB.89 - 3.8.72;
 YDB.91 - 1.6.71; YDX.72 - 5.12.72; YDX.73 - 10.10.72; YDX.74 - 20.6.72; YDX.84 - 5.1.72;
 YDX.85 - 1.7.74; YDX.86 - 2.11.72; YDX.87 - 1.7.75; YDX.88 - 7.9.72; YDX.89 - 21.12.72;
 YDX.90 - 15.2.72; YDX.92 - 8.3.73; YDX.128 - 11.7.73; YDX.130 - 10.1.74; YDX.131 - 13.10.72;
 YDX.132 - 6.12.73; YDX.146 - 27.2.75; YDX.146 - 27.2.75; YDX.147 - 31.1.74; YDX.148 - 2.5.74;
 YDX.149 - 9.1.74; YDX.190 - 6.8.75; YDX.191 - 31.12.75; YDX.192 - 25.2.76; YDX.193 - 15.4.76;
 YDX.194 - 3.6.76; YDX.196 - 29.7.76; YDX.197 - 4.11.72; YDX.198 - 8.10.75; YDX.216 - 28.6.74;
 YDX.217 - 5.7.73; YDX.218 - 22.11.73; YDX.219 - 15.11.73; YDX.220 - 15.11.73; YDX.221 - 16.11.73;
 YDX.229 - 11.1.73; YDX.230 - 11.1.73; YDX.231 - 15.3.73; YDX.232 - 29.3.73; YDX.234 - 12.7.73;
 YDX.235 - 12.7.73; YDX.236 - 22.11.73; YDX.237 - 23.11.73; YDX.238 - 29.11.73; DX.37 - 6.10.69;
 DX.114 - 6.10.72; KDX.162 - 6.2.75; DX.173 - 28.1.75; DX.210 - 15.2.73; VR.2 - 9.12.75;
 VR.5 - 17.12.75; VR.6 - 18.12.75; VR.9 - 17.12.75; YVR.27/9/30/1/2 - 28.1.76; YVR.35 - 4.3.76;
 YVR.34 - 25.2.76; YVR.42 - 21.5.76.

The following vehicles do not carry Certificate of Fitness plates :- LH.12; CUG.44;
 YSMA.8; SMA.13/16; SRG.8/76/87; YSRG.96/7; DX.5/152/6/7/8/61/72/8; KDX.225,
 YDX.91/129/95; VR.14/8/38/9/40/41 & YVR.43.

We are grateful to our York Depot Correspondent for supplying most of the above
 information. The only main Depots from which the majority of paint dates and
 Certificates of Fitness have not been listed are Keighley and Harrogate, and if any
 member can help us to fill the remaining gaps in our records, we would be most
 grateful.

GENERAL NEWS.

DX.185 & YDX.228 lost their C.B.C.equipment on overhaul. DX.185 does not have a
 radiator blind.

YDB.83 is fitted with flashers, but YDB.82, YDG.89, DGW.4/8 & SMG.46 are confirmed
 as not being fitted. We are informed, however, that YDG.85 is not so fitted.

SMG.14/6/7 have all now had the ends of the blind glass blanked off, and an LH
 type blind fitted.

YVR.42/3 have no fleet numbers on the off or neafside, but only at the front end
 and back.

The following variations in fleet name appear on York-West-Yorkshire vehicles :-
 No hyphen at all - YDX.72 (offside), YDX.198 (nearside), YVR.27-34 (both sides).
 Hyphen between "West" and "Yorkshire" - YDB.86 (nearside) and YDG.89 (both sides).
 The remaining vehicles have conventional transfers.

2. Vehicle Notes, General News, (cont.)

Further to last month's list, YDX.84 has received formica backed seats from SMG's, and YDX.88 is currently being so equipped.

SMG.13 retains black outlining on re-paint.

DX.175 had its radiator grille painted black for a few days in mid-October, but by the 20th. October, it had been scraped off again. The effect was a good deal better than the silver grille of DX.28 (see Issue 206), and as suggested in that Issue, a black grille suits a DX as much as it does an exposed radiator.

It is now known that EUG.7 was definitely re-upholstered in March, 1966 (see last Issue), but when seen at Eastern Coach Works on the 22nd. September this year, it had old type upholstery. The only possible explanation, therefore, is that the seats were changed before the vehicle was sold.

EUG.83/4 are still in the old style livery; SUG.05 is in the new style.

KDB.30 received painted T indicators on overhaul in 7/64, and retained these after its last overhaul, in 9/67. However, when withdrawn, it had panelled T indicators at front and rear, and comments on when it was altered would be welcome.

VR.14 has now had the cab and part of the front of the lower deck interior painted red instead of the off-white in which it was delivered. The effect is pleasing, as the colour is brighter than the very dark green hitherto used for cab interiors, but will not show marks as readily as the off-white of the 1968 & 1969 batches of new vehicles. The re-painting of VR.14 obliterated the paint date, the first VR to lose this.

SMG.35, with a double deck blind, can show "Whitby", and is therefore, probably fitted with a blind from SMG.29, which had this exposure sewn in a couple of years ago.

A notice in the cab of DX.21 states - "There is no 5th. gear fitted to this vehicle". Is a four-speed gearbox fitted, or is it just that 5th. gear has been blanked off, please?

The new VR's do not have the extra ventilators of VR.41, and are similar to VR.38-40.

ADVERTISEMENT NOTES.

During late September and early October, all Leeds Depot vehicles lost their "Schofield" side adverts., which were of two types.

SRG.58 has an "Ebor Caravans, Malton Road, York" advert. at the rear, in the flat part of the rear peak.

3. SERVICE CHANGES.

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

STAGE CARRIAGE.

S.747. 14/15. - Harrogate - Aldborough.

To amend the route into Boroughbridge so that the majority of journeys may operate from Minskipp via Unclase Road, and A.167 into the Town. The return route to remain as at present.

S.748. 79. York - Wetherby.

To advance the 06.58 Tockwith to York to 06.53, and operate 5 minutes earlier throughout. To withdraw the 16.55 Tockwith to York on Thursday, and replace it with a journey at 18.27 from Tockwith to York.

S.749. 41. - Leeds - Wetherby.

On the supplementary timetable for Leeds to Thorp Arch Trading Estate, to withdraw the 17.35 & 19.05 Thorp Arch to Leeds on Thursday only, and replace these journeys with a facility at 17.05 from Thorp Arch to Leeds.

S.750. 8. Bus Station - Claro Road, (Harrogate Local).

To reroute return journeys into Harrogate via Hambleton Road & Ainsty Road into Claro Road, then as authorised.

S.751. 76. - Skipton - Tadcaster.

On the supplementary timetable of Harrogate to Thorp Arch Trading Estate journeys to withdraw the 17.35 & 19.05 Thorp Arch to Harrogate on Thursday only, and replace these journeys with a facility at 17.05 from Thorp Arch to Harrogate.

S.752. 4. Bus Station - Woodfield Road (Harrogate Local).

To re-route journeys into the Woodfield Road terminus via Woodfield Road, Albany Avenue & Elm Street. The return route to remain as authorised.

S.753. - York - Thorp Arch (Biy Well).

On Thursdays only, to withdraw the 17.35 & 19.05 from Thorp Arch to York, and replace these journeys with a 17.05 Thorp Arch to York.

S.754. 63. - Bradford - Den Thydding.

To reduce the timetable so as to reduce the daily evening frequency from half-hourly to hourly, and to reduce the Saturday frequency from 20 minutes to 30 minutes, frequently making the timetable operate as on Monday to Friday. On X.63 to withdraw the two limited stop journeys and replace them by one at 08.00 ex. Ilkley and 17.10 ex. Bradford.

S.755. 34A. - Leeds - Arthington.

On Saturdays only to retard the 17.25 ex. Leeds to 17.35.

S.756. 34B. - Otley - Arthington.

On Saturdays only to retard the 18.01 ex. Arthington to 18.12.

S.757. 32. - Leeds - Otley.

To withdraw the 05.28 Otley to Leeds on Monday - Friday.

S.758. 34. - Leeds Ilkley.

On Monday - Friday to introduce an additional journey at 06.15 from Otley to Leeds.

S.759. 3. - Bilton - Low Harrogate, (Harrogate Local).

To withdraw the Saturday service.

S.760. 19. - Knaresborough - Scotton.

To withdraw the Saturdays only 19.25 Knaresborough to Scotton Banks Hospital and return.

S.761. Y.15. - York - Askham Richard.

To truncate the 22.35 from York at Copmanthorpe on Saturdays, as well as Monday - Friday, and to start this at Copmanthorpe at 22.59 as on Monday - Friday.

S.762. Y.27. - Leeman Road - Ashley Park Estate, (York Local).

To amend the terminal at Ashley Park to be Bramley Garth.

West Yorkshire, together with Pynes are opposing a recent application by J.W. Caygill (Coaches), of Knaresborough, for a Football Excursion from Knaresborough to Leeds United Football Ground.

4. OPERATING DETAILS.DEPOT REPORTS.BRADFORD.

The highlight of the month is that the Hebble Park Lane Depot was apparently closed on Oct. 31st. 1969, and the vehicles garaged there moved to Hammerton Street on the 1st. November. Outside Hammerton Street on November 1st. were Hebble 15 MCP.821) A.E.C. Reliance/Harrington, 77 (FUX.172 E), A.E.C. Reliance/Plaxton, 133 (BJX.133 C), A.E.C. Reliance/Park Royal, and 193 (NCP.383), also A.E.C. Reliance/Park Royal. CUG.30, referred to last month, was on the Baildon stand at Shipley (not Chester Street). EUG.76 was apparently "borrowed" from York in exchange for EUG.91, (with outward opening door) - see York notes.

HARROGATE.

SUG.18 (H) was working on Harrogate - Boroughbridge (14) on the 11th. October. On the 21st. October, the 22.40 Harrogate - York was worked by SMG.14, and the following day the 16.10 Harrogate - York was worked by DX.62. SMG.47 was noted passing through Knaresborough showing "Jingerfield/15". On the 23rd. October, the 22.40 to York (84) was worked by SMG.17, whilst the 18.35 York - Harrogate was worked by SUG.74. SMG.34 was on route 7, and EUG.83 worked on Penny Pot Lane (10) during the afternoon, an unusual vehicle. CUG.24 was in the Bus Station during the afternoon. SMG.48 (Yk.) was on loan here for nearly two months, but was returned on the 31st. October.

ILKLEY.

VR.45 was seen regularly working on Ilkley - Keighley - Haworth (K.12) at the beginning of November, a route normally worked by K.W.Y. vehicles.

KEIGHLEY.

On the 8th. October, SMG.28 (Sk), KDX.140 (I) & DX.152 (B) (steam cleaned) were all in the Depot. On the 10th. October DX.176 (L) was on Bradford - Keighley (67) for Bradford Depot. DX.29 (O.loan I) worked the 16.05 Leeds - Keighley (31) and 17.28 return on the 14th. October, and DX.7 (L.loan B) was on the 17.25 Forster Square - Hirst Wood (66). On the 18th. October, KVR.25 worked Car 79, 17.05 Leeds - Keighley (31). VR.16 (L) worked the 20.00 Leeds - Keighley (31) on the 24th. October, whilst on the 30th., the 08.23 from Keighley to Leeds was worked by SMP.17 (K), probably as far as Saltaire, where DX.34 (L) apparently took up the remainder of its return journey, which started at 07.10 from Leeds. The same day, the 13.08 Keighley - Haworth (12.25 ex. Ilkley) (K.12) was worked by an SRG., an unusual vehicle. From the 6th. October, the Leeds Depot car which worked 06.00 Leeds - Keighley (31), 07.43 Keighley - Leeds (31 dup) commenced the latter journey at 07.28, presumably as a duplicate as far as Greengates, from where at 08.05, it forms one of the additional Greengates - Leeds journeys applied for a few months ago. This leaves the 07.43 service car on its own all the way, whereas since November 3rd. 1968 there have been two vehicles, and prior to that for years there have been two vehicles on the 07.50 ex. Keighley. The note last month about SRG.12 (H.loan K) should have read SRG.72 (H.loan K).

LEEDS. DX.9 was noted on the 30th. October, at tea-time, showing "Leeds/36" at front and rear. It is thought unlikely, however, that it had worked through to Harrogate. On the 15th. October, SUG.29 (B) was used on Red Hall Lane (38A) at lunchtime, and DX.12 was on learner duties. On the following day DX.59 was used on these duties, and was still on them at the time of writing. On the 29th. October, EUG.92 (B) was working on Airport duties for Leeds Depot, and on the following day was in Leeds Depot yard. Also on the 29th. October, SMG.32 was used on Leeds - Otley (32M) as the service car, and was later used on Leeds - Otley (34). SRG.62 (B.loan L) was used on Leeds - Tadcaster (42) on the 29th. October. VR.38 (I) was used on 38A on the 30th. October, an unusual vehicle, as was VR.9 (K) on Leeds - Keighley (31) on the same day. Also on the 30th. October, EUG.88 was used on a 5th duplicate. On the 31st. October, DX.27 (O.loan L) was noted on Leeds - Red Hall Lane (38A). On Leeds - Ilkley (32A) on the 11th. October was DX.115 (B). A very unusual sight indeed on the 10th. October was SMA.15 (I) working on Leeds - Ilkley (32A) at 18.05 in Rawdon. SMAs are very rare indeed in Leeds. On the 22nd. October, DX.100 (O) was on Leeds - Bradford (30), presumably for Leeds Depot. On the 18th. October, LH.12 (W) was on Leeds - Knaresborough (38) and on the 26th. October, LH.11 (W) was so noted. Noted on Leeds - Tadcaster (42) on the 2nd. October, was DX.36 (L), and on the 4th. October, VR.36 (L). Noted on Leeds - York (43) have been - 13th. October - SMG.51 (L); 15th. October - SMG.27 (L); 30th. October - SMG.16 (Yk) & 24th. October - YDX.228. SMG.16 (Yk.loan M) was noted on Leeds - Scarborough (43) on the 9th. October. On Leeds - Bridlington (44) on the 24th. October, was SMG.17 (Yk), and several East Yorkshire RKH - G class coaches have been noted on this route, including 880. Noted on Leeds - Hull (46) on the 26th. October was SMG.51 (L, loan Yk), and on the 27th. October was SRG.76 (Yk.loan L). DX.179 (L) was noted in Tadcaster on a Private Hire on the 26th. October. An unusual vehicle in Leeds on the 3rd. November was KSRG.93 on a School Special, whilst even more unusual was United 1241, an RE coach (ERG type) which worked the 12.47 Leeds - Ripon (36) instead of the usual 4187, an REEL. Also on the 3rd. November, VR.46 (O) was on 35 and VR.47 (O) on 32/32A, and DX.177 (L) was replaced on Leeds - Bradford (30) by DX.4 (B), and then worked for Bradford on 58 & 66. It was back on 30 for Leeds by 12.25 however. DX.124 (B.loan L) worked on Leeds - Wetherby (38) on the 4th. November, and on the following day was on Leeds - Ilkley (32A).

WETHERBY. LH.11 has been used several times on Leeds - Wetherby (39) during October, being seen on the 24th., 30th., & 31st. SRG.13 (W) was noted on Skipton - Tadcaster (7c) on the 4th. October, and DX.203 (H.loan Sk) was so used on the 10th. October.

YORK. LH.21 was in the Depot on the 31st. October, showing "43/York", an interesting way of getting from Harrogate to York! It may have been at York all day on the 31st., however, as it had yellow discs already (is this a record?). YDG.85/9, on their last day of duty, were on split turn duties on Works Specials, duplicates, etc., 89 was noted on Rowntrees - Station (Special) at lunchtime, and 85 was noted on a Strensall-Station (dup.) at teatime. SMG.50 was on Y.14, York Station - Warthill, and then a Y.10 duty at teatime. LH.19 had been on 82 on its last day at York.

On the 27th. October, SRG.76 was heading towards Leeds at 09.35 from York with a Leeds crew. On the same day, LH.18 was noted on "10/Haxby" at 16.55, and was also so noted later in the evening at 21.30. CUG.24 was on a Rawcliffe - York Station, Works Special on the same day. The note in the July Bulletin referring to YVR's on York - Harrogate was apparently due to them being sent one by one to Harrogate for brake modifications. The YSRG's are to be used on Huntington - Nether Poppleton (Y.13/13A), though Y.12 is a straighter route. Only YSRG.96/97 were out on the first day of the month.

Recent observations have seen :- SML.3 on South Bank - Fulford (Y.4) on the 30th. September; CUG.24 on the City Tour also on the 30th. September; LH.5 on Y.4 on the 1st. October; SMG.46 on Clifton - Tang Hall Lane (Y.9) on the 2nd. October, SMA.13 on Y.4 on the 9th. October; SUG.71 on Leeds - Bridlington (44) on the 11th. October; SMG.17 on Clifton - Tang Hall Lane (Y.9) on the 29th. October; CUG.24 on Murton - York (Y.16) on the 30th. October, and CRG.13 (B) at Toft Green, York, on the 22nd. October. SRG.40 (B) was still at York Depot on the 12th. October. EUG.91 (B), with its outward opening door, was used on Y.17 (York - Heslington) on the 15th. & 22nd. October. Both YSMA and an LH were on Y.9/9A in the evening of the 30th. September, an unusual event for two SD's to be used. YVR.34 was used on Y.13 on the 3rd. October. SRG.54 (L) was in York Depot on the 20th. October, and sister SRG.53 (L) was there on the 22nd. October. DX.210 (Yk) was on Y.13/13A on the 24th. October. A YDG was heard on Y.9A at 22.00 on the 28th. October. This was the second time in a fortnight that a YDB or YDG had worked through into the evening, as on the 20th. October YDB.87 was brought into the Depot from Y.9A for a changeover at 21.30, though YDB's & YDG's are not normally used after 19.00 during the Winter (no heaters, amongst other things).

SMG.48 (Yk.loan H) reached the village of Thwaite, near Muker, on a Private Hire, on Sunday, the 12th. October, and on the journey there, at least, came over Buttertubs Pass, probably from Hawes. Noted on Woodlands Avenue - York (43) have been - 8th. October - SMG.50 (Yk); 15th. October - SMG.21 (Yk); 17th. October - LH.18 (Yk); 27th. October - SMG.17 (Yk).

Reporting Details. Depot Reports. (cont.)

YCRK (cont.) SMG.14 (Yk) was noted on Nether Poppleton-Huntington (Y.13A) on the 23rd.October. Notes were made in York on the 24th.October,as follows :-
 YDX.195 "Foxwood Lane/5"; YVR.30 "Beckfield Lane/1"; YSMA 11 "Huntington/7";
 YDB.84 "Viking Road/6"; YDX.194 "Stockton Lane/S" (ex.Garage at 15.30; YDX.192 "Askham Lane/3"; SMG.14 & YDX.84 "School Special"; YDX.130 "Nether Poppleton/13";
 YVR.32 "Tang Hall Lane/1"; YDX.191 "Askham Lane/3A"; DX.114 "Harrogate/84" at 17.35 (before departure, the rear blind showed Thirsk/80); YDB.89 "Heslington/9";
 YDB.83 "Hull Road/3"; LH.18 "Burton/16"; YDX.92 "15"; SML.3 "Sheriff Hutton/81";
 SMG.6 "School Special"; YDB.82 "Beckfield Lane/1" and later "8"; SRG.68 "Foston";
 YVR.43 "Wigginton/20"; YDB.87 "Cornlands Road/2"; SMG.50 "Coptanthorpe/15";
 DX.210 "Nether Poppleton/13A"; SMG.16 "School Special"; on the 25th.October, YVR.31 was showing "Beckfield Lane/8"; YDB.83 "Burton Stone Lane/8"; YDX.216 Strensall/12".

LONG DISTANCE.

It appears that West Yorkshire vehicles are regularly hired to Ribble, and we are grateful to the reader who has quoted the following examples :-
 On the 10th.March,EUG.85 (H) was used on a School Special (S.10) from Lancaster to Carnforth; CUG.15 (K) was so used on the 13th.March,as was EUG.90 (B) on the 18th.March. On the 2nd.August,EUG.93 (B) was used on X.12 (Blackpool-Edinburgh); on the 8th.August,CUG.31 (I) was on X.2 (Blackpool-Glasgow); on the 15th.August,CUG.22 (L) was on X.30 (Manchester-Glasgow); EUG.78/88 (both L) were on the Glasgow service on the 16th.August,and on the same day SUG.70 (B) was on Leeds - Southport. On the 23rd.August,EUG.89 (L) was on X.30 (Glasgow) & EUG.90 (B) on Edinburgh. The latter was used on Edinburgh again on the 30th.August. On all the above occasions the vehicles were on hire to Ribble.

An interesting vehicle on X.99 on the 12th.October was United 2418,showing "DUE 18" above the fuel filler,but in red livery,which was seen in Ripon. Also on the 13th.October,SRG.54 (L) was used on X.99,with a sticker "Manchester".

5. SOLD STOCK NEWS.

6814 YG. (Ford Anglia, sold 1966).
 Recently noted in Spen Lane,Leeds. This is the first sighting since sale.

LWR.406. (ex.CUG.1, LS6B, sold Norths, Sherburn-in-Elmet, 6/66.)
 To Allenways,Birmingham, 6/66.
 Noted on the 17th.October,heading South on the M.1,near Barnsley,painted olive green, with cream window frames and the name "ROUSE" or "ROWSE" on the side. It may still be owned by Allenways,who run a large contract fleet,but does any reader know who, and where, Rouse are, please ?

LYR.926. (A.E.C.Regent III, sold P.V.S.,Upminster, 4/68.)
 To,Isleworth & District, 6/68.
 This vehicle has now disappeared from Isleworth's premises,and has not been seen since the 1st.October. It may therefore,have been either scrapped or re-sold.

KXW.494. (A.E.C.Regent III, sold Norths, 1/68.)
 To P.V.S.Upminster, 1/68.
 Isleworth and District, 1/68.
 Scrapped on land opposite Isleworth's premises,5/6/69 (see Issue 220).
 This vehicle was in fact,scrapped by Auto-Breakers,Hartland Road,Isleworth,Middlesex, on land which by coincidence is opposite Isleworth's premises,but is not connected with them.

OWT.205. (ex.YDG.92,K5G, sold Yorkshire Woollen District (No.153), 18/8/69.)
 Withdrawn and sold,10/69 to Norths,Sherburn, but gone from Sherburn by 18/10/69.
 All six vehicles (KDB.54/6, YDG.83/8/91/2) received normal Yorkshire Woollen District fleet numbers at front and rear during September.

HWV.881. (ex KDB.54,K6B, sold Yorkshire Woollen District (No.150), 18/8/69.)
 Withdrawn by Yorkshire Woollen 9/69, and sold to Norths,Sherburn. Still at Norths 25/10/69 in a partly dismantled condition,and evidently bound for breaking-up.
 Although the rear indicator was painted over,it still retained a rear number blind.

OWX.170. (ex.DX.26, LD6B, sold Hartwood Finance, 10/69.)
 Passed almost immediately to Norths,Sherburn,for spares,and still at Sherburn, partly dismantled,25/10/69. The radiator grille of DX.28 also passed to Norths (in DX.26),but the remainder of this vehicle and DX.3,are believed to have been scrapped by Hartwood Finance.

JWU.897. (ex.KSGL.20,LL5G, sold Norths, Sherburn, 6/69.)
 Loaned to Costain (Contractor), 7/69, possibly for use at Drax Power Station.
 Fitted with flashing trafficators,but retaining West Yorkshire sale livery.
 Returned to Norths,Sherburn, by 25/10/69.

SOLD STOCK NEWS, (cont.)

RWW.978/9.(ex.SMG.53/4,LS5G, sold Norths,Sherburn, 6/69.)

Although destined for Hedingham and District,7/69, these two vehicles were still at Sherburn on 25/10/69; with "Sold" on the windscreens.

JYG.735.(ex.SBW.20,LWL6B, sold Norths, Sherburn, 6/69.)

Used for spares by Norths from at least 8/69.

MWY.218/9/20/36,OWX.145.(ex.SMG.7/8/9,SUG.25/33,LS5G, all sold Norths,Sherburn,)

All either being used for spares, or to be used for such by 10/69.
Only SUG.25 has been previously reported,but all are now in poor condition, several having seats and other parts missing.

MWY.223.(ex.SMG.12,LS5G, sold Norths, Sherburn, 6/69.)

Gone from Norths by 10/69.

KWU.376.(ex.DEW.20,KSW6B, sold Norths, 4/68.)

Gone from Norths by 10/69.

JWY.227.(ex.DEW.4,KSW6B, sold Norths, Sherburn, 1/67.)

To Progressive,Cambridge, 7/67.
Still running for Progressive, 9/69.

JWY.228.(ex.DB.60,KS6B, sold Norths, Sherburn, 1/67.)

To Progressive,Cambridge. 2/67.
Still running for Progressive, 9/69, and appears to have been recently recertified.

OWX.174.(ex.DX.30,LD6B, sold Clayforth,Guiseley, 9/69.)

Has now entered service with Clayforth. It is still in West Yorkshire red,with a cream upper band, and a grey lower band. At the rear, below the windows, the back panel is painted grey, and signwritten "Victoria Coaches", etc., It carries "V C" on the sides, and at either side of the front indicator. West Yorkshire blinds are retained, and set to "Private" at the rear, and "Blank" at the front. It was noted on Mew Road Side,Horsforth,at lunchtime on the 29th.October, and it is interesting to note that the service car on 32 at that time (in the same direction) was DX.29 (OWX.173)!

JWT.284.(ex.SG.135,L5G, sold Norths, Sherburn, 11/65.)

To Sir Lindsay Parkinson, No.SLP.4885, 6/67.
Noted in City Square,Leeds, on 23/10/69, painted green and with "Parkinson" on the side.

OWX.159.(ex.SUG.27, LS5G, sold Reliance,Crayke, 3/69.)

Now shows "York,Easingwold,Brandsby" in white, on the destination blind, and has a fluorescent green paper route number blind.

OWX.151.(ex.SMG.39,LS5G, sold Reliance,Crayke, 5/69.)

Has now entered service with Reliance, and shows "York,Easingwold,Brandsby/X.21" on the blind, the destination being on fluorescent green paper, with West Yorkshire route numbers. Both it and SUG.27 are used on the 17.15 ex.York to Brandsby, formerly worked by SEW.29 & CUG.2.

JYG.724.(ex.SGW.9,LWL5G, sold Reliance,Crayke, 6/66.)

Withdrawn and scrapped by Reliance, 10/69.

JUB.301 E.(Beaford VAM.14, returned by Ledgard to Hughes,Dealer, 11/10/67.)

To Jackson, Cavan, Ireland, 4/68.
Was registered KLD.786 by Jackson.

6. TEN YEARS AGO.

The November,1959,Issue saw the entry into service of KDX.75-7 & DX.79-81, of which the former three were allocated to Keighley, and the latter three to Leeds. They replaced KDG.48,50-53 and DG.1/3/4/8/15/44/47, whilst DG.13 had been earmarked for a tree lopper. One-for-one replacement was evidently not followed in those days! These were the first "modern" type double-deckers to be withdrawn and sold, although DG.2/5 had been transferred to Eastern Counties previously.

Operating details reported that DX.79-81 were being used on Leeds -Harrogate -Ripon (36).

The four-page Bulletin ended with the news that 977/979,J05G's had been seen with showmen, and SG.21 was with a contractor.

7. OTHER INFORMATION.RECENT WITHDRAWALS.

KDB.30/57, withdrawn last month, were the last of 66 K6B's at one time in the fleet. KDB.30 now holds the joint record with SG.7 for being the second longest running unrebodied vehicle ever in the fleets. It was the last of 39 GWX registered buses, and it is interesting to note that the first GWX registered vehicles, YDB.65/6, were withdrawn as long ago as 1960. It is pleasant to be able to report that this immaculate vehicle has been purchased for preservation, and will no doubt soon appear at Veteran Vehicle Rallies. KDB.57 was the last HWW registered vehicle in the fleet, a registration always associated with the DB class; at one time there were 30 such buses.

These two vehicles were the last lowbridge buses in the Keighley fleet and KDB.30 was the last bus in that fleet without platform doors or heaters. Of the "K" family, there are now only eight KS6B's and two KSW6G's in stock, although the two latter are unlikely to return to traffic (unfortunately).

With the purchase for preservation of KDB.30, there are now 12 vehicles preserved that were at one time owned by the Company. These are :- 316 (PLSC), 321 (PLSC); K.451; 999; K.383 (KDG.26); 427 (SGW.6); 646 (CP.1); K.768 (KDB.30); Keighley Corporation 9; Ledgard KUP.949, ONW.2 & KGU.263.

100L was not new to Leeds, but ran from Harrogate until the arrival of 1004 in 10/48, (see last month).

It would appear that DGW.11/12 were not the first vehicles with a preselector gearbox, as it is understood that a Daimler in the 1930's (possibly 656) was so equipped. Can any member confirm the vehicle involved, please ?

CERTIFICATES OF FITNESS.

The following Certificates of Fitness, either for sold stock, or old dates for current stock, continue from those given in Issue 223:-

SGL.10 - 10/7/67; KSGL.20 - 2/5/69; KSGL.22 - 15/4/67; SGW.4 - 7/1/68; SEW.15 - 30/6/68; SEW.17 - 30/6/68; SEW.19 - 31/12/68; SEW.20 - 30/12/68; SEW.29 - 24/2/67; SEW.30 - 28/10/68; SEW.31 - 14/7/68; SEW.32 - 19/5/69; SEW.34 - 7/4/69; SMG.7 - 18/5/68; SMG.8 - 21/4/64 (still shown when withdrawn); SMG.9 - 27/5/68; SUG.14 - 10/6/68; SUG.15 - 18/12/68; SUG.22 - 27/5/68; SUG.28 - 16/3/69; SMG.53 - 10/3/70; SB.7 - 22/3/63; CUG.18 - 22/3/65; KDG.26 - 24/10/63; KDB.35 - 27/8/68; DEW.13 - 9/7/68; DEW.20 - 23/10/68; DEW.21 - 23/9/68; DEW.28 - 9/12/66 (still shown when withdrawn); DEW.30 - 7/12/68; DEW.32 - 9/4/69; DEW.33 - 14/3/69; DGW.4 - 4/5/67; DGW.5 - 18/5/67; DGW.7 - 9/6/67; KDX.43 - 4/10/69; & DX.83 - 19/11/66.

LEDGARD PREMISES.

A recent visit to Armley, just two years after the take-over, found that the bulk of the premises remains unsold.

The enquiry office is now a wool shop, but otherwise the property is empty and disused.

TML/RJ. ...11.69.