

# WEST YORKSHIRE

ISSUE NUMBER 201

INFORMATION SERVICE

DECEMBER, 1967

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Hon. Vice-Presidents :  
Hon. Chairman :  
Hon. Secretary :  
Hon. Fleet Historian :  
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## EDITORIAL.

We would like to take this opportunity of wishing all our readers a very Happy Christmas and a prosperous New Year.

Many changes are likely to come about as a result of developments during the past month in the industry we all study. It was announced early in the month that the bid by the Transport Holding Company for control of the West Riding Automobile Co. Ltd. had been accepted by the shareholders of West Riding. On 23rd November an even bigger takeover was announced, that the British Electric Traction group was to be acquired by the T.H.C. at a cost of £35 million. The B.B.T. group, of course, includes such companies as East Yorkshire, Hebble, Yorkshire Traction, Yorkshire Woollen and Ribble and no doubt much integration will take place now that all the large company operators are owned by the same group. The publication of a White Paper on Transport on December 5th revealed that the Government's plans for Road Passenger Transport included setting up a Company to take over operation of those vehicles at present operated by the B.B.T. and Tilling groups. The companies are to be run as at present as subsidiaries of the "National" company. It was also announced in the same White Paper that loan sanction was to be obtained to complete the purchase of the Ledgard and West Riding companies, of which at the moment the T.H.C. only has control.

To augment the funds of the Service, a friend of the WYIS has recently very kindly given us a Ledgard ticket rack, complete with some of each denomination of Bell Punch tickets. Would any member interested in this item please make an offer to the Secretary by 31st December, 1967.

Members are asked to note [redacted] new address, which is now as shown above.

**PERSONAL.** Our best wishes for a long and happy retirement go this month to [redacted], Depot Superintendent at Skipton, who retired recently after 40 years' service. He joined Keighley Bros. as a driver in 1926 and on the takeover of that firm in 1928 he continued as a long distance driver with West Yorkshire until 1941, when he was promoted to assistant operating foreman at Keighley.

Our best wishes also go to [redacted] who retired recently from Malton, again after giving many years service to public transport.

## LEEDS MEETING - Saturday, 25th November, 1967.

About 30 members and friends attended this meeting, which was held in Wellington Street Coach Station Cafe, by kind permission of the Company. We were also very pleased to have with us [redacted] and [redacted] from Harrogate.

The meeting commenced with a short business discussion, in which it was reported that we had 98 members. An interesting point brought out at this point was that of the 38 members of the Service during its first year of existence, 1951, 15 were still members, an excellent record. It was decided that the subscription for 1968 should be kept at 10/-, subject to this being reviewed later in the year if there were any large increases in costs. There then followed a brief discussion on future tours, and the form that these should take. Provisional details were given of the Spring Tour, which it was proposed should be of Staffordshire Independents, taking place on either Sunday 19th or 26th May.

Business over, [redacted], Area Traffic Superintendent for Leeds/York took the floor to give us an excellent illustrated talk of ...the history

the history of West Yorkshire, which began with the earliest days of the Clarkson steamers operated by the Harrogate Carriage Company. After illustrating various types of Tilling Stevens petrol-electrics, the talk covered the various miscellaneous vehicles of the 1920's and 30's, and finished with the more modern stock of the early 1950's.

Our grateful thanks go to [redacted] for his very interesting and instructive talk, and also to [redacted] for operating the projector. There is no doubt that we know a great deal more about early West Yorkshire vehicles as a result of [redacted] extremely interesting talk.

PFESS DAY for the January Bulletin will be Tuesday, 2nd January, 1968, and all items should be sent on or before that date to [redacted].

1. FLEET CHANGES.

New Vehicles

SRG 51	SWX 377F	Bristol	RELL6G	3/222	ECW 16548	B53F	7-12-1
SRG 52	SWX 378F	Bristol	RELL6G	3/221	ECW 16547	B53F	7-12-1
SRG 53	SWX 961F	Bristol	RELL6G	3/223	ECW 16549	B53F	7-12-1
SRG 54	SWX 962F	Bristol	RELL6G	3/229	ECW 16550	B53F	7-12-1

All were delivered towards the end of October and stored at Grove Park.

Additional Details. A recent study of old Bulletins has revealed certain previously unrecorded details. A survey of unladen weights carried on the vehicles has also shown a number of changes from when the vehicles were new. Details are as follows:-

DBW 1 UW 7-15-2 (cx 7-13-2 see issue 1); DBW 2 7-15-1(7-13-1, iss.1); DBW 3 7-15-3 (7-13-3,iss.2); DBW 4 7-15-1 (7-13-1,iss.2); DBW 5 7-16-1 (7-14-1,iss.10); DBW 6 7-16-1 (7-14-0,iss.10); DBW 7 7-16-0 (7-14-0,iss.10); DBW 8 7-16-0 (7-14-0,iss.10); DBW 9 7-14-3 (7-12-3,iss.11); DEW 10 7-14-3 (7-12-3,iss.11); DBW 11 7-14-3 (7-12-3,iss.11); DBW 12 7-18-0 (7-12-3,iss.11); DBW 13 7-15-1 (7-12-3,iss.11); DBW 14 7-14-2 (7-12-2,iss.11); DBW 15 7-14-3 (7-12-3,iss.14); DBW 16 7-15-0 (7-13-0,iss.14); DBW 17 7-16-3 (7-13-0,iss.14); DBW 18 7-14-2 (7-12-2,iss.14); DBW 19 7-15-2 (7-13-2,iss.14); DBW 20 7-15-1 (7-13-1,iss.17); DBW 21 7-15-1 (7-13-1,iss.17); DBW 22 7-15-2 (7-13-2,iss.17); DBW 23 7-16-2 (7-13-2,iss.17); DBW 24 7-15-1 (7-13-1,iss.17); DBW 30 7-18-0 (7-16-1,iss.21); DBW 32 7-16-3 (7-16-2,iss.22); DGW 7 7-18-1 (7-18-0,iss.28); DGW 8 7-18-0 (7-17-0,iss.28); KDX 39 7-14-1 (7-14-0,iss.56); KDX 40 7-13-2 (7-14-2,iss.56); KDX 41 7-14-0 (7-14-1,iss.56); DX 47 7-14-2 (7-15-0,iss.68); DX 52 7-14-1 (7-14-3,iss.74); DX 64 7-14-3 (7-15-1,iss.83); DX 66 7-14-3 (7-16-0,iss.84); DX 81 7-18-1 (7-18-2,iss.105); DX 107 7-18-1 (7-18-0,iss.124); DX 109/10/2/3 7-18-0 (7-18-2,iss.126); DX 111 7-18-0 (7-18-2,iss.126); YDG 86 7-3-2 (7-2-3,iss.55); SG 150 6-9-2 (6-9-0,iss.12); SBW 31 6-19-0 (6-18-2,iss.17); SBW 35 6-12-1 (6-18-2,iss.17); SGW 2 6-14-2 (6-14-1,iss.3);SGW 12 7-3-0 (7-0-3,iss.6); SBW 8 7-7-3 (7-8-0,iss.6); CBW 9 7-7-3 (7-8-1,iss.8); CBW 10 7-7-3 (7-9-0,iss.7); SUG 26 6-15-0 (6-15-1,iss.51); SUG 30 6-13-3 (6-15-3,iss.51); CUG 13 7-0-1 (7-0-0,iss.40); CUG 14 7-0-0 (7-0-1,iss.40); CUG 19 7-1-1 (7-7-1,iss.51); EUG 78 6-18-2 (6-16-2,iss.102); EUG 79 6-12-2 (6-16-2,iss.102); EUG 37 6-18-2 (6-18-1,iss.135).

Details not quoted previously are:- DX 121-5 UW 7-19-0; DX 150 Body No. 12972; DX 189 Body No. 14827, UW 7-16-0; YDX 198 UW 7-16-1; DX 201 UW 7-16-0; DX 202 Body No. 14831, UW 7-16-0; DX 213 Chassis No. 230012, Body No. 15449. UW 7-16-2; DX 215 UW 7-16-2; YDX 216 Body No. 15452, UW 7-16-2; YDX 220 UW 7-15-3; KDX 225 UW 7-15-0; KDX 226 Body No. 15473, UW 7-15-0; KDX 227 Body No. 15474 UW 7-15-0; YDX 231 Chassis No. 230013, Body No. 15461, UW 7-15-3; YDX 238 UW 7-16-2; SMA 13/7 UW 4-8-0 (SMA 17 new 4-10-0); SMG 19/24 UW 6-9-0; SMG 29-32 UW 6-9-0; SMG 33 UW 6-11-3; SRG 22 UW 7-11-2; SRG 32 UW 7-11-2; SRG 35-8 UW 7-11-2; EUG 81 UW 6-18-1; ERG 4 UW 8-5-3; ERG 8 UW 8-5-1; CUG 36/40/1 UW 7-7-0; ORG 2/3 UW 8-9-3. Two incorrect items have also been discovered: DX 151 has chassis no. 196034 and not 196029 as quoted in issue 139. The registration number of YDX 237 was shown in issue 189 as NWU 427D - it is actually NWU 472D.

A few minor corrections need to be made to the list of Ledgard vehicles given last month. KUP 949 is C35F and not DP35F. BCK 414/5/21/2 are PD1A and not PD'. BCK 427/41 are also PD1A and were rebuilt to 8 ft. in 1955; 0600 engines were fitted in 1958. The

body numbers quoted for the RT's are London Transport body numbers, and not makers numbers. It should also be stated, perhaps, that DAW 4 is licensed as H32/28R, although physically H33/28R as stated. The seating of DGW 12 is H36/28R and not as stated last month.

Allocations and Transfers.

Due to circumstances beyond our control, the first part of the A. & T. last month was not of the usual quality, and we are therefore repeating it this month.

EUG 89 (correction)	from LEEDS	(delicensed)	30.9.67
SBW 16/7/21/6			
DBW 3/19	(delicensed)	to BRADFORD	15.10.67
DBW 12/32/3	"	" BRADFORD	"
DBW 26/9	"	" ILKLEY	"
DGW 5/7	"	" LEEDS	"
DAW 1/2/3/4/5/6/7/8/9/10	(acquired)	" LEEDS	"
DGW 11/2	"	" OTLEY	"
SMG 16		" OTLEY	"
SMG 26	from YORK	" OTLEY	"
SMG 51	" SKIPTON	" ILKLEY	"
SRG 3	" LEEDS	" OTLEY	"
DX 8/13/30	" BRADFORD	" ILKLEY	"
DX 22/3/4	" BRADFORD	" OTLEY	"
DX 35	" YORK	" OTLEY	"
DX 80	" MALTON	" OTLEY	"
DX 151	" KEIGHLEY	" OTLEY	"
SMG 13	" BRADFORD	" ILKLEY	"
SMG 27/60	" PATBLEY BRIDGE	(delicensed)	31.10.67
EUG 76	" LEEDS	"	"
EUG 80	" LEEDS	"	"
ERG 4/5	" KEIGHLEY	"	"
ERG 9	" BRADFORD	"	"
ERG 10	" LEEDS	"	"
CUG 8/26/7/31	" HARROGATE	"	"
CUG 10/28/30/2/3/4/5/8	" LEEDS	"	"
CUG 13	" BRADFORD	"	"
CUG 24/5/46/7/8	" YORK	"	"
DX 156	" HARROGATE	"	"
	" KEIGHLEY	"	"

November/December Transfers.

SGW 2/5/10	from YORK	(delicensed)	30.11 67
SBW 16/28	" BRADFORD	"	"
SBW 26	" YORK	"	"
SUG 26	" BRADFORD	"	"
SMG 25	" LEEDS	"	"
DBW 3/11	" BRADFORD	"	"
DBW 12	" ILKLEY	"	"
DBW 16	" HARROGATE	"	"
DX 83	" BRADFORD	"	"
DX 158	" KEIGHLEY	"	"
DX 179	" LEEDS	"	"
SBW 24/5	(delicensed)	to YORK	1.12.67
SMG 6	"	" YORK	"
SMG 13	"	" PATELEY BRIDGE	"
EUG 71	"	" YORK	"
EUG 72/5	"	" HARROGATE	"
EUG 73/4	"	" BRADFORD	"
EUG 76/89	"	" LEEDS	"
EUG 80	"	" KEIGHLEY	"
ERG 4/5	"	" BRADFORD	"
ERG 6/8	"	" KEIGHLEY	"
ERG 9	"	" LEEDS	"
ERG 10	"	" HARROGATE	"
CUG 6/13	"	" YORK	"
CUG 8/18/21/6/7/31/6/44/5	"	" LEEDS	"
CUG 10/28/30/2/3/4/5/8	"	" BRADFORD	"
CUG 14/5	"	" KEIGHLEY	"
CUG 23/4/5/37	"	" HARROGATE	"
DX 3	"	" BRADFORD	"
DX 67	"	" HARROGATE	"
DX 156	"	" KEIGHLEY	"
SRG 51	(new)	" KEIGHLEY	"

.....SRC 52

	(new)	to	BRADFORD	1.12.67
SRG 52/3/4	HARROGATE	"	YORK	"
SUG 17	SKIPTON	"	KEIGHLEY	"
SHG 17	PATBLEY BRIDGE	"	HARROGATE	"
SHG 19	KEIGHLEY	"	HARROGATE	"
SRG 23	ILKLEY	"	LEEDS	"
DBW 33	OTLEY	"	ILKLEY	"
DX 22/3	OTLEY	"	LEEDS	"
DX 24	OTLEY	"	BRADFORD	"
DX 30	HARROGATE	"	BRADFORD	"
DX 50	BRADFORD	"	OTLEY	"
DX 78	LEEDS	"	OTLEY	"
DX 100	ILKLEY	"	OTLEY	"
DX 104	HARROGATE	"	OTLEY	"
DX 175				

- Notes:-
1. All vehicles are relicensed at their former depots except SBW 24/5 (cx Malton).
  2. This is the first move since new on 1/9/59 for DX 78.
  3. This is the first move since new on 1/2/64 for DX 175.
  4. There are now no SGWs running in original condition, and indeed there is only one (SGW 6) running at all.
  5. SHG 19 returns to its original depot after an absence of only one month.
  6. There are now only 10 SBWs running, out of the 19 still in stock.
  7. Harrogate now has only one DBW (15).

#### Stored Vehicles.

SKIPTON:- KHY 395, ARN 393/4, BCK 633, CRN 852/66, JWU 131, KYV 799, LLU 803/42/53/73, PLL 834.

KEIGHLEY:- BCK 415/21, 621, WXP 864.

This completes the locations of all the Ledgard vehicles.

#### Fleet Total.

	C	SD	DD	1.12.67	1.12.66
Licensed	41	210	307	558	525
Delicensed	7	29	7	43	28
	48	239	314	601 *	553

\* The fleet total includes OF 1/2 (cx Ledgard Ford coaches - further details later), and SRG 55/9-69.

This is the first time in the history of the Company that the Fleet Total has topped the 600 mark. Indeed, if all the Ledgard vehicles had been taken into stock until disposal, the fleet total would currently have been 685.

## 2. VEHICLE NOTES.

#### Overhauls.

November, 1967 SHG 13.  
December, 1967 SHG 27/60, DX 168.

#### Depot Repaints.

October, 1967 DX 18, DBW 25 (TUV).  
November, 1967 DX 204, DX 44.

The ex-Ledgard vehicles repainted up to now have re-entered traffic in red/cream on the following dates:- 3/11/67 DAW 2; 10/11/67 DGW 12; 17/11/67 DGW 11; 24/11/67 DAW 1; 1/12/67 DAW 5; 8/12/67 DAW 3.

#### General News.

All the ex-Ledgard vehicles are receiving a partial interior and a full exterior repaint, but are not being overhauled. A notice is being fitted in the cab which says "WARNING. Highbridge vehicle. Not to be taken under Bus Washing Machines. Care needed when entering depots". This is the only warning in the cab for the driver that he is driving a Highbridge vehicle. All vehicles have only one cream band, none having any beading round the upper deck suitable for a further cream band. They also retain their Ledgard blinds, and are therefore somewhat restricted in their range of routes.

Further vehicles noted with their fleetnames moved onto the waistband are: SHG 9/10/50, SRG 12/16/17. The new SRGs, unlike SRG 49/50, however, have their fleetnames in the conventional position, and do not carry the large advert. panels of the previous two vehicles. SRG 49 received a "self-advertising" Express Service advert during November.

DX 18 now has a front registration number with smaller letters, small fleet numbers and no black outlining.

DBW 25 has recently been noted to have "Thorp Arch Hospital" added to the front blind, on the white blank between "Skipton" and "Dishforth".

DX 64 has had the small air intake in the centre of the roof upstairs sheeted over.

Both SMG 13 (overhauled 11/67) and SMG 22 (10/67) have polished radiator grille surrounds, whilst SMG 23 (o/h 7/67) has it painted red.

SMG 8/9 both have small fleet numbers, the front ones under the windscreen on the offside.

DX 66 now has a small front fleet number.

SMG 26/48 are confirmed as being fitted for OMO, and all SMGs have now been checked as being so fitted.

A recent examination of DX 82 has shown that this vehicle remains unique in several respects. Apart from the hopper windows previously mentioned, it has a Running Sheet and CRB holder on the roof of the cab. There is no used ticket box on the inside of the platform doors, this being on the rear emergency door instead. The vehicle also still retains its Darlington CBC licence at the moment.

DX 107/27/50/204/13 now have CBC scoops, leaving only DX 59/108, 124/86/205 at Leeds to be treated.

YDX 92 is reported to have had the nearside front window and ventilator upstairs replaced by a plain glass window. The offside front window retains a hopper-type ventilator, however, no doubt giving an odd, "winking" effect.

3. SERVICE CHANGES.

Stage Carriage.

S.433. 33 Leeds-Rawdon.

On Sundays to introduce an additional journey at 10.40 from Rawdon to Leeds and to amend the additional journey at 22.50 on Saturdays from Horsforth to Leeds to read 22.55 Horsforth (Trinity and All Saints Colleges) to Leeds.

S.434. 27 Pateley Bridge-Middlesmoor.

On Saturdays to extend the 17.15 Pateley Bridge to Lofthouse through to Middlesmoor arriving at 17.45, the return journey to depart Middlesmoor at 17.45, Lofthouse 17.50 and then 5 minutes later throughout. Also on Saturdays to truncate the 20.15 from Pateley Bridge to Middlesmoor at Lofthouse and return from Lofthouse at 20.45 then 5 minutes earlier throughout.

S.435. 7A Pannal-Ecny Pot Lane (Harrogate Local).

To introduce additional journeys from Harrogate (Bus Station) to Birklands School at 08.50 and 08.55 returning at 15.50, these journeys to operate Monday to Friday during School terms.

S.436. 43 Bradford-Scarborough.

To introduce three additional fare stages between York and Elmfield, at St. Leonards, Monk Bridge and Howorth.

S.437. 71 Skipton-Buckden.

To withdraw the 20.40 Skipton-Buckden on Saturdays and to withdraw the Buckden-Grassington section of the 21.40 Buckden-Skipton on Saturdays, and to introduce an additional timing at 21.00 Skipton-Grassington on Saturdays.

Express Carriage.

E.70. X75 Keighley-Scarborough.

To retine the 08.50 from Keighley to 08.45, departing Bingley 08.56, Saltaire 09.03, Shipley 09.06, Bradford 09.15, Stanningley 09.27, Leeds 09.45 then 15 minutes earlier throughout.

Excursions and Tours.

To introduce the following additional excursions:-

T.71. From Bradford (Chester Street or Morley Street).

London (Day) via A.647, Leeds, A.639, Oulton, A.6032, Castleford, A.656, A.639, Pontefract, A.639, A.1, A.1(H) to East Midland Traffic Area. Fare 35/6d. To operate throughout the year.

T.72. From Leeds (Vicar Lane Bus Station).

London (Day) via route as above.  
Fare 35/-. To operate throughout the year.

On Mon. 27 Nov. the diversion in Otley Road, Shipley, was removed, and for the first time for a very long time vehicles ...

were able to operate along the full length of Otley Road instead of operating via Baildon Road.

As from 11th October, the Bradford-Cookridge (54) service was foreshortened, and now commences and finishes at Horsforth Station, owing to a weight limit being placed on the Railway Bridge at Horsforth. This is now a wholly Bradford-worked route, the two Leeds turns being taken over earlier in the year.

As from Mon. 13 Nov. the 07.35 York-Leeds journey ceased operating via Woodlands Estate, Tadcaster. The journey now operates to Leeds via Tadcaster, Station Road, showing "Service 45". As a result the 07.35 journey arrives Vicar Lane at 08.41 and at Wellington Street at 08.51.

The alterations to services 58/59/61 (see S.428 last month) were introduced on Sun. 26 Nov., and a leaflet was issued setting out the changes.

#### 4. OPERATING DETAILS.

##### Depot Reports.

Bradford. On Thurs 2 Nov SRG 3 worked as service car on Bradford-Keighley (67), and the following day DX 12 (L loan B) worked 10.25 Bradford-Leeds(30), whilst DX 170 (also L loan B) worked 14.35 Bradford-Yeadon (55). On Wed 8 Nov. SRG 3 worked 13.55 Bradford-Harrogate (53), and BUG 81(K) was noted on Keighley-High Royds Hospital. The following day SRG 30 (H loan B) worked 06.55 Bradford-Harrogate(53) and 09.25 Bradford-Otley (53). On Tues 14 Nov. SRG 41 was working 06.55 Bradford-Harrogate(53), being normally used on Bradford-Ilkley(63), and Scarborough. Working the 10.55 Bradford-Harrogate (53) was DX 58 (H loan B). On Wed 15 Nov. DGW 4(L) worked 09.55 Bradford-Leeds(30), a Bradford turn, whilst the following day the 06.30 Bradford-Harrogate(51) was worked by DX 103(K). Also on 16 Nov, the 10.40 Harrogate-Bradford (53), normally a Bradford depot turn was worked by a Harrogate depot crew using the Bradford bus, the Harrogate crew then returning passenger to Harrogate. On Fri 17 Nov DX 52 (L) worked 11.35 Bradford-Yeadon(55) for Bradford depot. The following day DGW 2 (B) worked a number of journeys on 67 as a service car, this route being normally operated by Lodekkas. SUG 23(H) worked the 09.40 Bradford-Harrogate(51), DX 113(H) the 09.25 Bradford-Otley(53), SUG 34(PB) worked 10.10 Bradford-Harrogate(52), and SUG 52(B) the return journey at 11.30 from Harrogate(52). SUG 16(K) was noted at High Royds Hospital, having worked from Keighley, and was seen to be one man operated. At the same time DBW 6/20 (both B) were the 13.15 Bradford-High Royds Hospital cars.

On Mon 20 Nov DX 173(K) was working 14.35 Bradford-Yeadon(55), and DX 47(L) 21.10 Bradford-Otley(50). The following day DX 173(K) was noted working on 67 for Bradford. Noted at Denholm on 20 and 21 Nov was SRG 50(K), having worked there from Keighley via Leeming (OMG). On Wed 22 Nov the following Keighley depot cars were working for Bradford - DX 31/103/20/73, and noted at Keighley were DBW 1/21, DX 79/99/183 (all B). DBW 1 was later noted working for Bradford on 67 in the late evening, presumably having been changed over with one of the Keighley cars in the afternoon. On Sat 25 Nov SRG 41(B) was noted working to Keighley(67) at 21.55 in place of the usual DX, the only SRG rostered to operate to Keighley being 07.25 dup. on Mon-Fri. On Mon 27 Nov DX 175(H) worked 14.10 Bradford-Harrogate(52), and DX 113(H) the 15.25 Bradford-Harrogate (53). DBW's are now frequently appearing on 55/60, whilst 66/66A are being operated by both DBW's and DX's. Noted on Bradford-Yeadon(55) on Wed 29 Nov were DBW 21/34, whilst SUG 36/66 worked to Woodlands Hospital. DGW 1(B) was noted working 15.05 Bradford-Keighley(67) on Thur 30 Nov. Maiden journeys for the new SRGs on Fri 1 Dec were as follows:-SRG 52 09.55 Bradford-Harrogate(53), SRG 53 11.25 Bradford-Harrogate(53) and SRG 54 06.25 Bradford-Harrogate (53). DX 50 worked 10.25 Bradford-Otley(53), SUG 31 12.15 Bradford-Keighley(67) and SRG 32 was noted on 12.25 Bradford-Keighley(67) the same day. On Thurs Nov 2 DX 52(W) operated 06.50 Bradford-Haworth(56) and 08.25 Bradford-Leeds (30) for Bradford depot. SUG 2(K) was operating on Bradford-Ilkley(63) on Fri 10 Nov. On Thurs 16 Nov. BUG 70 operated 08.20 Brown Cow Inn-Bradford (56 dup.) in place of the usual SUG or SBW. The same day SUG was noted displaying "Bradford Z67". The following day, Fri 17 Nov SRG 3 was on the 13.55 Bradford-Scarborough(43), and DBW 34

....operated

operated the 17.40 Bradford-Harrogate(51), a very unusual vehicle on this route. On Wed 22 Nov DX 47(L) worked 06.50 Bradford-Haworth (56) and the 08.25 Bradford-Leeds(30) for Bradford depot. SRG 32 worked as service car on Bradford-Keighley(67) on Fri Dec 1 instead of the usual DX.

Harrogate. Noted on Tadcaster-Skipton(76) on Sat 2 Dec was DX 65(H), an old "regular" on this route until the arrival of the SRGs in 1965.

Ilkley. On Wed 22 Nov, SRG 48(I) was noted working 11.45 Ilkley-Otley(34)(OMO); this being usually worked by an OMO SMA/SMG. Although rostered as a double-deck duty, the all-day turn on Ilkley-Otley(34) taken over from Ledgards is worked by one of Ilkley's SMGs, 18/26/53, although DBWs appeared during the first few days after the takeover. KDX 139/40, DX 215 (all) have been noted recently on the following Ilkley depot duty:- 06.50 Ilkley-Otley(34), 07.10 Otley-Ilkley(34). 07.45 Ilkley-Leeds(34), then dead to Broadgate Bottom, then Broadgate Lane to Benton Park School (33) returning to Ilkley from Rawdon as a duplicate on 32A.

Leeds. On Mon 6 Nov, DBW 5 replaced DX 178 on Leeds-Knaresborough (38), and worked at least two turns, including 12.45 ex Leeds. The same day, SMGs replacing SRGs on 36 were noted:- SRG 7 was replaced by SMG 29, whilst SRG 33 was replaced by SMG 22(W) which did one trip and on returning to Leeds at 12.37 was replaced by SRG 10 for the return trip at 12.45. The following day SRG 27 was replaced by SMG 55. Noted on Leeds-Guiselley (White Cross)(32) on Thur 16 Nov was DX 183 (B loan L), and DX 18 (K loan L) was working on Leeds-Otley(34). An unusual vehicle on 12.00 Leeds-Red Hall Lane(38A) and return and 12.55 Leeds-Thorp(42) and return on Wed 15 Nov was SRG 9; a typical vehicle on this turn was DGW 3 which was used the following day. DX 80(O) was noted at 08.30 in Cookridge St. on Thur 21 Nov, having arrived on 34, this vehicle then worked a School Special. An unusual sight at 08.35 the same morning was Vicar Lane Bus Station completely empty of buses, probably due to traffic conditions in the Headrow and Vicar Lane. DX 47(L loan B) worked 12.50 Leeds-Bradford(30). On Fri 24 Nov, DX 17(W loan B) worked this turn, whilst 13.05 Leeds-Keighley(31), a Leeds turn, was worked by KDX 139 (I loan L). On Mon 27 Nov SRG 33 was replaced on 36 by SMG 23 (W loan L). Unusual observations on Leeds-Scarborough (43) during the past month have been:- Thurs 16 Nov 13.35 ex Leeds - YDX 228; Tues 14 Nov - SUG 15 (L loan YK); Thurs 16 Nov - SMC 21 (YK loan Sc); Mon 20 Nov - SRG 17 (YK loan H), the usual vehicle being one of SMG 47/3/5. On Wed 22 Nov the 17.35 ex Leeds was worked by SMG 41 (M loan YK), whilst on Fri 1 Dec, SMG 48 (YK loan Sc) worked 12.45 Leeds-Scarborough (43 OMO), in place of the usual SRG. Observations of the 18.25 Tadcaster-Leeds (42) during the past month have been:- 21 Nov - DBW 23; 22 Nov - DBW 24; 23 Nov - DBW 26; 28 Nov - DBW 26; 29 Nov - DGW 7; 30 Nov - DGW 7; 1 Dec - DX 24(O). It will be seen that DBW/DGW are the regular vehicles on this turn, although virtually unknown on the all-day turns on this route. On Sun 19 Nov, DX 31(K) worked Leeds-Thorp Arch Hospital for Leeds depot.

Wetherby. Noted on Leeds-Wetherby (41) recently have been DBW 18 (20/11/67) and DBW 13 (2/12/67). A special service has been introduced in conjunction with the "Buy-Well Shopping Centre", of Thorp Arch Trading Estate. Journeys operated are 10.00 ex Wetherby to Thorp Arch (Fris and Sats only), returning from Thorp Arch at 11.30, and 14.30 ex Wetherby to Thorp Arch (Sats only), returning at 16.00. When the 14.30 departure was noted on Sat 18 Nov it was being worked by SUG 16 (L loan W).

York. SRG 12/17/25 have all been noted in Tadcaster on York-Tadcaster(87) during the past month. There appears to be a regular single deck rota on Tang Hall Lane-Cliffon (Y9/9A) which operates all day, except evenings. It is usually worked by an SMG, although SRGs and SUGs have been noted, and one SML has been seen. Two of the SMLs have at last gone to Malton, all four having been at York since now. SML 1/2, officially allocated to York, have gone to Malton, and SML 3/4, allocated to Malton, remain at York.

Used as a replacement for an unidentified Harrogate DX on 3rd Dec was YDX 197 which worked 14.10 Harrogate-Scarborough (84), 18.40 Scarborough-Harrogate (84) and 22.00 Harrogate-York (84).

Long Distance. Noted parked outside Vicar Lane Bus Station on Tues 21 Nov was Tilling MW6G/C39F T304 (9 DLY), showing "Tilling/London".

Lodgard Notes. Further vehicle notes on the last day of operation, 14th October, are:- Leeds-Bradford: LYR 918, OLD 705, KGU 263, LLU 842 and PDV 726; Leeds-Horsforth: KKW 125; Leeds-Guiselley-Ilkley: 1953 U, HLX 157, LLU 842, NLP 598; Leeds-Rawdon: LYR 918; Leeds-Otley-Ilkley: 1949 U, BCK 621, KHY 395, MCY 405, LYR 953; Otley-Arthington: BCK 415; Bradford-Otley-Harrogate: PNW 92; Newall-Otley-Golf House: 1950 U, MCY 405; Horsforth-Shaw Estate-Otley: CRN 852/5/66.

We have now received several reports of workings introduced as a result of the takeover. These are summarized below:-

Bradford depot took over the Bradford-Menston-Harrogate (52) service, and three rotas now cover this service, using ex-Lodgard staff where possible. Mon-Sats 06.10, 09.10, 12.10, 15.10, 18.10, 21.10 Bradford-Harrogate (52), 07.30, 10.30, 13.30, 16.30, 19.30, 22.30 Harrogate-Bradford (52), a SUG/SMG turn. The other SUG/SMG turn (Mon-Sats) is 07.10, 10.10, 13.10, 16.10, 19.10 Bradford-Harrogate (52), 22.10 Bradford-Otley (52), 08.30, 11.30, 14.30, 17.30, 20.30 Harrogate-Bradford (52) This vehicle returns from Otley to Bradford NOS. The DX turn on Mon-Sats works 06.25 Bradford-Otley (53 dup.), 07.05 Otley-Bradford (52), 08.10, 11.10, 14.10, 17.10, 20.10 Bradford-Harrogate (52), 09.30, 12.30, 15.30, 18.30, 21.30 Harrogate-Bradford (52). On Sundays, the DX turn works 10.22 Bradford-Otley (53 dup.), 11.00 Otley-Bradford (52), 12.10, 15.10, 18.10, 21.10 Bradford-Harrogate (52), 13.30, 16.30, 19.30, 22.30 Harrogate-Bradford (52), whilst the first SMG/SUG turn works 10.15, 13.15, 16.10, 19.10 Bradford-Harrogate (52), 11.30, 14.30, 17.30, 20.30 Harrogate-Bradford (52), 22.10 Bradford-Otley (52), returning to Bradford NOS, and the other SUG/SMG works 11.00, 14.10, 17.10, 20.10 Bradford-Harrogate (52), 12.30, 15.30, 18.30, 21.30 Harrogate-Bradford (52).

The Otley turn on Skipton-Tadcaster (76) on Mon-Sats is as follows:- 06.30 Otley-Skipton, 07.30 Skipton-Tadcaster, 09.55 Tadcaster-Skipton, 12.30 Skipton-Tadcaster, 14.55 Tadcaster-Skipton, 17.30 Skipton-Otley. This turn has been noted being worked by DX 35 (18/11/67), DX 24 (25/11/67) and DX 78 (2/12/67). One of the Ilkley all-day rotas (Mon-Sats) works as follows:- 06.05 Burley-Leeds (32A), then 07.00, 09.00, 11.00, 13.00, 15.00, 17.00, 19.00, 21.00, 23.00 Leeds-Ilkley (32A) and 07.55, 09.55, 11.55, 13.55, 15.55, 17.55, 19.55, 21.55 Ilkley-Leeds (32A). The other Ilkley all-day rota on 32A works 06.30, 08.30, 10.30, 12.30, 14.30, 16.30, 18.30, 20.30, 22.30 Leeds-Ilkley (32A), and 07.25, 09.25, 11.25, 13.25, 15.25, 17.25, 19.25, 21.25 Ilkley-Leeds (32A). As this is an Ilkley turn, however, it is uncertain how the vehicle reaches Leeds prior to taking the 06.30 journey, as there is no journey on 32A at that time, and the first Ilkley-Leeds (34) does not arrive in Leeds until 08.08. The Otley turn on 32A presumably works NOS to Leeds and then 06.00, 08.00, 10.00, 12.00, 14.00, 16.00, 18.00, 20.00, 22.00 Leeds-Ilkley (32A), 06.55, 08.55, 10.55, 12.55, 14.55, 16.55, 18.55, 20.55 Ilkley-Leeds (32A), and then returns to Otley on 22.55 Ilkley-Otley (34). The fourth and last all-day rota on 32A is that of Leeds, which works 07.30, 09.30, 11.30, 13.30, 15.30, 17.30, 19.30, 21.30 Leeds-Ilkley (32A) and 08.25, 10.25, 12.25, 14.25, 16.25, 18.25, 20.25, 22.25 Ilkley-Leeds (32A). Ilkley also have a duplicate car on the 17.00 ex Leeds and this is worked by any vehicle, KDXs, SRGs and DBWs having been noted as well as DXs. The 08.00 ex Leeds (an Otley turn) is also duplicated by a Leeds vehicle. On Sunday, the Otley vehicle works 08.35 Otley-Ilkley (34), then 08.55, 10.55, 12.55, 14.55, 16.55, 18.55, 20.55 Ilkley-Leeds (32A), and 10.00, 12.00, 14.00, 16.00, 18.00, 20.00, 22.00 Leeds-Ilkley (32A), returning to Otley on 22.55 Ilkley-Otley (34). The first Ilkley turn works 09.25, 11.25, 13.25, 15.25, 17.25, 19.25, 21.25 Ilkley-Leeds (32A) and 10.30, 12.30, 14.30, 16.30, 18.30, 20.30, 22.30 Leeds-Ilkley (32A). The other Ilkley .... turn

turn works 09.55, 11.55, 13.55, 15.55, 17.55, 19.55, 21.55 Ilkley-Leeds (32A), and 11.00, 13.00, 15.00, 17.00, 19.00, 21.00 Leeds-Ilkley (32A). The Leeds turn commences with the 09.30 Leeds-Ilkley (32A) and then continues with 10.25, 12.25, 14.25, 16.25, 18.25, 20.25, Ilkley-Leeds (32A) and 11.30, 13.30, 15.30, 17.30, 19.30 21.30 Leeds-Ilkley (32A).

On Saturdays Leeds Car 1 used to work the early morning duties on 34A and commenced working on 33 at approx. 11.52. This car now works as follows:- 07.06 Leeds-Rawdon (32 dup.), 07.40 Rawdon-Leeds (33), 08.15 Leeds-Trinity and All Saints College (33), 08.48 Trinity & A.S. College-Leeds (33), 11.50 Leeds-Horsforth Old Ball (33), 12.20 Old Ball-Leeds (33), then 12.55, 14.25, 15.55, 17.25, 18.55, 20.55, 22.25 Leeds-Rawdon (33), and 13.40, 15.10, 16.40, 18.10, 19.40, 21.40 Rawdon-Leeds (33), returning to Leeds on 23.00 Rawdon-Leeds (32 dup.). The ex-Ledgard turn on Leeds-Rawdon (33) works as follows:- 06.25 Leeds-Horsforth, 06.50 Horsforth-Leeds, then 07.25, 08.55, 10.55, 12.25, 13.55, 15.25, 16.55, 18.25, 19.55 Leeds-Rawdon and 08.10, 09.40, 11.40, 13.10, 14.40, 16.10, 17.40, 19.10, 20.40 Rawdon-Leeds, finishing with 21.55 Leeds-Horsforth and 22.20 Horsforth-Leeds.

5. SOLD STOCK NEWS.

JYG 748/O (ex SBW 5/11, Bristol LWL6B sold Norths 11/63).

To F. & J. Mitchell, Luthermuir, Montrose -/64.

Vehicles and routes of Mitchell acquired by Alexander (Northern) 1/10/67, SBW 5/11 numbered NE 3/2 by Alexander.

JWU 869 (ex SG 149, Bristol L5G sold Norths -/64).

To Longstaff, Broomhill 11/64.

To Smith, Amble.

Withdrawn by Smith 10/67, disposal unknown.

6. TEN YEARS AGO.

The December, 1957, bulletin ran to four pages, the last two of which were devoted to an article on the rebuilding of West Yorkshire vehicles during the 1940-46 period.

Only one new vehicle had entered service, this being DX 63 which was allocated to Harrogate. A short account appeared about the Bristol 'EW', of which EUG 70 was one of the first to enter service.

Under Sold Stock news, details were given of CP 4, which had been exported to Cyprus and re-registered.

7. OTHER INFORMATION.

A new timetable incorporating the ex-Ledgard services was published on 12th November. The general appearance is unchanged, and there is very little evidence that Ledgards have been taken over. To the list of Enquiry Offices has been added Otley, Bondgate, but the map inside the back cover is unchanged, and still has various routes marked as being operated by the "Exors. of S. Ledgard". Most of the service changes incorporated in the new timetable have been previously reported in the Bulletin, but if anyone knows of any not reported, we should be pleased to publish it.