

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 302

MAY 1976

### PUBLICATIONS OFFICER

As announced last month, all orders for part II of the Fleet List should be sent to [REDACTED]. The cost remains at 85p. post free.

### PERSONAL

We congratulate our member [REDACTED] and his wife [REDACTED], on the birth of [REDACTED] on April 24th.

### FORWARDING EVENTS

HVCV Yorkshire Section. The next meeting will be on Wednesday 9th June, at 7.30pm. in the Metro Leeds Sports and Social Club, Concordia Street. At this meeting, [REDACTED] will give an Epidiascope show.

PSV Circle. The next social meeting will be on Thursday 3rd June, from 7.0pm. in the Metro Bradford Staff Canteen, Forester Square.

WYIS members will be welcomed at both these above meetings.

PRESS DAY for the June issue will be on Saturday 5th June and all items should be sent, to arrive on or before that date, to [REDACTED].

### 1. FLEET CHANGES

#### ADDITIONAL INFORMATION

1057-61 were incorrectly described last month as having Plaxton Panorama Elite bodies. They are, of course, fitted with Plaxton Supreme Express bodies.

One of our members has carried out a survey of the allocations of the double deckers at 1st April there were only 99 licensed bodiedkas, allocated as follows:- Bradford - 20; Harrogate - 7; Ilkley - 2; Keighley - 22; Leeds - 7; Otley - 2; York - 32; CRW Spare - 7. Therefore 54 of the 99 are at York and Keighley.

Of the VR's Bradford have 10; Harrogate - 3; Keighley - 18; Leeds - 1; Skipton - 1; York - 35. Total 68 of which 53 are at York and Keighley and only 15 at other depots. Therefore of the 167 double deckers, 107 are at 2 depots (York/Keighley).

#### ALLOCATIONS AND TRANSFERS

1038/9	from	Malton	to	Bradford	14.4.76.
1338/9	"	Bradford	"	Malton	"
1285	"	Wetherby	(	Delicensed)	30.4.76.
4039	"	Harrogate	"	"	"
1292		(Delicensed)	"	Wetherby	1.5.76.
1400		( " )	"	Skipton	"
1008	"	Bradford	"	Leeds	"

- Notes:-
1. 1292 was delicensed at Bradford and 1400 at Harrogate; these are the first moves since new for both vehicles.
  2. Also making their first moves since new are 1338/9.
  3. The two Plaxton bodied RELH6G's, 1038/9, return to their original depot.

#### TEMPORARY LOANS

1400, although allocated to Skipton, is on loan to Leeds until 22nd May.

#### STORED VEHICLES

Harrogate. Behind Grove Park on 24th April were 1146, 1219 and 3793. The last is not delicensed, but the Certificate of Fitness expired on 15th April and it was no doubt awaiting overhaul.

Leeds. 1073/4 are stored in the yard at Roseville Road, whilst 1144 remains inside. Also inside is 1220(H), with its gearbox and destination box glass removed. A withdrawn ERG is also inside as is 1412.

York. In the field are 2 ERG's, 1145 and 7 DX's, probably, 1722/3/5/6/36/7/8.

#### WITHDRAWALS

30th April 1976; 4039.

p.t.o.

1. FLEET CHANGES (Cont.)

	W.Y.	FLEET TOTAL Y.W.Y.	1.5.76.	1.5.75.
Licensed:-	438	84	522	523
Delicensed:-	9	-	9	27
	<u>447</u>	<u>84</u>	<u>531</u>	<u>550</u>

2. VEHICLE NOTES

April 1976:- 1027/8, 1161/8, OVERHAULS AND HEAVY DOCKS  
 May 1976:- 3934, 1935/6 1282, 1778/82, 3924

April 1976:- 1386/9/90, 3836, 1810, 1356/67, 1400. REPAINTS AND TUV'S

CERTIFICATES OF FITNESS  
 1024 - 1/4/81; 1025/7 both 16/4/81; 1026 - 8/4/81; 1152/3/5 all 1/4/81; 1154 - 2/4/81;  
 1156 - 15/4/81; 1766 - 17/7/79; 1769 - 30/4/79; 1780 - 10/3/80; 1781 - 28/3/80; 1776 -  
 2/3/80; 3922 - 6/3/81; 1926 - 2/3/81; 3928 - 25/3/81; 3933 - 6/4/81.

GENERAL NEWS  
 Vehicles have been licensed recently for one man operation as follows:- 1008 -  
 3/12/75; 1009 - 10/12/75; 1010 - 9/1/76; 1913 - 21/10/75; 3916 - 14/10/75; 3919 -  
 29/8/75; 3920 - 15/8/75; 3921 - 15/9/75; 3922 - 20/8/75; 1945 - 30/9/75; 1947 -  
 8/8/75.

1311(H) has been fitted with two small rectangular grilles, approx 10" x 4", on  
 the rear engine cover, one at each side of the registration plate.

The new Leyland Leopard coaches have nearside water fillers instead of the usual  
 offside position.

1907(B) has been fitted with a 31" blind in its 41" box whilst on loan to Harrogate.

1434(O) has had "Pay on entry" painted in white on the illuminated "PAYE" sign on  
 the side of the vehicle to the rear of the door, presumably in an effort to make the  
 wording legible.

1320(H) has lost the aluminium trim around the front, immediately above the  
 registration plate, following recent repairs.

ADVERTISEMENT NEWS

A new side advert reads "Join the National (fuel) Savings Movement" - for National  
 Bus Company services.

3964 has a new paper side advert for "Euro Exhaust Centre" and a further new paper  
 side advert to appear is for "Black Cat" cigarettes.

1356 has received a lower rear advert for "Leedhams Truck Centre" and a pair of  
 target adverts for "North Riding for VW". The target advert for "Duckhams Q" Oil  
 has ceased at York but a new target advert is for "York Races - 11,12,13 May".

A new rear "Newitts for Sport" advert at York is in a striking lime green colour.

3942 has a new yellow and black painted lower rear advert for "Cavalier at Leedhams"  
 The side adverts for "Hotpoint" and "Schreiber" have ceased at York. Certain of the  
 York VR's without rear route numbers have received upper rear adverts for "Chaplins  
 Garden Equipment", whilst 3916 has received a "Guernsey Toms" side advert.

The latest "Racing at Wetherby" target advert was for "5th May Evening".

3. SERVICE CHANGES

The following applications have been made:-

S 541 BW25/328 79 Wetherby - York

Mon-Fri: To retime 18.00 Wetherby - York to 17.55.

Saturday: To retime 18.15 Tockwith - York to 18.10.

S 542 BW25/360 3/3A/3B Bilton - St. Georges Road.

Mon-Fri: To operate 16.40 (FO) & 17.10 (M-Th) St. Georges Rd - Bilton via Bus  
 Station and consequently withdraw 16.40 (FO) & 17.10 (M-Th) St. Georges  
 Rd. - Bachelor Gdns.

S543 BW25/696 78 Harrogate - Tadcaster.

To introduce additional timepoints at Plompton Rocks and Spofforth.

To amend timepoint at Rudding Lodge to read Rudding Lane Park Entrance and at  
 Pollifoot to read Pollifoot Harewood Arms.

S 544 BW25/347 77 Harrogate - Wetherby

To amend Pollifoot timepoint to read Pollifoot (Plompton Road).

S 545 BW190/61 Y1/8 Tang Hall - Burton Stone Lane.

Mon-Fri: To retime 06.45 Railway Stn. - City Art Gallery via Acomb to 06.40.

S 546 BW190/128 Y24 York - Naburn Hospital.

To revise timetable.

3. SERVICE CHANGES (Cont).S 547 EW25/874 York - Castle Howard.

To amend period of operation to be Easter Sunday to first Sunday in October incl.  
To retime 13.30 Castle Howard - York to 13.25  
17.10 Castle Howard - York to 17.30

S 548 EW25/757 69A Bradford - Bingley.

To operate the following journeys on Wednesdays.  
14.00 Bingley - Bradford. 21.00 Bingley - Bradford. 18.34 Bingley - Sandy Lane  
To operate the latter journey through to Bradford on Saturday only.  
To amend pick up and set down restrictions to be "No passengers will be both  
picked up and set down between Chester St. & Rosedale Ave. inclusive & reverse".

S 549 EW25/534 47/48A/48B Leeds - Scholes.

Mon-Sat: To revise morning peak service.

S 550 EW25/752 34 Leeds - Skipton.

Sunday: To withdraw 09125 Leeds - Otley (Summer only)  
To amend period of operation of 09.55 Leeds - Skipton via Bolton Bridge.

S 551 EW25/263 (7)72 Ilkley - Grassington.

Winter Suns: To retime 15.10 Ilkley - Bolton Abbey to 16.10 and  
15.30 Bolton Abbey - Ilkley to 16.30.

S 552 EW25/324 (7)39/40 Leeds - Knaresborough.

Mon-Sat: To retime 08.08 Wetherby - Leeds to 08.03.

S 553 EW25/497 48 Leeds - Aberford.

Mon-Sat: To reduce morning service.

S 554

To introduce Yorkshire Coast Wanderbus tickets on the following:-

EW25/50 44 Leeds - Bridlington via Pocklington (between North Dalton & Bridlington)

EW25/51 45 Leeds - Bridlington via Wetwang (between Fridaythorpe & Bridlington)

EW25/140 95A Malton - Wintringham.

EW25/425 92 Beverley Road - Peasey Hills (Malton local)

To increase the fare on the Yorkshire Coast Wanderbus to 95p.

EXPRESSE177 EW25/825 X43 Bradford - Filey.

To operate 09.00 Bradford - Filey & 13.00 Filey - Bradford additionally on  
Tuesdays.

Recent applications to come into effect have been:- S493(issue 298) came into effect at an unknown date in December; S504(298) on 9/2/76; S515(299) on 5/1/76 and S518/9(300) on 1/3/76. The last involves the following changes:- 07.40 Harrogate - Ferrensby altered to 07.35 and extended to Staveley returning at 08.06 via route 15. 07.32 Roecliffe - Harrogate retimed to 07.30 and altered to run via route 14A and 17.20 Harrogate - Staveley cut back to Ferrensby. S521(301). The winter timetable on route 76 to operate throughout the year, thus withdrawing the Summer only 09.55/13.15 ex Harrogate and 19.45 ex Ilkley. The 08.25 ex Weeton (Mon-Fri) was withdrawn after operation of 2/4/76 (this journey was operated by a Chauffeur Coach). S523(301) came into effect on 5/4/76. S522/4/5/6/30/40 (301) all came into effect with the new Dales timetable on 4/4/76, as did S528(84B) and S529(134). S533 (301) came into effect on 9/2/76 as did S537(301) - note also this application should read "Mon-Fri (School Term)" to retime 15.10 Harrogate - Boroughbridge to operate from Knaresborough at 15.25 and also operate on Wednesdays in School Holidays. S428/9(292) queried recently, have never been introduced and routes 54/54A are still operating. Other "Service Changes" for which no applications have yet been published are 16.40 (FO) and 17.10(FX) GPO Huts - Bilton (3) diverted via Bus Station as route 3B. 17.25 ICI - Bus Station withdrawn and replaced by 17.25 ICI - Bilton diverted via Bus Station instead of Wetherby Road, Skipton Road. These came into effect on 22/3/76.

The main changes in the new Dales Area Timetable are as follows:-

27 Pateley Bridge - Middlesmoor. Sunday service reduced.

X70/71A Leeds - Skipton - Hawes. Now operates via Thorlaby on Tues & Fri. and via West Burton and Aysgarth Falls on Sat. Sun and Bank Holiday.

71 Skipton - Buckden. On suns. no longer operates via Arncliffe though this is shown on timetable heading.

73A Bus Station - Kingsway - New Skipton Town Service.

84B Now extended from Harrogate via Washburn Valley, Bolton Bridge, Embsay, Skipton, Grassington to Kettlewell.

3. SERVICE CHANGES (Cont.)

785 New Service Leeds (Cookridge St.) to Ripon (Bus Station) via Otley, Fawston, Blubberhouses, Thruscross, Greenhow Hill, Pateley Bridge and Studley Roger.

It is understood that West Yorkshire are to take over the Skipton - Embsay - Eastby service (230) and Skipton - Bolton Abbey service (233) of Ribble, probably from 22nd May. During April, West Yorkshire bus stop signs were being erected on the route.

4. OPERATING NOTES

BRADFORD On 10/4, 1468 was working on 70 with "Brighouse" sticker. On 10/3, 1901(B) worked the 4.55 pm. Bradford-Illkley (63), an unusual appearance. On 3/4, 1301(K) was seen entering Bradford (Chester St.) on Bradford - Keighley (57) working 2 men, a rare sight. On 2/3, 1738(U) worked 15.55 Bradford - Leeds (30) as a replacement for 1227(B). 1227 was working for Leeds depot during 15-27/3 on 30 each day, and during 20-27/3, 1256(L) was working for Bradford on a variety of services. On 20/3, 1227(2) loan L. was replaced at 2.55 pm. in Leeds by 1774(L) and this worked the 2.55 and 4.55 pm. Leeds - Bradford (30), shown on the running board as SD worked. On the day of the Bradford City-Southampton match (6/3), on 30 were 1212/25 (both L) 1202/61 (both B). In the afternoon 1771 and 1752 (both B) were seen working specials to Greengates and return showing "Blanc 30". On 6/3, 1399(H) was on 50/51 as was 1255(H) on 23/3 and 1382 during 29/3 - 3/4 at least. On 11/3, Bradford provided 1783 and 1422 on 30 all day. On 23/3, 1226(Y) was on 12.55 Bradford - Leeds (30) On 16.45 Bradford - Leeds (30) during 22-26/3 were 1008, 1770, 1726 and 1801; on 29/3-2/4 were 1008, 1738, 1785, 1949 and 1784. When 1949 worked the route on 1/4 59/61 most of the time but has been seen on 30. 1949 has been on Baildon on 29/3 - 2/4 were 1805, 1814, 1178, 1805, 1161. The 19.30 and 21.30 Bradford - Leeds (30) are interesting runs; if a VR works on the 17.25 Bradford - Keighley (67) it then goes on 30, being in the stand at 18.50 for the 19.30 departure. If a DX works the above 67, then the later 30 is operated by a saloon of any sort, although VR's are occasionally used when a DX works 67. On Bradford - Pateley Bridge (63B) on 11/4 was 1105(B).

HARROGATE Noted on Harrogate - Tadcaster (78) have been 1221(H) on 2/4; 1223(H) on 3/4; 1234(H) on 6/4; 1287 (M loan H) on 20/4 and 1223 (H) on 23/4. On 3/4, 1009(H) was on Harrogate - York (84). Pateley Bridge have been using 1360/98 (both H) recently instead of 1381/2. On the Saturday of the Harrogate Spring Flower Show, 24/4 vehicles on Grove Park forecourt included Ribble 974; Northern General 5053 and East Yorkshire 850/851. On 16/3, 1936 (L), the "London & Manchester" bus was on the 07.05 Harrogate - Boroughbridge (15). 1230 was noted working routes 36/78 (OM) on 18/3. On 19/3, 1334 was on routes 1/2, newly overhauled 1152 (I loan H) was on routes 9/9A and 1222 was on route 23A to Pateley Bridge at 12.45. 1236 was on routes 36/78 on 22/3. 1254 (O loan H) was on route 76 on 24/3 and the same day 1010 worked to Great Ouseburn (18). 1336 was on locals 7/10/12/13 on 25/3 and on 26/3, 1214 was on route 76. On their first day in service (1/4), 1060, 1466 were both on route 36 (Leeds-Ripon), but since then 1060 has been on 399 (Leeds-Sunderland) on most days although 1041/6 have appeared on this route on several occasions, usually when 1060 had worked to London. 1466 has worked mainly on Leeds-Ripon and Harrogate-Boroughbridge. On 8/4, 1041 was on the 17.25 Harrogate-Boston Spa (78B) and 1060 on the 17.30 Leeds-Harrogate (36), 1086 was on routes 11/11A on 14/4 and on 15/4, 1087 (with conductor) worked the 17.05 duplicate to Killinghall (36) an OMO turn referred to in last month's bulletin. On Easter Monday, 1287 (M loan YK) worked the 10.35 York-Kettlewell (84B), operated by a Harrogate driver. On 21/4 1268 (M loan H) worked the 09.10 to York (84). The return journey at 10.35 from York was worked by 1339 (M loan H). Noted on routes 1/2 have been 1238 on 22/4 1399 on 23 and 24/4. On 28/4 1334 was on routes 9/9A. On 1/5, 1375 (H loan O) was working on 34.

LEEDS. On 1/4, 1059 new that day was on 44. Noted on 1725 York-Leeds (43A) have been 1209 on 12/4 and 1178 on 15/4. On 27/4 EYMS 794 was on 45 after overhaul. On 21/4 1364 worked 14.55 York-Bradford (43) as did 1038 on 14/4. On 10/3, interesting observations in Vicar Lane at 13.55 were:- 1774 on 40, 1227 on 30; 1918 on High Royds Hospital (32) and on 17/3 observations at 16.30 - 17.15 found 1393 on 35; 1341 on 30; 1444 on 36; 1049 on 49; 1209/25/1827/1902 all on 31; 1003 on 40; 1811 on 33 for Leeds at 16.55; 1774 on 32M; 1226 on 43; 1182 on 34; 1210 on 43A and 1815 on 16.55 Leeds-Scholes (48A). On 10/4 1342 (L) was on Leeds-Knaresborough (40), and on 13/4 1340/3 (L) were both on 40/41 Leeds-Wetherby. On 3/4 1341 (L) was on Leeds-Tadcaster (42) and on 13/4 1106 (L) was on this route. On 25/4, 1038 (B) was on 43 Bradford-Scarborough. On Leeds-Tadcaster (42) was 1338(H) on 24/4. Working on 09.55 York-Leeds (43) have been 1106 on 1/4 (no doubt being transferred from York to Leeds in this way). 1288 on 2/4, 1273 on 7/4; 1451 on 12/4;

4. OPERATING NOTES (CONT).

LEEDS. 1351 on 13/4 and 14/4; 1369 on 15/4; 1241 on 23/4; 1367 on 26/4; 1203 on 28/4 and 1340 on 29/4. On 6/4, 1057 was on Scarborough-Leeds (43).

MALTON. During April, the Plaxton coaches have seldom been noted on 43.

SKIPTON. On Good Friday, 1902 (K loan SK) was the only vehicle available when required, and worked dead to Grassington, returning from there to Skipton at 17.50 on service 71, a very rare occurrence indeed.

YORK. Noted on Leeds-Scarborough (43) have been 1296 (YK loan M) on 31/3 and 1/4; 1260 (YK loan M) on 6/4 and 7/4; 1338 (M) on 15/4; 3820 (YK) on Easter Monday, and 1298 (YK loan M) on 22/4. Noted on Leeds-York (43) have been 1037 (L) on 29,30/3; 1001 (L) on 31/3; 1226 (YK Loan L) on 7/4; 1044 (YK Loan L) on 9/4; 1401 (YK loan L) on 12/4; 1178 (L) on 20/4; 1344 (YK loan L) on 23/4 and on Easter Monday 3819/37 were both on this route and may have worked through to Scarborough or Hull. EYMS 793 (loan L) was on Leeds-Bridlington (44) as was 1003 (L) on 6/4. On Easter Monday, 1280 (K) was on Leeds-Bridlington (X44). On Good Friday 3829 (YK) was on Leeds-Hull (46). On 1/4, 1741 (H) was on Y1 on 2/4 it was on Y12; Y14 on 8/4; Y19 on 13/4; 84 on 16/4; Y8 on 22/4; Y1 on 26/4; Y11 on 27/4; Similarly, 1739 (Y) was on Y2 on 3/4; Y8 on 21/4; 84 on 22/4 and Y11 on 26/4. On 1/4, 3432 was on Y2 on 1/4 and the same day 1356 was on 82. On 2/4, 3431 was on Y21. On 5/4, 3330 was on Y11, 3171 on Y2, 3928 on Y19 and 1356 on 80. On 6/4, 1333 was on Y13 and 1761 on Y20. On 7/4, 1758 was on Y20 and 3942 on Y2. On 8/4 3325 was on Y19. 3432 was on Y2 on 12/4 and 1758 was on Y20 on 14/4. On 21/4, 3942 was on Y21, and 1348 (L) was on 1700 route 84. On 22/4 3430 was on 82 and 1241 on Y15. 1761 was on Y19 on 23/4 3459 worked Y2A on 26/4 and the following day 3430 was on Y2. On 28/4 1761 was on Y20 and 1339 (M loan YK) on route 80. On 15/4 1338 (M) was on 43 and on 22/4, 3 semi coach SRG's were together in Heworth Green - 1339 (H) on 82 into York; 1338 (M) on 43 to Leeds and another to Scarborough (43). On Easter Saturday 1077, transferred to Leeds on 1/4, was still at York, 1010 (H) was on 84 on 12/4.

LONG DISTANCE. On Whitby (291) have been 1279 (K) on 20/4; 1017 (YK loan L) on 18/4 and United 2775 (loan L) on 24/4. This vehicle, an MW6G is interesting in that it bears fleet number 2775 at the front and 1145 at the rear! The former is the new (correct) one. On Easter Monday 1446 (H) worked to Middlesbrough and the same day United LH 1646 was noted in Harrogate on a Middlesbrough-Leeds duplicate. On 9/4, 1019/34/56 were all noted on Ycr' shire-London.

5. SOLD STOCK NEWS.

YY 956/7. (Ex Y666/7, Leyland PLSC sold United Counties O.C. 27/6/45).

A Fleet History of United Counties, dated February 1957, gives some additional information regarding these two vehicles. It quotes both as PLSC 3, and states that "These vehicles were purchased in 1945 for spare parts only". It then continues by saying "The chassis were broken up and the bodies sold and the latter now (i.e. 1957) believed to be in the Lower Heyford area".

OWX 136. (Ex CUG 19, LS5G sold Norths, Sherburn 5/72).

To Asian Greyhound, Windsor ("Swagman Tours") -/72 (see issue 279). Seen in Stamford on 13th April 1976 heading north on the A1, still with "Swagman Tours". It had been newly painted and had curtains in the windows. The disposal for this vehicle in part 11 of the fleet list requires amendment.

8579 YG. (Ex 1026 Commer 15 cwt sold R.L. Diesels, 9/69).

To W. Hardisty, Harrogate 6/71. Noted again in Harrogate (Station Bridge) on 24th April, with roof rack and painted all over maroon. Last noted 4/8/74 (see issue 281).

831 BWY. (Ex 1131, MW6G sold Sykes, Barnsley 8/75).

To Orpington and District 12/75. Used on services 860 (East Croydon - Biggin Hill) and 853 (East Croydon - Orpington).

MWY 227. (Ex SUG 16, LS5G sold Reliance, Sutton on the Forest 7/70)

To Bleach, Hetton le Hole 4/73. Withdrawn 1/76.

MWY 619. (Ex EUG 93, LS5G sold Norths, Sherburn 4/71).

To Evans, Kingswood 1/72. Noted on M4 near Newbury 2/76, probably still with Evans.

9760/70 WU. (Ex 1702/12, FS6B sold Norths, Sherburn 1/76).

Bodies scrapped by 2/76. Chassis still at Norths with that of 1706,5/76.

2028/31 YG. (Ex 3729/32 FS6B sold Norths Sherburn 1/76).

Exported to Holland 1/76.

EAT 387C. (Ex 1198, SUL4A sold Norths, Sherburn 10/73).

To Knightswood, Watford 12/73. Withdrawn 10/75.

Kingfisher, Weston 2/76.

5. SOLD STOCK NEWS (CONT).

- VWU 233. (Ex 1062 MW6G sold Norths, Sherburn 10/73).  
To Williams and Farmer Ltd., Timber Merchants, Gloucester, 12/73.
- WWT 120. (Ex S 3 67, LS5G sold Norths, Sherburn 9/71).  
To Thistle Coaches, Doncaster 11/71.  
P. Sykes (dealer) Blackerhill 11/72  
Carnell, Sutton Bridge 11/72.  
Hibbins (dealer), Romsey 6/74 (having been withdrawn by Carnell after accident damage, it is believed).
- 2029/30YG. (Ex 3730/1, FS6B sold Norths, Sherburn 1/76).  
Gone from Norths 3/76.
- 859 DYG. (Ex YSMA 7 SUL4A sold Norths, Sherburn 5/72).  
Gone from Norths 2/76.
- OWX 175. (Ex DX31, LD6B sold Norths, Sherburn 6/70).  
To P.V.S. (dealer) Carvey Island by 11/70.  
Coleman, Leverington, 9/72.  
Wicks, Braintree, 2/76.
- 857 HUB. (Bedford SB5, returned by Ledgard to Hughes (dealer) 10/64).  
To Reid and Mackay, Edinburgh 5/65.  
Dodds, Glasgow by 6/70.  
Gardner, Bathgate by 5/71.  
Grampian, Bathgate, date unknown.  
Adamson, Edinburgh by 10/75.  
Withdrawn by 2/76.
- R229 WA. (Ex 1695 FS6B sold Norths Sherburn 1/76).  
Gone from Norths by 2/76.
- Still at Norths. 1/5/76 were:- 1656, 1134/7/9/42/3, 2184, YSMA 9, SUG 68/9, 2669  
3674, 1705/13/4/33/4 and the chassis frames of 1702/6/12, This is a complete list of the ex WY vehicles at Norths on that date.

6. TEN YEARS AGO.

New vehicles entering service on 1st May 1966 consisted of ERG 7/8 (both at Keighley) and YDX 232. Lowbridge YLB40 had been withdrawn as a result of the entry into service of the new YDX.

Vehicle Notes gave details of the ex Eastern National coaches "CUG 44/5 entered service as from the 4th April from Leeds. Both retain their original seats but now seat 39 instead of 34. The fleetname is carried on the waistline in a similar position to the ERGs. Beading similar to the EUGs is carried on the side and as the maroon is carried down to this there is considerably more maroon than on a standard CUG. The front indicators are carried below the windscreen and the space above the windscreen is occupied by windows instead. Small fleet numbers are fitted, together with flashers of the bulbous type at the rear, and maroon rear wheel trims. Small air intakes, similar to those fitted to two Bradford SUGs are carried in the offside waistline. CUG44 sports a white steering wheel but CUG 45s is black. Neither vehicle has been overhauled but merely repainted. They are used on excursion and express duties but neither has yet been seen on Airport Duties".

At Bradford, YDX91 had replaced DX181 (B) on a 'coastal' on Easter Tuesday and YDX 91 had worked 1355 Bradford-Leeds (30), 1450 return, 1555 Bradford-Leeds, 1700 Leeds-Keighley (31), 1820 Keighley-Leeds, 1950 Leeds-Bradford, 2055 Bradford-Leeds, and was then taken off at Wellington Street to work the 2150 Leeds-York (43)

On 1st May, the "Flying Scotsman" locomotive hauled a special train from Kings Cross to York in aid of the "save the HMS Victory" fund. The following vehicles were used to convey passengers between York Station/Railway Museum and York Motive Power Depot, York Minster and Castle Howard:-  
CU 6/13, EUG 86/87/88, SUG 17/18/62/63, SUG 35/37 and YSMA 8/12.

Details were given of various items of Sold Stock News, from which such vehicles as JO5G 981, L5G's SGL8/65/70 and K5C KDG 22 were all still roadworthy.

7. OTHER INFORMATION.YORK AEC RECEIPTS.

A Fleet History of Brighton, Hove and District, published in 10/58 quotes 4 AEC Regents as being sold to West Yorkshire, and even goes to the extent of giving them fleet numbers.

These are:- 6208 (GN 6208) - ADG1; 6234 (GP 6234) - ADG2; 6250 (GP 6250) - ADG3 and 6261 (GW 6261) - ADG4. The extra vehicle is 6250, whilst 6261 became ADG3. Details of 6250 are as follows:- 6250 (GP 6250), AEC Regent 6611688 new 12/31, fitted with new ECW H30/26R body No. 7905 in 2/44. An AEC 1173 engine was fitted in 9/37 and it may have been for this reason that it never entered service with WY and probably was never delivered.

Other information is that 6208 was new 5/31 was fitted with a Gardner 5LW in 2/38 and also carried ECW body number 5445P; 6234 was new 9/31 received a 5LW in 3/38 and had ECW body number 5524R and 6261 received a 5LW in 4/38 and had ECW body 5571R.

## 7 OTHER INFORMATION (CONT).

STAFF CARS.

Further to the list published in issue 290, it has come to light that FVF 616 although new in 1947, entered service as Eastern Counties Y76, and was not sold to West Yorkshire until 1949.

It is interesting to note that West Yorkshire had such Norfolk/Norwich registered vehicles as DVG 56; FER 615 and DCL 947, whilst Eastern Counties ran as staff cars - FAK 206 (Austin 8); PKW 223 (Austin 16) and PKW 616 (Austin A 40), all registered in Bradford.

DALES SERVICES.

In these days when the Company is making every effort to attract passengers onto its Dales Services, by means of the "Dalesrider" ticket and maximum publicity it is of interest to study a leaflet entitled "In to Yorkshire's Glorious Dales by bus" issued by the Company; the date - August 1951. Details were given of various special services, i.e. Bradford-Keighley-Skipton-Grassington-Hawes. Operated Wednesdays and Sundays only, also on Monday and Tuesday of Leeds, Bradford and Keighley Holiday Weeks. Depart Bradford (Chester Street) 9.50a.m., arrive Hawes 1.04p.m. returning at 5.40p.m. arriving Bradford 8.52p.m. Through fares to Hawes - from Bradford 5/6d single, 9/5d return; from Keighley 4/10d single, 8/1d return.

Bradford-Ilkley-Bolton Abbey every Sunday. Half hourly service leaving Bradford at 12.30p.m. and every half hour to 7p.m. returning from Bolton Abbey 1.40p.m. and every half hour to 8.20p.m. Bradford-Ilkley 2/3d return; Bradford-Bolton Abbey 3/5d return.

Bradford-Harrogate-Knaresborough. Every Sunday during July and August and Monday Tuesday and Wednesday of Bradford, Keighley and Shipley Holidays Weeks. Hourly from Bradford 10.55a.m. to 5.55p.m. returning from Knaresborough 12.25pm to 7.25p.m. Bradford-Harrogate 3/4d return, Bradford-Knaresborough 4/1d return.

Keighley-Shipley-Harrogate-Knaresborough. Operated Sundays, Tuesdays, and Wednesdays in July, August and September and Daily during Keighley Parish Feast Week. Depart Keighley 10.40 a.m. 2.10p.m. on Sundays (arrive 12.20p.m. 3.50p.m.) 9.40am. 2.10p.m. on Tuesdays and Wednesdays (arrive 11.20p.m. 3.50p.m.). Depart Knaresborough 12.25p.m. 6.25p.m. (arrive 2.0p.m. 8.0p.m.) on Sundays and depart 11.55a.m. 6.25p.m. (arrive 1.30p.m. 8.0p.m.) on Tuesdays and Wednesdays, Keighley-Harrogate 2/5d single, 4/1d return; Keighley-Knaresborough 4/10d return.

Bradford-Keighley-Skipton-Burnsall-Appelcreech-Pateley Bidge. Operated every Sunday during June, July, August and September and daily during Keighley and Bradford Local Annual Holiday Weeks. Depart Bradford 1.45p.m. Keighley 2.30p.m. Skipton 3.0p.m. arrive Pateley Bidge 4.20p.m. Depart Pateley Bidge 6.30p.m. arrive Keighley 8.20p.m. Bradford 8.58p.m. Fares 6/11d from Bradford, 5/6d from Keighley.

The leaflet ended by stating that "Regular services are operated between the following points, Harrogate-Pateley Bridge; Ilkley-Bolton Abbey-Graddington; Harrogate-Ilkley-Skipton; Leeds-Otley-Ilkley; Bradford-Ilkley-Ben Rhydding; Leeds-Knaresborough".

Harrogate Chauffeur Coach.

It has not been previously recorded that the Chauffeur Coach services use special Setright Speed Tickets. These are a greyish blue in colour with 2 thin parallel red lines down each edge. The reverse simply states that the ticket is issued subject to rules and regulations, etc., and the Company name does not appear on these tickets. In general the two ticket machines allocated to these services are numbers 1016 and W 602, although machine No. 1030 has also been used.

8. RECOLLECTIONS.

This is not a story, merely a collection of recollections all connected with transport. If they stir any memories in other member's minds, put them on paper and send them to our Editor as I have done. Incidentally, there are no prizes for guessing the name of the writer.

One of my first recollections is of standing in Valley Road Shipley and watching the single deck West Yorkshire buses climb Carr Lane to Wrose. I remember wondering what would happen if one ran away. Would it roll down the hill to Valley Road? Rumour had it at that time, that all those single deckers had double deck engines. One Sunday morning I went to the top of Carr Lane to see DX 17 climb up the hill and become the first double decker in service on Route 64 as it was then. One memorable journey on that route was on a fully laden DB38 on the 9.15 p.m. trip from Shipley. That was the fourth vehicle on that service, the others being SUG 6, DX 48 and DX 78 all in one day.

Before the 1939-45 war, there was a short working on Canal Road, Bradford, from Forster Square to Bolton Woods. This was extended from time to time to coincide with the starting and finishing times of Dumb Mills, Frizinghall. The route covered was basically the same as the old Bradford City Tramways route to Frizinghall. This had been operated by single decker trolleybuses and was

## RECOLLECTIONS (CONT).

exchanged with West Yorkshire for the Bradford-Clayton route. This service operated every morning and teatime, and all day Saturday, frequently with a one man operated Dennis. The driver's cap was placed invitingly on the seat inside the bus and as I remember there were occasions when no tickets were given. Every one seemed happy with that arrangement until an Inspector boarded the bus, and then things happened. The 7.20 or 7.25 a.m. journey did not go to Bradford. Instead it went with a full load across the Valley to Lister's Mill, behind Lister Park, for at that time many people who lived in Bolton Woods worked at Lister's Mill. I never could understand why there was no return journey at 5 o'clock to Bolton Woods. Presumably there was no demand, or was it thought to be more important to take people to work than to see that they arrived home after their day's work. The highlight of the year on this service was Bowling Tide Saturday morning, the start of Bradford Holiday Week. A double decker would operate this service presumably to cope with the extra traffic and the luggage which the passengers were carrying. Double Deckers did operate on Bradford-Baildon 58 at weekends and during the evenings.

On Canal Road by the old Gas Works, two railway tracks ran across Canal Road, on a raised cobbled base. Many is the time that a Bristol J has hit one line and not grounded until the other line had been passed over. 40 miles an hour in a crowded J was a regular feature of this service. During the war many of the J's which operated on the Baildon routes were converted to Cattle Trucks as we called them, 30 seated and 30 standing. At least one shared a sense of togetherness when aboard one of these vehicles, particularly when going round the double bend approaching Bolton Woods from Bradford. Then there were the route numbers which were carried by vehicles during the war. A box was suspended over the nearside front wing with a lamp inside. A sheet of metal with holes cut in it was pushed into slots in the box so that when the lamp was lit, one could see on what route the bus was travelling. This was very helpful to passengers during the war especially during the hours of darkness, providing that the driver had remembered to change his piece of tin. Many a time a bus showing route 58 has shot on North Parade and intending passengers for Bolton Woods had to walk back to John Street to wait for the next 58 which would most likely be full of Baildon passengers when it arrived.

Golden Acre Park had a West Yorkshire service from Bradford. I remember going with my parents and having to queue for what seemed like a lifetime before we boarded a bus.

On summer evenings during the school holidays I occasionally went to the AVRO works at Yeadon to see the variety of buses which were there. Open Backed Titans from West Yorkshire and Bradford City Transport, Regents from Leeds and Halifax. What appeared to be dozens of different types of buses, it was marvellous and provided a welcome diversion from the war. It was a good sight as years later when everything that could move and carry passengers was pressed into service for the Air Displays at Yeadon. I once travelled on a Halifax Regent when I was going to one display. The Air Displays brought back memories of my first ever flight which was from Yeadon. A high wing monoplane, three engines, about ten children aboard, the cost five bob and the year, about 1935 or 6.

During the war strange things happened, and buses were seen in strange situations. For months Bradford Corporation open backed Titans came in to Bolton Woods full of Home Guards, always on Sunday mornings. They were taking the Home Guards into the quarries at Bolton Woods where they were practising bomb throwing. It must have been very hard on the springs of those vehicles, but they survived until the late forties. I think it was during the winter of 1941 or 1942 when the snow melted and then froze almost immediately. Manningham Lane was like a skating rink and gangs of men were employed to chip the ice off the cobbles. The West Yorkshire vehicles were more mobile than the Trolleybuses and that could pick their way through the ice giving a relatively smooth ride. Traffic receipts must have been high then, as everyone preferred a West Yorkshire bus to a lurching trolleybus..

Years before on Manningham Lane when the trams were on, there was frequently on OFF at a tram stop, if the road was flat and a driver stopped his tram with the trolley wheel on the OFF there was no current. He had to wait for the next tram to come along and push him off the OFF. Journeys from Frizinghall to Crossflatts by tram were always an adventure. Frequent lurchings as the tram changed from double track to single track.

Another of my tram memories is of going to Pudsey by tram with my grandfather. He insisted on going by tram to Bradford from Frizinghall, after the walk from Bolton Woods, Bradford to Stanningley by tram, and then by Leeds tram up Richardshaw Lane to Pudsey. I always looked forward to travelling on a Leeds tram as I thought that they were more comfortable than the Bradford ones. (TO BE CONT.)