

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE No. 100

JUNE 1959

Hon. Chairman : ██████████  
 Hon. Secretary : ██████████  
 Hon. Editor : ██████████  
 Hon. Fleet Historian : ██████████  
 Hon. Publicity Officer : ██████████

### 100 NOT OUT !

June 1959 - and the 100th edition of the Bulletin. Just how many of us really imagined that the WYIS would get this far? In January 1951, when the WYIS was formed, thoughts of a 100th edition were merely just a dream; today they are a reality! The fact that the WYIS has reached this highly important landmark reflects great credit on its founders and members, for it is their efforts and support that have made this "century of issues" possible. Let us not forget the many other people who have been connected with the Service, and especially the interest and help which the West Yorkshire Company and its officials have given.

What of the future? We look forward to the 200th edition of course! We hope to introduce one or two new features into the Bulletin, which from next month will take on a slightly different form. If you have any thoughts or ideas on future presentation, please let us know. (KLH)

### THE OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH

Sunday, 5th July 1959 - Visit to Lancaster City Transport.  
 Meet at Kingsway Depot at 2.45 p.m.

### PRESS DAY FOR THE JULY ISSUE - TUESDAY, 30th JUNE

#### 1. STOCK CHANGES

	<u>Delicensed</u>	
YSG 124	-	31/5/59
SG 138/51/55	-	"
SGL 16	-	"
SGW 8,9	-	"
SBW 35	-	"
EB 5	-	"
EG 30	-	"
KDG 51	-	"
DB 58	-	"
DEW 21,24,28,30,32,33	-	"
DX 1,10	-	"

Fleet Total - 1/6/59

The licensed fleet total for 1st June is 480, comprising 36 coaches, 173 single-deckers and 271 double-deckers.

#### 3. DEPOT CHANGES

##### Allocations & Transfers

	from	to	
SUC 22	KEIGHLEY	ILKLEY	14/5/59
FUG 59	" ILKLEY	" KEIGHLEY	"
YSG 124	" YORK	(delicensed)	31/5/59
SG 138	" ILKLEY	"	"
SG 151/55	" KEIGHLEY	"	"
SGL 16	" YORK	"	"
SGW 8,9	" BRADFORD	"	"
SPW 35	" HARROGATE	"	"
EB 5	" KEIGHLEY	"	"
EG 30	" BRADFORD	"	"
KDG 51	" KEIGHLEY	"	"
DB 58	" LEEDS	"	"
DEW 21	" BRADFORD	"	"

3. DEPOT CHANGES (Cont.)

Allocations & Transfers (Cont.)

DBW 24	from	ILKLEY	(delicensed)	31/5/59
DBW 28	"	LEEDS	"	"
DBW 30,32,33	"	YORK	"	"
DX 1	"	HARROGATE	"	"
DX 10	"	BRADFORD	"	1/6/59
SG 154/56	"	LEEDS	to KEIGHLEY	"
EB 15,16	"	LEEDS	" BRADFORD	"
DB 25,37	"	HARROGATE	" BRADFORD	"
DBW 1	"	LEEDS	" ILKLEY	"
DBW 29	"	LEEDS	" YORK	"

- Notes: (i) DBW 1 returns to Ilkley, where it worked as new (1-4/51)  
 This is the first move of  
 DBW 29 (new to Leeds 1/10/52), and DB 25 has spent all  
 but one of its ten years at HARROGATE.  
 (ii) EB 15,16 are back at BRADFORD after eight months at Leeds;  
 while DB 37 is back at BRADFORD after a lapse of seven-and  
 -a-half years. DB 36-39 (then 774-7) were allocated to  
 Bradford as new (11/49-1/50), but DB 37 moved from there  
 shortly afterwards.  
 (iii) A noteworthy point is that during May ALL DD's except KDG 49  
 (which is unlikely to return to traffic) were licensed!

Temporary Loans

For Loadmeter Checks:

DX 54	from	HARROGATE	to	LEEDS	from	24/5/59	to	30/5/59
DX 55	from	BRADFORD	to	HARROGATE	from	10/5/59	to	16/5/59
DX 56	from	HARROGATE	to	LEEDS	from	24/5/59	to	30/5/59
DX 61	from	HARROGATE	to	LEEDS	from	24/5/59	to	30/5/59

In exchange for the above:

DX 8	from	LEEDS	to	HARROGATE	from	24/5/59	to	30/5/59
DX 16	from	HARROGATE	to	BRADFORD	from	10/5/59	to	16/5/59
DX 25	from	LEEDS	to	HARROGATE	from	24/5/59	to	30/5/59
DX 36	from	LEEDS	to	HARROGATE	from	24/5/59	to	25/5/59
DX 51	from	LEEDS	to	HARROGATE	from	26/5/59	to	30/5/59

also DX 24 from BRADFORD to LEEDS from 3/5/59 to 9/5/59 For DX 60  
 (see Issue 96)

Other temporary loans:

EUG 57 & 58 were on loan from LEEDS to KEIGHLEY over Whitsuntide in exchange for SEW 13 & 14.

DBW 8 (H) was working for YORK depot on 23/5/59.

S. Ledgard CKW 267 (TS7 - Duple) and LUB 671/2 (PS1 - Duple/Salmesbury) were on hire to West Yorkshire on 16/5/59.

The following "Tilling Group" vehicle is known to have operated for West Yorkshire during the Whitsuntide holiday period:-

Wilts & Dorset 546 JMW 669 Bristol LS6G E.C.W. S41F

See Wetherby and Yeadon Operating Details for further vehicles hired to West Yorkshire during Whitsuntide.

One or two examples have been reported of BRADFORD, KEIGHLEY, & LEEDS double-deckers being interchanged at weekends. It is pointed out that two weekend changeovers are known. One is between KEIGHLEY and LEEDS on service 31, which takes place on alternate weekends (details were given in Issue 96), and the other is between BRADFORD and KEIGHLEY, in which a 'Ministop' DX from Bradford with the special blue intermediate blinds is loaned to Keighley for their Saturday duty on X67. This is usually executed by changing over the car on the 6.45 p.m. Friday night Bradford - Skipton (67) departure, (a Keighley duty) with the 'Ministop' car. Bradford normally use the Keighley car, taken off at that time, on Saturday either on service 56 (Bradford-Denholme) or service 67. Similarly, Keighley and Leeds depots usually use their alien vehicles on service 31, although this is not necessarily the case.

3. DEPOT CHANGES (Cont.)

Movements of St red Vehicles

SG 111 was used as a mobile office at the Saville Street departure point, Leeds, during the Whitsuntide holiday period.

4. VEHICLE NOTES

Overhauls

March 1959: Delete CUG 7 in Issue 99 (last overhauled in 9/58).

Repaints

April 1959: CUG 9  
May 1959: EB 13, DG 47, DG 44, YSG 122, SBW 24, SGW 4.  
CP 1 has been re-varnished.

EUG 64,68,70 were repainted in the new "predominantly cream" livery during May. This completes the repainting of EUG 56-68,70 into their new livery. EUG 71-75 are now the only EUG's painted RED.

EB 13 has been repainted in the new livery described (for EB 14) in Issue 97. The special side and head boards (See Issue 89) have been re-written, and now read -

LEEDS  
&  
SILVER  
B.K.S. BRADFORD CITY  
AIRPORT

On the louvres of the off side and near side windows  
"ISLE OF MAN, CHANNEL ISLES, CONTINENT, IRELAND"  
replace: "OSTEND, DUSSELDORF, BELFAST, JERSEY"

YSG 123, CUG 13, & DBW 18 have had their external fleet number plates removed and transfers fitted instead.

SUG 1 has been fitted with a reversing light.

Most of the YORK SUG's now carry rear advertisements.

It has been pointed out that whilst, prior to 1957, all WY vertical engine radiator grilles (not DX's) were painted SILVER (See Issue 99) this took place during their first overhaul, as all new Bristols were delivered with BLACK radiator grilles.

5. OPERATING DETAILS

Loadmeter Checking:

<u>Week commencing</u>	<u>Depot</u>	<u>Vehicles</u>	<u>Services</u>
May 10th	HARROGATE	DX 55 (at least)	36 Leeds-Harrogate-Ripon
May 24th	LEEDS	DX 54, 56, 61	36 Leeds-Harrogate-Ripon

Bradford: Amongst the vehicles used on the Bradford-Middlesmoor excursion on Whit Monday were SUG 1 (P), SUG 6,8,9 (H).

Harrogate: Instead of going straight down the Wetherby Road out of Harrogate, the 8.55 a.m. & 3.55 p.m. departures from Harrogate to Tadcaster (76) turn left down Hookstone Chase, at Woodlands Corner, then proceed via Crossways, and by the side of the Star beck to Freeman's Corner, where the normal route is resumed, a deviation not shown in the time-table. The journeys returning at approximately the same times as these follow the reverse of the same route, which is believed to be run for the convenience of picking-up and setting down school children.

Leeds: The 9.15 a.m. Leeds-Ilkley (34) was duplicated on Whit Sunday by DG 35,37,47 (L). Wilts & Dorset 546 went to Knaresborough the same day.

On Whit Monday Leeds used DG 1 (L) on Leeds-Harrogate (36), and DG 12 (L) on Leeds-York (43).

On Whit Tuesday, KDB 13 worked on service 31 for Leeds depot. This may have been the result of a car-interchange, as referred to on page 2.

5. OPERATING DETAILS (Cont.)

Leeds-York-Hull & East Coast Services:

YDX 72 & 73 were noted on Leeds-Bridlington on Whit Monday. On the Tuesday DB 23, DBW 13, 16, 19 (L) were detailed to work the 2.0 p.m. Bridlington-Leeds (44) journey; SGW 2 was noted on the same service, while SGW 3 (L) was working on Leeds-Hull (46).

On Whit Monday YDG 88 (YK/SG) was seen on the 1.5 p.m. Leeds-Scarborough (43), while SUG 21 (L) duplicated the 9.10 a.m. journey displaying 'LEEDS'JL'. On the following day DX 9, 13, 51, 60 (L) were scheduled to work the 6.30 p.m. Scarborough-Leeds journey; and amongst other vehicles seen running to, or parked in, Scarborough were SUG 28 (L), DX 4, 6, 17, 22, 24, 67 (B), DX 19, 20, 28 (K), EUG 64, & DX 56 (H).

On the same day SEW 27, SG 150, SGW 10, EB 9, 10 (L), and SUG 18, 33 (YK) were observed in Whitby on service 91 (Leeds-York-Whitby). Crossville's EUG 319 worked to the East Coast on Whit Monday, presumably on hire to WY.

On Saturday, 23rd May DBW 27 (YK) was seen duplicating on service 43 from Scarborough as far as Seamer, and displaying the correct destination.

Wetherby: The following vehicles were used on the special service from Leeds on Whit Monday run in connection with the race meeting:- YDB 72, YSG 122, 123 & SEW 24 (YK); SG 154, SGW 7, DG 4, 37, 45, DB 48 (L), with SBW 14 (K loan L); DBW 7, 14 (H); also SUF 899 of Triumph (Southsea), ROU 808, TAA 333, & TAA 700 of Creamline (Bordon), and Wilts & Dorset 546, all on hire. DGW 7 & 8 (K) ran through from Bradford and KDB 30 & 56 from Keighley.

York: CP 1 commenced its duties on the City of York Tour on Whit Sunday. EUG 67 (YK), together with CUG 16 (H) and two others went to Wembley for the R.L. Cup Final on 9th May. EUG 67 was seen on the Scarborough-Liverpool (X192) service on 24th May. SG 140 (YK) was seen at the R.L. Championship Final at Odsal, Bradford, on 16th May.

Newcastle-Coventry Service As at Easter, SUG's were used as duplicates during the Whitsuntide holiday period. SUG 16, 30, 48, 49 (L) were so recorded.

Tyne-Tees-Mersey Service On Whit Monday East Midland C 31, TVO 231, (Leyland PSUC1/2 - Willowbrook) was seen in Leeds with a 'Middlesborough' label on the front.

YEADON AIR PAGEANT

On Whit Monday - 18/5/59 - special services were operated to and from Yeadon for this occasion. The Traffic Commissioners granted the following licenses, applicable only to the day concerned:

- Leeds (Templar Street) - Yeadon
- Leeds (Park Place) - Yeadon
- Keighley (Bus Station) - Yeadon
- Harrogate (Bus Station) - Yeadon
- Bradford (Hall Ings) - Yeadon

Routes taken: From LEEDS cars proceeded by the 32A route, getting down passengers in Yeadon in the High Street, 200' west of Yeadon Fountain. Cars then returned to Leeds by the 55 route for their next load.

Buses from BRADFORD left Hall Ings to Apperley Lane by route 50, and then via Henshaw Lane to Albert Square. They returned to Bradford by the same route (although some returned via Rawdon).

KEIGHLEY cars followed route 31 to Shipley, then 55 to Yeadon, Albert Square.

YORK vehicles used 32A to Yeadon Fountain, whilst HARROGATE cars travelled on route 51 as far as the Airport entrance.

During the afternoon Bradford vehicles parked in Cemetery Road, Yeadon; Leeds vehicles in the High Street; and Keighley vehicles in Albert Square.

Return Loading Points: Coloured arrow signs were erected showing the way to each loading point. These, with their respective

loading points were:-

- BRADFORD (green) Cemetery Road, off Albert Square.
- LEEDS (red) High Street - 200 yards from Yeadon Fountain.
- KEIGHLEY (yellow) Albert Square.
- YORK - Hepworth & Grandage's Car Park - Victoria Avenue.

YEADON AIR PAGEANT (Cont.)

HARROGATE (blue) Long Stoop - opposite the Airport entrance.  
PONTEFRAC, WAKEFIELD, CASTLEFORD etc. (-) Albert Square.  
 Newly-painted departure signs were erected at the Bradford,,Keighley, & Harrogate stands, and a banner for the Leeds stand.

Return Routes: These were the same routes as inward for cars going to HARROGATE or KEIGHLEY. YORK cars returned with those to LEEDS by route 55, and BRADFORD cars returned as inward, or via Rawdon.

Vehicles Hired: A total of 59 hired vehicles were seen, made up as follows:

Leeds City Transport	25
West Riding Auto. Co.	16
Bradford City Transport	10
Todmorden Joint Omnibus C/tee.	3
Others	5

For completeness, vehicles running to Yeadon are listed separately from those returning from Yeadon, as the two differ to some extent, cars being 'shuttled' about as required. It is noted that some of the 'Leeds end' vehicles were seen on Leeds-Wetherby race specials the same day.

Operating to Yeadon:

	<u>From Leeds</u>
West Yorks.	YSG 121,122, YDB 78, SUG 24,25 (YK), SUG 34, DBW 18, EB 8 (H), SUG 29, DG 4,15,37,44,45,47, DB 6,36,48,60, DX 51, EB 13, EUG 62,63(L), 344,352,354,375 (Leyland PD2/1-Leyland), 675 (AEC Rgt.III-Roe)
Leeds C.T.	793,803,806,811,819,824,829,833, (AEC Regent V - Roe) 836,844,842,847,855,864,868. 835,838. (Guy "Arab" - Roe)
West Riding.	HGF 910 (Daimler CWA6 - Park Royal)
Ledgard.	546 (Bristol LS6G - E.C.W.)
Wilts & Dorset	546 (Bristol LS6G - E.C.W.)
Broadbent, Stamford Bridge	LTD 62 (Bedford OB - Duple)
Longsters,Pateley Bridge	HDX 15 (Bedford OB - Duple)

	<u>From Bradford</u>
West Yorks.	KDG 26,50 (K), DX 5,7 (I), SG 134, SGL 2,7 (B).
Bradford C.T.	54 (Leyland PD2/3 - Leyland) 401,402,408,409,412,414,418,419,424. (AEC Regent III - RT type)
West Riding.	Red-58,61,64,68,78,95 Green-293,294,295,710 (AEC Regt.III - Roe) Green-833,834,835,837,838,839 (Guy "Arab" - Roe)
Todmorden JOC.	5, 34 (Leyland PD2/1 - Leyland)

	<u>From Keighley</u>
West Yorks.	KDG 24,26,48,50 (K). (KDG 26 & 50 displayed "On hire to Todmorden JOC. 5, 17, 34 (Leyland PD2/1 - Leyland) West Yorkshire" labels)

	<u>From Ilkley</u>
West Yorks.	KDB 34 (K).
	<u>From Harrogate</u>
West Yorks.	SUG 34, EB 8, DBW 18 (H).
W.Fyne & Son,Harrogate	GWU 633
Longsters,Pateley Bridge	HDX 15 (Bedford OB - Duple)

	<u>From York</u>
West Yorks.	SUG 25, YSG 121,122,123, YDB 78 (YK).
Broadbent, Stamford Bridge	LTD 62 (Bedford OB - Duple)

Operating from Yeadon: The West Ridings given as 'to Leeds' or 'to Bradford' were finally destined for places in the Wakefield area, although many worked first to Leeds or Bradford, principally the AEC's.

	<u>To Leeds</u>
West Yorks.	DG 37,44, KDB 34, EB 13.
West Riding	293, 295, 833,834,835,837,838,839.
Leeds C.T.	209 (Leyland PD2/11(Pneumo-Cyclic) - Roe), 307 (PD2/14 - Roe), 488,491,671,675 (AEC Regent III - Roe), 344,352,354,375, 793,803,806,811,819,824,829,833,836,842,844,847,855,864,868.
Wilts & Dorset	546.

	<u>To Bradford</u>
West Yorks.	KDG 48,50 (K).
West Riding	58,61,64,68,78,95, 294,710, 839.
Bradford C.T.	54, 401,402,408,409,412,414,418,419,424.
Leeds C.T.	491.

	<u>To Keighley</u>
West Yorks.	KDG 23,24,27,50 (K), KDB 14,27,28,34 (K).
Todmorden JOC.	5, 17, 34.

	<u>To Harrogate</u>
West Yorks.	DX 12 (L), KDG 24,48 (K), DBW 18 (H).
W.Fyne & Sons	GWU 633.
ongsters,P.B.	HDX 15.

YEADON AIR PAGEANT (Cont.)

To York

To Ilkley

West Yorks. YSG 121,122,123.  
Broadbent's LTD 62.

Nil.

Service Cars noted were as follows: Service 55:DB 47,51 (L), DB 38,40,41 (B).  
Service 50: DGW 1 (K) (4.10p.m.ex-Bfd.),DB 7,24, DX 15,24, SGL 2 (B).  
In addition, KDG 48 & 50 were seen duplicating service cars on part of service 50; similarly with DB 6 and KDB 34 on service 55.  
Leeds C.T. 307 duplicated the 7.42 p.m. Yeadon-Leeds (55).

Service Vehicles: 1018 arrived at Albert Square, Yeadon, on Friday 15/5/59 and parked there until very late on 18/5/59. 1022 (AEC Matador) was called out to Yeadon on 19/5/59 to assist 1015 (Publicity Van), which had failed whilst removing the special Air Display signs.

First & last buses:

The first buses to arrive were:-

From Leeds	W.Y. DB 36	- 10.50a.m.	Leeds CT. 844	- 11.20a.m.
From Bradford	BCT. 409	- 11.15a.m.	W.Y. SGL 7	- 11.25a.m.
From Keighley	KWY.KDG 48	- 10.20a.m.	Tod.JCC. 17	- 11.45a.m.
From York	Broadcent LTD 62	- 10.55a.m.	W.Y. SUG 25	- 11.7 a.m.

The last vehicle to leave Yeadon was Leeds C.T. 675 to Leeds at 7.50 p.m.

6. SERVICE CHANGES

Stage Carriage Routes

SERVICE Y10 YORK-NEW EARSWICK-HAXBY-WIGGINGTON (York Local Service)

Four journeys on Monday to Friday (two in either direction) between York Station and Haxby Road have been diverted via Wiggington Road and Vyner Street.

SERVICE Y11 ASKHAM LAKE - OSBALDWICK (York Local Service)

Application has been made to operate vehicles along Thirkleby Way, which suggests that this service will be extended from its present terminus at The Green, Osbaldwick. It may be remembered that the Osbaldwick terminus was planned to be Thirkleby Way when the revised services came into effect last December.

Express Services

TYNE - TEESS - MERSEY

For some years now a journey has been operated from Leeds (6.30 a.m.) to Llandudno during the summer season, vehicles running on hire to the North Western Company. This journey has never been advertised in the timetable and an application for this to be done has been presented to the Traffic Commissioners. The hearing was fixed for 9th-11th June.

7. SOLD STOCK

WX 2144 (ex-288, T.S.M. B1042, Sold Stratford Blue and withdrawn by them between 1947 and 1949)  
This vehicle is reported to have passed to a showman, but no date has been given.

YG 8969 (ex-872, Dennis Lancet I, Sold W.North (dealer) Leeds)  
Formerly a workshop in Middleton Woods, this is now in use as a hen hut on the same site. (3/59)

BWT 787 (ex-992, Bristol J05G, Sold W.North (dealer) Leeds)  
Again noted as a showman's vehicle; this time at Wath on Dearne in a green livery. A large rack has been fitted onto the roof for the purpose of carrying extra equipment. (4/59)

BWT 799 (ex-105, Bristol J05G, Sold W.North (dealer) Leeds 10/55)  
Previously reported as a showman's vehicle, this was at Woodhouse Moor Feast, Leeds, in Easter 1959. It had previously been noted in Braysaws (coachbuilders) Yard, Yeadon, during late February 1959.

DWW 585 (ex-SG 71, Bristol L5G, Sold P.V.D. (dealer) 2/56)  
Last reported with Monk (contractor) - see Issue 80 -  
This has recently been sold to G. Groves (dealer) London.

DWW 604 (ex-SG 90, Bristol L5G, Sold P.V.D. (dealer) 2/56)  
Still in use as a showman's vehicle in April 1959 when it was seen at Tottenham.

DWW 607 (ex-SG 93, Bristol L5G, Sold G. Groves (dealer) 3/58)  
This vehicle was still at Groves in February 1959. The other L5G's sold to Groves at the same time are thought to have been scrapped.

SOLD STOCK (Cont.)

- DWV 608 (ex-SG 94, Bristol L5G, Sold York County Hospital 10/58)  
This vehicle is being used as a workers bus.
- BWY 980 (ex-DG 2, Bristol K5G, Sold to Eastern Counties 2/59)
- BWY 983 (ex-DG 5, Bristol K5G, Sold to Eastern Counties 2/59)  
Official confirmation has now been received that these two vehicles are numbered LK 28 and LK 29 respectively. See Issue 98.

8. OTHER INFORMATION

Leeds Air Terminal The new Leeds Air Terminal was opened by the Lord Mayor of Leeds on 7th April 1959. It is situated at the rear of the Griffon Hotel in Bishopgate Street, which is a picking up point for the Company's special service to the Leeds and Bradford Airport at Yeadon. Press reports record the fact that the Griffon was once the first stop for the Bradford-Scarborough stage-coach, and later, with the onset of steam locomotion, became a terminus for the Leeds - Stockton railway.

Vicar Lane Bus Station Leeds 1018 (the mobile information bureau) is at present parked in Vicar Lane Bus Station where it is being used while the enquiry office is being redecorated.  
Information Kiosks A Parisian-type information kiosk, similar to that used last summer, was placed in Vicar Lane Bus Station just prior to Whitsuntide. A similar kiosk has also appeared in Chester Street Bus Station, Bradford, where it was first used during Easter.

White Cross Hotel, Guiseley Considerable road improvements are being carried out at the junction of the Bradford and Leeds roads at the White Cross Hotel, Guiseley. Amongst changes already effected at this notorious junction has been the provision of a 'pull-in' for the Harrogate and Ilkley buses (from Bradford), the footway now running behind the bus shelter situated there, instead of in front, as before.

Competitive Bristols West Yorkshire are not now the only operators to run Bristol double-deckers in the Yeadon area. On March 22nd three Bristol K6A's entered service from the Moorfield depot of S. Ledgard. These are ex-United BAL-class, new in 1944/5, and a total of five have been purchased by Ledgard's to replace single-deckers on their Otley-Yeadon-Horsforth route, a service which runs parallel with West Yorkshire routes for a good part of the way. Of the five, three - GHN 635, 837, 840 (ex-BAL 4, 5, 8) - have 1949 E.C.W. L53R bodies transferred from TD 2's five years ago, with a characteristic sloping driver's windscreen, so built because of the extra bonnet length required by the Leyland Oil engine. The other two, GHN 631 & 833 (ex-BAL 1, 6) have L55R bodies off K5G's. One of the displaced single-deckers, EUG 125, also bore an ex-United E.C.W. body.

'Oscar' for DB 38 ? Bradford depot's DB 38 'stars' in the current British film "Room at the Top", which was filmed largely in and around Bradford. It is depicted going up Ivegate - a very steep and narrow shopping street in Bradford (in real life a one-way street - downwards!) Although it is seen for only a few seconds, filming, which took place last summer, took a whole day. The date of the action of the film is immediately post-war, so that a modern bus would have looked rather out of place (although one or two keen eyes have observed a few slips in this direction), so that the choice of a bus of the 'period' was essential. DB 38 was appropriate in that it had just been repainted and could pass off as a relatively new bus; also it bore 'national' advertisements, although these were of a modern design. That it was possibly one of the few buses able to climb Ivegate all day without boiling over was probably not taken into consideration! Shooting (with cameras, of course) also took place inside the lower saloon. Indicator blinds showed:

back and front - CROSSHILLS  
WEST YORKSHIRE - 'typical' destination

Generous Offer: [redacted] has a number of back issues of "Buses Illustrated" in perfect condition, which he is willing to give to any member, provided they pay postage. Anybody interested in this very kind offer should write to [redacted], enclosing a stamped and self addressed envelope.

YEADON DEPOT (Continued from last month)

Pre-war SG's arrived in 1956/7 and remained inside and outside until sold or returned to traffic. Amongst these were K.W.Y. vehicles (K165/7/9). The depot was empty from 7/57 to 3/58, when 1004 arrived, followed by K1003, and a vintage Bristol 2-ton vehicle. The latter left by March 1959. 444-447, 450-452, & 454-458 were stored inside the "Old Mill" (four at a time, changing about every three weeks) during February, March, & April, of 1953, this being a temporary measure whilst work being carried out at Leeds depot prevented storage of new vehicles.

The operating details are not quite so interesting, but will be given briefly. After the war the allocation was 5 S/D, all pre-war L5G. This allocation was increased in 1948 to 6 S/D by adding a further L5G of the pre-war type. At this time all vehicles were sub-allocated from Leeds, and fluctuated slightly from week to week, although the vehicles which spent most of their time at Yeadon were 132/51/54/56/58/92. Later in 1948 a 35-seater replaced an L50 32-seater, and was allocated to route 50 (Bradford-Yeadon-Otley), the vehicle being 219. This was replaced in August 1950 by a 39-seater - 272, later renumbered 401. This in turn was replaced by 402, sub-allocated from Bradford. In June 1951, 418 (B) was added, thus giving Yeadon the entire working of route 50.

During the summer of '51 a Leeds D/D replaced the Yeadon S/D on route 33 each Saturday, and "slept out" in the yard of Yeadon depot until Monday morning when it was changed back for the S/D. This weekend loan system brought the first "operating" 'deckers to Yeadon, mostly of the G05G type.

The first "proper" allocation of 'deckers was on 13/9/51 when 391/3 were sub-allocated from Bradford for duties on routes 53 & 55. During the first month the following operated from Yeadon on these two routes:- 310, 349/58/88/91/93/94.

444 was allocated to Yeadon when new on 1/6/52, for use on route 50, and with 438 from Bradford replaced 402/18.

The red-letter day for this route was May 11th 1953, as permission was granted to operate 'deckers under the low bridge in Henshaw Lane, and 730 (B) and 747 (L) replaced 438/44 and operated during the first few weeks.

By this time the allocation had reached its peak - 10 vehicles (5 S/D and 2 D/D from Leeds, and 3 D/D from Bradford). The usual allocation was 4 J05G, 1 L5G, 2 KSW6B, 2 K6B, & 1 K5G.

Since then the allocation has steadily fallen, and at the time of closing consisted of 5 D/D and 3 S/D, all maintained by Bradford.

Officially, the last allocation was SG 113, SGW 7, 10 & DB 5/6/7/8/9. However, the vehicles actually working on the last day were:- SG 113, SGW 7, SGW 10, DB 5, 7, 24, 38, DG 1, and also EB 12. DB 63 had worked for Yeadon during the morning, but was replaced in Bradford at 1 p.m. by DB 5.

Coaches were frequently loaned to Yeadon for Private Hire, the main bookings being Yeadon Charities Annual Old Folks Trip (usually 18 coaches), and Yeadon Trades Hall and Factory Workers Trips (usually 20 vehicles each).

All the eight allocated vehicles were used on Mondays to Saturdays, and five on Sundays, and used as follows:

Mon.-Fri: Service 33 (1 D/D), 32 (1 D/D), 50 (2 D/D), 53 (1 D/D).

Saturday: Service 33 (1 D/D), 32 (2 D/D), 50 (2 D/D).

Sunday : Service 33 --- , 32 (1 D/D), 50 (1 D/D), 53 (2 D/D).

The single deckers worked mainly duplicates and workmen's specials, the only regular service workings being Mon.-Sat. 54 (Cookridge-Bradford), 22 (Otley-Blubberhouses), and Saturdays only 32A (Yeadon-Leeds). The 54 service was, however, at one time, operated by double deckers.

It will be interesting to see whether the depot will be let, sold, or used for storage, the single decker depot having been let to Aireborough U.D.C. and Yeadon Sailing Club for the past three years. The "Old Mill", Rest, and Sports Rooms, and Office were all modernised and partially reconstructed only a year or two ago.

For the record, the last Yeadon Depot vehicle to enter the depot was DB 5, and SGW 7, 10, DB 7, 38, EB 12, & DG 1 left Yeadon for Leeds or Bradford depots near midnight on 4/4/59. The only vehicles staying overnight were DB 5, 24, & SG 113, which left early on Sunday morning, 5/4/59.

K1003 & 1004 are now the sole occupiers of the depot.

(Both have since left - Ed.)

KAJ.4/59.