

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 258.

SEPTEMBER, 1972.

PERSONAL. Our congratulations and best wishes go to member, [REDACTED], on his marriage on the 17th June, at Harewood Parish Church, to [REDACTED], of Leeds.

NATIONAL BUS COMPANY. As well as all-white coaches now beginning to appear throughout the country in "National" livery, stage carriage buses will shortly begin to appear with fleetnames in a standard capital letter style, with 5-inch letters in front of which will appear a 10-inch "double N", symbol of the N.B.C. Where cream is at present used in liveries, it will, in future, be replaced by white. On single-decker buses, fleetnames will appear above the windows. Leyland Nationals will be available in three shades of green, and two of red, neither of which is Tilling red, so it would appear that passengers are again to be hard pressed to recognise their buses in the months to come.

CHANGE OF ADDRESS. Will all members who may have occasion to write to [REDACTED], please note that his temporary address is now at [REDACTED]

No correspondence should now be sent to the Queensbury address.

FORTHCOMING EVENTS.

AUTUMN TOUR OF NORTH YORKSHIRE - SUNDAY, 24th. September, 1972.

As announced last month, bookings for this Tour have been excellent, and all seats are now practically filled. Any member who wishes to take part in this Tour and has not yet booked, should immediately on receipt of this Issue, ring [REDACTED] on [REDACTED] to establish if room is available. It will be no use coming along on the day, as the vehicle will be full of members who have already booked.

P.S.V.CIRCLE. The next Social Meeting will be on Thursday, October 5th., from 7-00 p.m., in the Bradford City Transport Staff Canteen, Forster Square.

H.C.V.C., YORKSHIRE SECTION. The next meeting will be on Wednesday, October 11th., at 7-30 p.m., in the Leeds City Transport Sports & Social Club, Concordia Street. At this meeting, colour slides of past Trans-Pennine Runs will be shown.

W.Y.I.S. members are welcome at both the above meetings.

PRESS DAY for the October Issue will be on Saturday, 30th. September, (please note the date). All items should be sent, to arrive on or before that date, to [REDACTED]

1. FLEET CHANGES.

ALLOCATIONS AND TRANSFERS.

1664.	(Delicensed)	to	LEEDS	14.8.72.
1217.	from WETHERBY		(Delicensed)	31.8.72.
1679.	" BRADFORD		"	"
1712.	" LEEDS		"	"
1214.	(Delicensed)	to	HARROGATE	1.9.72.
1264.	"	"	ILKLEY	"
1908.	"	"	KEIGHLEY	"
1227.	from HARROGATE	"	WETHERBY	"
1261.	" ILKLEY	"	SKIPTON	"
1286.	" SKIPTON	"	LEEDS	"
1801.	" KEIGHLEY	"	BRADFORD	"

- Notes :-**
- All vehicles are relicensed at their former Depots.
 - This is the first move since new for 1286.
 - 1664 had been at Harrogate since 1/10/64, and returns to its original Depot, at which it entered service on 1/1/58, and left on 1/8/61. It is only for use as a Learner vehicle, and is not for public service.
 - 1801 returns to its original Depot after an absence of only one month.

1. FLEET CHANGES, (cont.)

STORED VEHICLES.

HARROGATE. 1047/8, referred to last month should of course, have read 1147/8. 1659 is now at York. Currently behind Grove Park are 1649/51/60/5, 2639/40 & 1147/8; all double-deckers except 2640 being in Sale livery.

LEEDS. By the 24th August, 1216 had been moved to Harrogate, but 1215 remained inside the Depot. On the 6th September, 1217 & 1712 were both in the yard, and 1215 still inside.

SKIPTON. 2639/40 have now moved to Harrogate (see above).

YORK. 1659 has now been moved from Harrogate to York field; otherwise the occupants of the field are the same as last month.

	<u>FLEET TOTAL.</u>			
	<u>W.Y.</u>	<u>K.W.Y.</u>	<u>Y.W.Y.</u>	
Licensed :-	382	52	77.	1.9.72. 511
Delicensed :-	18	-	3	528. 21
	<u>400</u>	<u>52</u>	<u>80.</u>	<u>532</u> 30.
				<u>558.</u>

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

August, 1972 :- 1216 & 3171.

REPAIRS & TUV'S.

August, 1972 :- 1716, 1209, 2764, 1944/9, 1035, 1291 & 1651, & 2639 (Sale livery).

PAINT DATES.

1369 - W.Poly 7/72.

REBUILDING.

1664 (L) has received minor modifications, for use on Learner duties. These include the fitting of large wing mirrors, two brackets fitted in the front bulkhead window, and the offside rear window for "Driver under instruction" boards, and the removal of the bulkhead window behind the driver. Initially operated without any external adverts. it has since received a nearside one.

GENERAL NEWS.

It does not appear to have been previously recorded that the York RESL's have parcel racks on the offside only. The blinds fitted to the two cream RELL's at Leeds, 1340/1, include "Leeds/Bradford" and presumably "Blackpool/Fleetwood" in tapering letters.

A close examination of 1609 at Norths' reveals that it does not carry its new number either inside or out, and remained "DX.9" until withdrawal.

1811 (K) which, with its sister 1812, had its Cave Browne Cave covers removed some time ago, and was fitted with scoop type covers on its recent repaint. 1812 lost its Cave Browne Cave equipment completely on over-haul in 5/71.

3790 has now received a new radiator grille, which retains a polished metal surround. The grille centre, however, whilst still being steel, has a dark red brittle film over it.

The first West Yorkshire coach in the new "National" livery is 1035 (H), which entered service in its new colour on the 2nd September. Whilst no doubt there are laudable motives behind the change, the new livery is at best "gaudy" when compared with the attractive cream/maroon coach livery used by the Company in recent years.

The radiator grille of 1706 went to Norths inside 1698. Can we assume that 1706 is now fitted with the grille from 1698?

At present no definite information is available of the type of vehicle to be operated on the Harrogate Shoppers' Service, but the P.S.V. Circle reports that two Ford Transit/Deansgate 15-seaters are to be used.

1091 (H) has a normal radiator grille (see Issue 256). This leaves 1093/4 to be checked.

2. VEHICLE NOTES, (cont.)

ADVERTISEMENT NOTES.

1260/73 (0) both carry a lower rear painted advert for Manor Garage, Otley, which is owned by [REDACTED].

Two "National" interior adverts to be noted recently read "Your Party should go for pleasure", and "There's a Coach going your way". Both include the "National" emblem.

The illuminated offside "Littlewoods" advert. on 1712 has been amended, the amount paid out in one week being altered.

1773 (0) carries a further version of the Barclaycard advert, which reads "Barclaycard holders are very responsible people".

A new paper side advert reads "I'm a great kid", and is for Wendy Woods. On 1725 (L) it replaced a South-West Clipper advert, and on 1770 (L) a Yorkshire-Birmingham advert.

1368 (L) has now received a painted lower rear "WASS" advert, for its first advertisement.

3. SERVICE CHANGES.

STAGE CARRIAGE.

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

S.144 - K.9 - KEIGHLEY-COLNE.

Monday-Saturday: To re-time the 19.35 Keighley - Colne to 19.55.

Monday-Friday : To re-time the 17.05 Keighley - Colne to 17.10.

S.145.- 41/2 - LEEDS - WETHERBY/TADCASTER.

To amend route in Thorner on journeys to Leeds.

S.146.- 36 - LEEDS - RIPON.

Monday-Saturday : To re-time the 07.15 Ripon - Leeds to 07.10.

EXPRESS CARRIAGE.

E.118.- Y.S. - KEIGHLEY - RAMSGATE.

To amend Ramsgate terminal to Westwood, East Kent Garage.

E.119.- Y.S. - KEIGHLEY - LONDON.

To re-time the 14.00 London - Rotherham to 14.30, and the 14.30 London - Bradford to 14.00.

To introduce an additional journey Friday only 12.30 Bradford - London.

Application S.110 (Issue 254) was for a new service between Leeds and Yeader (Harper Lane), by a different route to any followed previously in Rawdon. This has never been introduced, and further details of its fate would be welcomed.

Traffic Notice 60/72 notes the introduction of an additional journey at 21.25 from York to Tadcaster (43) on Mondays-Saturdays from 19/6/72.

Traffic Notice 61/72 reports that from 26/6/72 on Mondays-Fridays, the 16.10 York - Leeds (Vicar Lane) (43) was curtailed at Woodlands Avenue, Tadcaster (arr. 16.38) and from the same date, the 17.35 Vicar Lane - York (43) was withdrawn.

Traffic Notice 64/72 announces that on Mondays-Fridays from 4/9/72, the 16.10 York - Woodlands Avenue (43) will be re-timed to 16.25 and run 15 minutes later throughout.

Traffic Notice 46/72 announced that from 22/5/72 on Mondays-Saturdays, the 2.5 Leeds - Otley (34) was extended to Ilkley, depart Otley 22.03, arrive Ilkley 22.25, and an additional journey at 22.25 ex. Ilkley to Leeds (arr. 23.25) introduced.

Revised timings between Leeds and Harrogate were introduced from Sunday, the 3rd. September, and a leaflet to cover these was published. This carries the "National" emblem on the front. All departures from Vicar Lane are advanced by 5 minutes, and buses operate 5 minutes earlier all the way to Harrogate. The times from Harrogate to Ripon and from Ripon and Harrogate to Leeds will not alter. This alteration returns the departure time from Leeds to its old time of on the hour, and 15, 30 & 45 minutes past the hour.

Also altered from the 3rd. September were Routes 63/63B, Bradford - Ilkley. Alternate buses will now operate by way of Ben Rhydding and Bolling Road, showing route number 63B, and via Valley Drive showing route number 63. With the introduction of the above service, the present service 63B between Ilkley and Ben Rhydding was withdrawn. A leaflet was also issued to cover this alteration, and also carries the "National" emblem.

4. OPERATING NOTES.

BRADFORD. On 26/8, Leyland engined 1320 (H) was working to Bradford on X.53. 1302 (B) worked Bradford - Scarborough (43) on 5/8, and 1304 (B) was on this route on 26/8. On 16/8, 2280 (K.loan I) was on Bradford - Otley (53). On 19/8, 1201 was on the 14.40 Bradford - West Royd Crescent (66A). On 22/8 in Shipley, 2301 was on the 16.25 Bradford - Ilkley (63A), 1679 was on a duplicate to the 17.00 Shipley - Bradford (66), and 1697/9 were on the Baildon service at the same time as the above. On 23/8 an empty L lekka, showing "Bradford/X.63" front and rear was seen in Shipley at 07.35, travelling in the Ilkley direction, possibly to take up the 08.00 X.63 journey from Ilkley. On 2/9, 1908 (K), newly relicensed, was on Bradford - Haworth (57A), and looked very smart in standard red/cream livery. On 26/8, 1313 (I.loan B) was on the 17.45 Harrogate - Bradford (X.53).

HARROGATE. Working on Harrogate - Ilkley (76) on 22/8 was 1236 (H). Noted on Harrogate - Tadcaster (78) recently have been 1949 (H) on 31/7 & 3/8; 1948 (H) on 4/8; 1704 (H) on 5/8 & 10/8; 1938 (H) on 16/8 & 25/8; 1802 (H) on 23/8; 1714 (H) on 28/8, and 1135 (H.loan P.B) on 29/8. On Boston Spa - Harrogate (78M) on 29/8 was 1946 (O.loan H). On 29/8, 1092 (H) working the 17.00 Harrogate - Ilkley (76A), then a duplicate to Otley on 34, and on the following day was leaving Otley at 08.15 on 76A to Harrogate, which appears to be a Harrogate OMO duty, with the vehicle remaining overnight at Otley.

ILKLEY. In Ilkley Depot on 22/8 were 2280 (K) & 1801 (K). On 1/8, 2330 was on 63B/K5, and 1151 (Gr) was on Ilkley - Skipton (34). On 2/8, 2295 was on 63, and on the following day 2280 was on 63B/K5. Also on 63B/K5 have been 2280 (7/8), 2299 (10/8), 2294 (11/8), 2281 (15/8, 16/8, & 17/8), 2294 (19/8 & 21/8), 2295 (23/8 & 25/8), 2300 (29/8), and on 63 have been 2295 (5/8), 2280/1 (11/8), 2281 (12/8), 2280 (17/8), 2294 (17/8 & 24/8), 2301 (23/8) & 2294 (29/8). On 7/8, 2299 was in Ilkley on Private Hire. On 21/8, 2280 was on 34M and again on 22/8, 24/8, 25/8 & 31/8. On 24/8, 2293 was on 34 and 2294 on 72.

KEIGHLEY. Passing through Tadcaster on 6/8, on a fishing excursion was 2299 (K). On 31/8, 2281 was on 63B/K5, and 2294 was in Ilkley on 63.

LEEDS. On 10/8, an unidentified SUL was on Leeds (32) at 17.10. 1278 (O) was on Leeds - Wetherby (41) for Leeds Depot on 15/8, and again next day. On 16/8, 3298 (Yk.), which should have worked the 12.35 Leeds - Scarborough (43) had to be replaced by 1349 (L). 3298 was later repaired, and was noted leaving Wetherby for Leeds (39) at 20.10. In Leeds Depot on 24/8 were Lincolnshire 1402 (M.L 731) an RELH, and 2685 (DFE 169 D), an MW/DP41F. 1711 (B.loan ?) was working Leeds - Otley (32) on 25/8. On 28/8 United 6026 was on Leeds - Ripon (36). On 28/8, 3691 was noted outside Wetherby Bus Station, showing "Leeds/40". Also on 28/8, East Yorkshire 917, an ex-Tynemouth Fleetline was working for Pocklington Depot on Leeds - Hull (46); Pocklington are using one of this type on Pocklington - York routes 94/5, 916 having been so noted. On Leeds - Scarborough (43) recently have been 3298 (Yk.loan M) on 9/8, 1276 (Yk.) on 13/8, 3298 (Yk.loan M) also on 13/8, 3172 (Yk.) on 27/8; and 1224 (L), 1245 (M), & 3101 (Yk.) all on 28/8. On Leeds - York (44) have been 1128 (Yk.) on 1/8; 1333 (Yk.) on 2/8; 1154 (M.loan Yk.) on 4/8; 3103 (Yk.) on 7/8; 1145 (Yk.) on 10/8; 3296 (Yk.) on 11/8, & 3107 (Yk.) on 16/8. On Leeds - Bridlington (44) on 5/8 was East Yorkshire 688, a Leyland Tiger Cub. On 30/8, 2293 was on Leeds - Skipton (34); on the following day 2280 was on Skipton - Leeds (34), and 1140 was on Ilkley - Leeds (33). On 21/8, Ribble coach 819, of Morecambe Depot, was used on the 16.30 Leeds - Airport (X.35).

OTLEY. On 23/8, 1198 (H.loan O), an SUL4A, worked the 07.55 Dyneley Arms - Arthington (34A).

SKIPTON. 1197 was on route 34 on 7/8. Several West Yorkshire vehicles have been on hire to Ribble at Skipton recently, having worked on Ribble's Colne and Embay routes amongst others. We would be pleased to receive any further details that members may have of this interesting occurrence.

4. OPERATING NOTES, (cont.)

YORK. 1064 is again working the City Tour this year, and 1070 is the feeder car to Barnsley from York. 1014 normally works on York-London, 1018 on York-Cheltenham/Exeter/Torquay/Paignton, 1079 on Private Hire. One of 1096/8 works to Birmingham (Lichfield) to act as duplicate to the Hebble Service car to Yorkshire, e.g. 1096 on 18/8. York had an odd turn on Warrmouth (presumably on Rowntrees' holiday fortnight Friday evening). 1213 (W.loan L) has been noted on York-Leeds, and Leeds-Hull/Bridlington during August. 1009 (L) was in York Depot on 16/8. 24/8 found an MW (either 1124 or 1125) on Y.9/9A, whilst on the following day, 1210 & 1266 were on this route. New RELL 1370 was on Y.14 on 29/8 and 1145 was on the 82 service on 30/8. 1760 (Yk.) worked an East Yorkshire turn on their 94 York-Pocklington service on at least 29/30 June & 5th July, leaving York at approx. 17.30 and returning to York at approx. 19.15. Since then, Pocklington Depot has had two ex.Tynemouth Daimler Fleetlines working OMO into York on 94, regular vehicles being 916 & 917.

LONG DISTANCE. In United's Whitby Depot on 27/8 was 1010 (H) on a day excursion and 1094 (H), which duplicated to Leeds at 17.25. 1062 (L) was at West Cliff car park on a day excursion. On 9/8, 1340 (L) worked the 19.00 Leeds-Blackpool (J.2), Dobsons' AAJ 255 K was on hire with a Bridlington sticker, an East Yorkshire arrived from the Airport (X.35), and arrivals in Leeds from London consisted of 1023 to Keighley and 1015/25 to Leeds. On hire in York on 12/8 were Eddie Brown's 6694 KH, still named "Driffield Star", Bronte's 85 BUA, Ford/Duple, and an Anderton's coach. In Leeds Depot on 16/8 was 1084 (B) showing "Express/Whitby", and this vehicle was approaching Newcastle on 26/8, presumably on X.97. On 18/8, 1341 was working on J.2. Interesting observations and hirings on the A.1 near Newcastle on 26/8 included Holling of Askern's, Bristol LH/Plaxton AMT 594 G, 1251 (H) on X.97, and 1097 (L) on Newcastle-Liverpool (X.97). Working on Newcastle-Lowestoft on 26/8 were two Eastern Counties new type MW coaches, and a United RELH. On 28/8, Eastern Counties RELH RE 885 was heading for Newcastle. On 19/8, 1144 (K) was on Keighley-East Coast (X.77). Noted on Whitby (X.91) have been 1094 (L) on 13/8, 1091 (H), 1092 (H) & 1085 (B) all on 26/8; 1084/5 are still the "regulars" on this service, though not for much longer. On 20/8, 1141 (H) was on Newcastle (X.98), and on 12/8, 1252 (M) was noted approaching York, showing "Leeds/X.99". On 19/8, 1333 (Yk.) was on York-Blackpool (J.4). On 31/7, 1070 (Yk.) was seen with a South-West Clipper label, as was 1014 (Yk.) on 8/8. On 15/7, 1017 was on Keighley-Birmingham, and was replaced at Leeds by Dobsons' 608 GAJ. On the same day, WVN 767 K, also Dobsons' was on Leeds-London. On the South-West Clipper on 22/7 were Wallace Arnold RUB 372 G (Leeds-Paignton); Yorkshire Traction UHE 232 H (Keighley-Cheltenham); Hebble ? AHL 727 K (Leeds-Cheltenham); Hebble DHD 240 E (Halifax-Paignton); Wallace Arnold 203 HUM (Leeds-Cheltenham), and Black and White HDG 371 D and NAD 299 F (? - Cheltenham). Returning from Paignton on the same day were KHD 903, JHD 828, KHD 904/5 & RJX 872 (all Hebble), and in Torquay on that evening were 1018 & NWW 110 E. Leaving Paignton at 22.30 on 29/7 were Wallace Arnold JUA 307 E (to Leeds) & MNW 331 F (to Halifax). Hirings on 12/8 included Hutchinson's UVY 777 (Leeds-Blackpool), Boddy's 319 FWB (Leeds-Bridlington), VBT 192 & DBT 902 C (Leeds-Bridlington), PWN 65 (Leeds-Scarborough) and FJS 907 F; Eddie Brown's 6695 KH (Newcastle) and 8848 WY (Middlesbrough); Dobsons' WVN 767 K (Newcastle); Bibby's PNL 798 (Bridlington); Handley's THL 984 (Blackpool); Wild's 9911 UG (Leeds-Blackpool), Lunn's LWU 355 D (Leeds-Bridlington); Bailey's 574 BWF & HWF 420 E (Leeds-Scarborough); B. & I FNU 431 C (Leeds-Scarborough) and AAW 129 B; Longsters' GWY 222 C (Southport); Hollings' JWR 776 J; Tidworth EMW 528 D; Midgley's LYJ 814 & Southdown LCD 226 F. On the same day, the 10.35 Leeds-Nottingham was worked by 1092, the 11.20 Leeds-Manchester by 1252 (M), 1084 (B) was on Bradford-Newcastle, and the 10.30 Leeds-Airport (X.35) was worked by 1247 (L). On hire on 19/8 were Bibby's 3165 TD, Eddie Brown's SVN 51 H & 6695 KH, Hutchinson's UVY 777 & 1295 WE, B. & I FNU 431 C, Shilton YUA 840 J & AUB 930 J, Lunn's OYG 453 E, Independent ATE 139 E, Abbeyways NCP 728 J, Southdown LCD 226 F, Sellers' LXE 52 E, Wilts & Dorset WEL 802 J, Boddy's DBT 902 C, Tidworth EMW 528 D, Longsters' GWY 222 C, Knowles' FWX 646 F, T. Burrows' ACW 145 B, Bailey's 585 BWF and Baildon VKU 779 K. The observant reader will note several new names in the above list, including Patrick Shilton and Independent (Edwards) and others that appear to be new hirers, such as Midgley's, Abbeyways & T. Burrows, as well as the "old faithfuls". On 22/8, Venture 291 was on Coventry-Durham.

4. OPERATING NOTES, (cont.)

LONG DISTANCE, (cont.) The note last month about 1018 should perhaps have mentioned that it would be working on the York/Tadcaster - Cheltenham service mentioned in Issue 253. On 3/8, 1004 was on 22.05 Leeds - Kendal (X.97). 1023 and an unidentified MW were on a through Baildon - Morecambe at 09.45 at Shipley. In Wellington Street on 5/8 were 1073 to Newcastle at 13.20, 1066 arrived at 14.55 ex.London (Y.8), and 1339 was on the 14.35 Scarborough (43), 1207 on the 15.05 Bridlington (44), 1091/2 arrived at 16.30 ex.Whitby, in company with United 1145, which returned to Whitby at 17.15, and 1290 worked the 16.55 Scarborough (43). On 22/8, 1008 was on the 14.10 ex.Morecambe (X.88), and on 24/8, 1001 was on this journey. On 26/8, 1004 (L) was seen in Cheltenham, loading to return North, showing "X.98" on the indicator! On 28/8, 1341 was seen at Bingley on the 08.30 ex.Blackpool (J.1), at Skipton 1143 was seen on Muker - Leeds (X.71), and 3729 was seen arriving at Wellington Street at 20.35, showing "Leeds/44". The first West Yorkshire coach in "National" livery, 1035 (H) entered service in its new colours to London on the 2nd. September. On 29/8, Venture 296, showing "Birmingham" was in Leeds at 13.00. On 21/8, 1097 (L) arrived at Wellington Street at 17.30 showing Leeds/X.88". On 27/8, 1063 (B) worked the 08.50 Bradford - Whitby (X.91). This vehicle returned to Bradford at 17.25, with a United driver as far as Malton. The Bradford driver returned from Whitby to Leeds at 1330 with a United MW DP.1145. The second Bradford driver collected this vehicle at Leeds at 17.15, and operated as far as Malton, where he collected 1063. This practice obtains on Fridays, Saturdays and Sundays, and in 1971 was Bradford Car 91.

5. SOLD STOCK NEWS.

OWY 429, (Ex.KDX.41, LD6B, sold Norths, Sherburn, 5/72.)

To Barraclough, Royston, 6/72, (for scrap, as it had been heavily cannibalised before sale, and was without engine, etc.,)

ARN 392, (Leyland PD.1, sold by Ledgard to Jackson, Bradford, 4/67.)

To Ouse Gliding Club, Rufforth, 5/67.

Noted on 12/8/72 at Rufforth, still in Ledgard livery (without fleet names), but with radiator and engine removed. The vehicle is towed out of the hangar each weekend by a tractor; the only alteration to the body is the removal of the front roof frame, and replacement by a "greenhouse" for use as a control tower for gliders.

TWT 118, (Ex.SUG.65, LS5G, sold Norths, Sherburn, 5/72.)

To L. Smith, Armley, Leeds, 7/72.

Noted in Leeds on 16/8/72, painted cream with a blue wais band, and blue above the windows, with "Smith's" in large lettering on the side, and telephone number "630130" on the boot doors. Evidently still carrying a West Yorkshire blind, as it was showing "Works Special" when seen.

MLL 907, (A.E.C.Regent III, sold H.& C.Garston, 1/68.)

To Tiger, Dealer, Saltsburgh, 1/70.

To J.B.Bennett (Glasgow), Ltd., Barton Mill, 3/71.

Returned to Tiger early in 1972.

Gone from North's 8/72 are SUG.21, SMG.56, YSMA 10 & DX.54.

YVW 75, (Ex.DX.80, LD6B, sold Norths, Sherburn, 7/72.)

This was not noted at Norths after sale in a complete condition; however, close examination of a Lodekka chassis on top of a Ribble MW at Sherburn revealed that it was in fact, the engineless chassis of DX.80, the body of which has been scrapped, presumably by one of the Barnsley breakers. The chassis was first noted on 19/8/72.

JWU 897, (Ex.KSGL.20, LL5G, sold Norths, Sherburn, 6/69.)

To Farmer, South Milford, 6/70.

Still running for this owner; noted running in South Milford several times during August.

FWW 596, (Ex.C.P.1, Bedford OB, sold to E.A.Gahan, Liverpool, 8/69.)

As it is too small for the School at which Mr.Gahan teaches, this vehicle is now for sale, for preservation only. Still in excellent condition, @ £140 or near, anyone interested in saving this fine vehicle should write to Mr.Gahan, at 11, Russian Drive, Stoneycroft, Liverpool, L3.

RWV 973, (Ex.SMG.48, LS5G, sold Norths, Sherburn, 4/71.)

To Tarmac, (Contractor), No.PN 119012, 5/71.

The work on which this vehicle was involved now being complete, it has left the site outside Thirsk at which it was parked each night and at weekends (see Issue 254.)

6. TEN YEARS AGO.

No new vehicles entered service in September, 1962, but Bedford van 1017 had been sold to Reynard (breaker), Starbeck, during June.

DX.109 had been fitted with a compressor starter during March, 1962, and Service Changes recorded that the licenses for York (Rougler Street) - Clifton Aerodrome and Whitehouse Drive - Dalton Terrace had been surrendered. In contrast, an Express licence had been granted for Yeadon (Albert Square) - Blackpool (Coliseum) service to operate during Yeadon holiday fortnight.

A survey of operations in Harrogate had been carried out on the 31st August, 1962, with such veterans as DB 5/41/3/6/8/53/9 working routes 1/2. and S3.102/19 on Forest Moor (22/22A). At Leeds, DX.82 had continued to work on Leeds - Ilkley (34).

Sold Stock News covered the fate of various K5G, L6B & L5G vehicles, and the 4-page Issue closed with the news that a new time-table had been issued in April, and a revised edition in July!

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7. OTHER INFORMATION.

REGISTRATION NUMBERS.

- JWU 877 D is a grey BMC Mini van, (JWU 877 was SGL.7).
- JWU 892 D is a green Triumph Herald 1200 (JWU 892 was CB3/EB/SE.13).
- JWY 222 D is a dark green MG.1100 (JWY 222 was DB.58).
- LWR 433 K is a Wolseley 18/85, (LWR 433 was EUG/SUG/SMG.3).

BRADFORD BLIND.

The contents of the 31" blind given in Issue 255 are the same as the new 41" blind for the same Depot; the latter is coded "SD/DD B.1 71", and was made by T. Norbury & Co.,

TRADE PLATES.

A set recently noted in use with vehicles being collected by Norths' is "502 AK". We would be interested to learn in whose name these plates are licensed, (AK = Bradford).

PUBLICITY.

An illustrated article appeared in the Yorkshire Evening Press on the 10th. August, reporting that tree-lopper 4025 had been in action in York on the previous day. The article was headed by a photograph of the vehicle and attendants in the process of clearing some overgrown foliage.

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TML/RJ. 12/9/72.

BUS DRIVING - 1920's to 1972.

Men (and women) become bus drivers from various previous jobs. Some change to other occupations quickly, whilst others remain drivers for most of their working lives.

Very few people who now hold senior positions in the Bus Industry originally started as drivers, although several started as conductors or workshop staff.

Two men who had very long and interesting careers retired earlier this year from Harrogate Depot, and have consented to their individual bus careers being told.

Driver [redacted] retired in April, 48 years after he originally started in the bus industry.

Driver [redacted] retired in May, and he also started 48 years ago in the bus industry.

Both men had similar careers, and are well known by other drivers, as their duties have taken them amongst drivers of other Depots and Companies.

[redacted] drove on the London service, and [redacted] worked Tours from Low Harrogate Coach Stand. Both men have driven a fantastic range of vehicles, and their driving careers are unlikely to be beaten for service.

As stated earlier, both drivers very kindly consented to their stories being told, and if members studied them, they will realise that a bus driver in the 1930's and 1950's had to be more than a man behind a steering wheel.

DRIVER [redacted], started at a Garage at Wetherby, working on Model T Fords - when he was 18 years old, he started working for Riley & Hawkrige of Wetherby, who operated 14-seater T-type Fords on a service from Wetherby to Acomb (York). In 1925 the Riley & Hawkrige fleet comprised three Chevrolets, three Berliet and two Karriers, all 20-seaters, in addition to the Fords.

In April, 1925, a service was started from Wetherby to Leeds, via East Keswick, and this service was the start of [redacted] long connection with bus driving on routes into Leeds. The Harrogate Road Car Co., were also working a route from Harrogate to Leeds via Wetherby. The type of vehicle used by the Harrogate Road Car Co., attracted Mr. Smith's interest, and he left Riley & Hawkrige, to come to the Road Car Co.

Riley & Hawkrige split up later, and both were acquired by West Yorkshire, (H. Riley & Co., in November, 1927, and Hawkrige in April, 1929), so had he stayed with Riley & Hawkrige, [redacted] would have come to West Yorkshire in the end. Incidentally, mention of Hawkrige's brings to the mind of one of W.Y.I.S's older members a day's outing from Silsden to Scarborough on May 29th, 1928 at a cost of 2/6d., using a Bus Pass from Keighley to Ilkley, and the only Bus Pass ever issued between Burnsall and York, on Keighley Brothers' services, and on Hawkrige's service from York to Scarborough then being operated, both these being absorbed by West Yorkshire eventually.

When [redacted] started with The Harrogate Road Car Co., the routes operated were as follows :- Harrogate - Wetherby - Leeds; Harrogate - Pateley Bridge; Harrogate - Otley - Ilkley; Harrogate - Boroughbridge, in addition to some Local services and Harrogate - Knaresborough.

The fleet comprised 32 vehicles (including 3 Taxis) of various types - Tilling-Stevens Petrol-Electrics, Daimlers (with chara bodies), 1 Daimler with a bus body, 1 Commer, 1 Lancia, Karriers, Fiats, McCurds and some ex.R.A.F. Leylands.

In 1926, he was loaned to The Harrogate Carriage Co., for the Summer season, working from Pateley Bridge with a chara.

A normal working day consisted of 7.30 a.m., Pateley Bridge - Harrogate (Service) Tours from Low Harrogate, and then return at 8.30 p.m., Harrogate - Pateley Bridge (Service).

In those early days, if a driver was in trouble with his vehicle on the road, he was expected to repair it if possible, and tools were provided for this purpose.

BUS DRIVING, (cont.)

In 1927, [redacted] worked for a short time from the newly-opened Leeds Depot, on the Leeds - Scarborough route (Weekends), and other routes from Leeds (weekdays). Due to this expansion of operation, the Company's name was changed to the Harrogate & District Road Car Co.

In 1928, [redacted] returned to regular working from Harrogate Depot, and went on Tours duties from Low Harrogate Stand during the season.

In 1929, he was moved into the newly formed Limited Stop Services, and it was regular practice for him to be away from home for several days, although the services he was driving on often meant passing through Harrogate daily.

The London service started in 1929, and [redacted] became a driver on this service in 1931. At first he worked duplicates only, and then by 1937 he was an established driver, and he worked on this service until it ceased on Sept. 4th 1939. In the early period of Yorkshire Services, it was common practice for the other members of the Pool to be working from Harrogate.

East Yorkshire, Yorkshire Woollen District and Yorkshire Traction vehicles were used regularly from Harrogate to London. This was in order to balance the mileage of the operating Companies.

These three Companies and West Yorkshire all used Leyland Tigers on this service. In addition, West Yorkshire used the re-bodied A.E.C.'s (688-693), and even in the late 1930's, it was still common practice for drivers to do repairs on the road. The A.E.C.'s were very prone to brake adjustment, and [redacted] recalled how it was quite usual for drivers to adjust brakes at meal stops, although they had started off that morning with good brakes. All vehicles used by West Yorkshire on London were petrol-engined, whereas all vehicles used post-War were oil-engined.

[redacted] returned to the London service when it was recommenced in July, 1947, and remained on this service until he retired.

From 1952, [redacted], along with other London drivers, started doing Chart Room duties at Victoria Coach Station, staying in London for a week at a time. These duties are still carried on by the London service drivers working on a rota system.

As a senior driver, [redacted] opinion was often asked for, and as traffic increased, he regularly stated that the journey time was too long, often, setting out from Leeds with a full load for London, hours of time were wasted going via the A.1, and the Towns en route. When the Harrogate - London service was finally re-routed via the M.1, from Leeds, this almost halved the travelling time.

As [redacted] was passed Fully Fit at medicals (now required by law), he carried on driving after reaching retirement age. He has a 40-years safe driving award, which is an achievement gained by very few drivers in the country.

As a car owner, he has travelled on the Continent, touring, and soon after retirement, spent six weeks touring England & Wales with a car and caravan.

DRIVER [redacted], originally started work in a Mill in Bradford, with the intention of learning a mill trade, but events of the 1920's soon altered things. When people in the Mills were put on short time, [redacted] had a great of spare time, and to occupy himself, he took an interest in a local bus company. He helped at Hedna Bus Co., Eccleshill, doing various jobs for no wages. As he became more and more interested, he spent nearly all his spare time at Hedna, still for no wages. When offered a job with them full time, he left the Mill and started in the Bus Industry.

Hedna's fleet comprised a 3-ton Daimler (ex.W.D.), a 3-ton Guy, and a 25-cwt. Guy.

At first, [redacted] helped with the building of the tip-top Garage, in Harper Road, Greengates. This was to be a commercial Garage with repairs to all types of vehicles, as well as a Depot for Hedna.

At the age of 17, he began driving the 25-cwt. Guy, and the only route worked was Rodley (the Owl), via Greengates to Yeadon (Albert Square).

In 1926, routes were commenced : Rodley - Greengates, Greengates - Bradford. A working day consisted of 7-00 a.m.start, 10-30 p.m.finish, and a half-day was 1-00 p.m.start to 10.30 finish. In addition to driving his bus, the driver also conducted, cleaned and washed his vehicle, and maintained it (oils, greasing, etc.) Later a service was operated from Bradford to Leeds (Thirsk Row), and also Bradford - Horsforth (Emmott Arms).

Permission was given by Otley Council to extend the Horsforth service into Otley, but this was not operated.

As the police issued licenses to operate into each town when [redacted] reported to them, he had no difficulty in obtaining a licence, because as a teenager his answer of "Yes" to 'Over 21' was not queried, although he was under this age.

As no vehicles were operated when a breakdown occurred, the service was suspended until it was repaired. The Guy's often broke down, and when the breakdown was on a tram route, blockages of other services occurred. Spares and tools were carried on the vehicles, and drivers soon gained the ability to repair vehicles.

When West Yorkshire acquired Hedna in January, 1930, the fleet then comprised four Leylands and four Guys, of which all but one Guy were later operated by West Yorkshire.

The majority of Hedna staff went to Bradford Depot of West Yorkshire, but Mr. Raistrick came to Harrogate Depot.

A working day then consisted of approximately 16 hours, and it was usual to work 2 days on and then 1 day off.

Pre-War, [redacted] worked similarly to [redacted] on London duplicates and Limited Stop services.

During the 1939-1945 War he fought in France, Holland, Belgium, Egypt and Italy, and was in Berlin after the German surrender.

After the War, [redacted] returned to West Yorkshire, and when Express working was resumed, he went back on to these duties.

In 1954, [redacted] came off the Express services and went to Low Harrogate as a Tours driver. He remained on these duties until his retirement. Members may recall that [redacted] drove us on our Sipton/Ilkley Tour in 1955.

In addition to bus driving, [redacted] took an interest in local politics, and took part in three Municipal elections as a Labour candidate, but as Harrogate is a strong Conservative town, he was unsuccessful. He was one of the founder members of the Harrogate branch of the Transport & General Workers' Union, he has been on several Committees, and also a member of the Accident Prevention Council for the past 24 years.

The stories of these two drivers has been told because, apart from their long service to an industry studied by us as members of societies, they are also the last of pre-West Yorkshire days drivers of Harrogate. There may be others at other Depots, although staff which came from companies taken over pre-1930 must be very few.

[redacted] is thought to be the last person employed by West Yorkshire who has worked for Harrogate Carriage Co., (even if only on loan), and similarly [redacted] is the last person from Hedna Bus Co. [redacted], Depot Foreman at Harrogate, is thought to be the only former Harrogate Road Car Co. man still employed by the Company, and he is soon to retire.

We would like to thank [redacted] and [redacted] for their help in preparing these notes, and also for sorting out some queries regarding bus operation in the 1930's. It is hoped that these two men can now enjoy a very well earned retirement with their wives and families.