

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 190.

JANUARY 1967.

EDITORIAL.

I would like to take this opportunity of thanking all members who have assisted in the preparation of the bulletin during the past year.

PERSONAL.

~~XXXXXXXXXX~~ retired on the 31st December 1966 and we would like to wish him and his wife a very long and happy retirement.

FORTHCOMING EVENTS.

HARROGATE MEETING.
SATURDAY 4TH MARCH 1967.

A meeting has been arranged at the Moss Grange Conductors School at Harrogate on Saturday 4th March 1967 at which ~~XXXXXXXXXX~~ will speak. This will be preceded in the afternoon by a visit to the Works. Full details will be given in the next bulletin.

SPRING TOUR.
SUNDAY IN MAY.

Arrangements are now in hand for the above which will consist of a visit to Independents in County Durham and the vehicle we hope to use will be either EUG 70 or SMP 17. Further details will be announced later.

PRESS DAY.

for the February 1967 issue will be Tuesday 7th February 1967 and all items should be sent to ~~XXXXXXXXXX~~ on or before that date.

SUBSCRIPTION.

Members are reminded that these are now due and no further copies of the bulletin will be sent after this issue to members who have not renewed their subscription for 1967.

1. FLEET CHANGES.

New Vehicles.

Further details of vehicles previously reported are as follows:-
YDX 219 - Chassis No. 230053: Body Number 15466: UW 7-15-3. YDX 220 - Chassis No 230054: Body Number 15467. YDX 238 - Chassis No. 230051: Body Number 15457. ERG 10 - Chassis No. 232129: Body No. 15948: UW 8-5-1. SRG 18-33 - Chassis Nos. 238005-10/9-22/8-32/6. Body Numbers 15965-74/6-80/75. UW SRG 30 is 7-11-2. The lodekkas delivered last month will probably be the last to be delivered to the Company. All the 1966 vehicles were delivered in 1966..

CUG 46-48 were delivered to Harrogate between the 18-23 December. They are MW6G/EGW C39F and are 31foot long, 8ft2½ wide all UW 7-5-1. The chassis numbers ~~xxx~~ of CUG 47/8 are 233145/6 and the body numbers 16328/9. The bodies are similar to CUG 39-41 but the front has been smartened up and is similar to the ERGs. The interior finish below the windows is in maroon fabric with the seats also in maroon.

Allocations and Transfers.

DX 152		(delicensed)	to	ILKLEY	1.12.66
SBW 260	from	BRADFORD		(delicensed)	31.12.66
SUG 31	"	HARROGATE		"	"
EUG. 70/3/4	"	BRADFORD		"	"
EUG. 71	"	YORK		"	"
EUG 75/83	"	HARROGATE		"	"
EUG 80/81	"	KEIGHLEY		"	"

ERG 3		from LEEDS	(delicensed)	31.12.66
ERG 4		" BRADFORD	"	"
CUG 6		" SCARBOROUGH	"	"
CUG 7/18/8/19/26/27/31/44/45		" LEEDS	"	"
CUG 11/28/30/32/33/34/35/38		" BRADFORD	"	"
CUG 13		" YORK	"	"
CUG 17/20/29		" KEIGHLEY	"	"
CUG 23/36/37/39/40/41/42/43		" HARROGATE	"	"
YDB 78		" YORK	"	"
DX 10		" LEEDS	"	"
DX 21		" YORK	"	"
SUG 16		(delicensed)	to LEEDS	1.1.67
SMG 48		"	" YORK	"
DX 25		"	" BRADFORD	"
SMG 10		from LEEDS	" HARROGATE	"
EUG 86		" YORK	" SCARBOROUGH	"
DGW 4/7		" WETHERBY	" LEEDS	"
DX 17/19		" LEEDS	" WETHERBY	"

Note.

1. All vehicles are relicensed at their former depots.
 2. With the withdrawal of YDB 78 and the other delicensed YDBs, there are now no K6Bs in the York fleet, and the only K6Bs are those with Keighley-West Yorkshire.
 3. Withdrawn vehicle YDB 76 had given continous service since new on 1.2.50 and YDB 77 had done likewise since new on 1.5.50.
 4. The note last month to the withdrawal of the first DBWs should of course have been qualified by "except for DBW 31".
 5. There are now no DGWs allocated to Wetherby: DGW 4 had been there since 1.12.60 and DGW 7 since 1.12.59. DBWs and DGWs are now only allocated to Leeds and Bradford.
 6. SBWs are now only allocated to Bradford, Keighley and Malton.
 7. In the reference last month to first moves since new EUG 13 was first licensed on 2.7.54 and EUG 58 was first licensed on 17.7.56 and not as stated.
 8. YDB 73 withdrawm this month was the vehicle with the four-hay construction.
- Further notes in connection with previous bulletins are as follows:-
Issue 188.
- i. All double deckers at Harrogate and Ilkley are now lodekkas.
 - ii. There are no licensed SUGs at York.
Issue 189.
 - i. The relicensing of the CUGs to Leeds was omitted.
 - ii. There are no licensed SMGs at Bradford.
 - iii. All double deckers at Malton are now lodekkas.
 - iv. No double deckers are allocated to Scarborough.

Fleet Total.

	<u>C.</u>	<u>SD.</u>	<u>DD.</u>	<u>1.1.67</u>	<u>1.1.66.</u>
Licensed:	7	180	297	484	491
Delicensed:	36 ³	22	5	63	53
	<u>43</u>	<u>202</u>	<u>302</u>	<u>547*</u>	<u>544</u>

* The fleet total excludes KDB 33/34, YDB 73/76/77/78/79/80/81, but includes CUG 46/47/48 which are stored at Grove Park.

Sales and Disposals.

The following vehicles have been disposed of by Norths as follows:-
 KSGL 22 (JYG 742) to Drury (Northern) Ltd., Contractor 1966.
 SGL 2 (JWU 872) to Ameys Transport, Abingdon, 2/66.
 SGL 3 (JWU 873) to McLaughlin, Knottingley (contractor), 5/66.
 SGL 7 (JWU 877) to Massey, Market Weighton, 1/66.
 DB 20 (GWX 105) Sold for scrap 4/66. KDB 15 (FWX 836) Sold for Scrap 10/66.
 DB 44 (HW7 871) Sold for scrap 2/66. DB 46 (HW7 873) Sold for Scrap 10/66.
 YDG 55 (CWX 656) Sold for scrap 11/65. YDG 61 (CWX 662) Sold for Scrap 1/66.
 YDG 62 (CWX 663) Sold for scrap 6/66. YDG 63 (CWX 664) Sold for scrap 10/66.
 YDG 64 (CWX 665) Sold for scrap 5/66. YDG 60 (CWX 661) Sold for scrap 6/66.
 YDG 59 (CWX 660) Sold for scrap 10/66. YDG 58 (CWX 658) Sold for scrap 10/66.
 SG 139 (JW7 288) Sold for scrap 10/66. SG 148 (JW7 295) Sold for scrap 10/66.

...Stored Vehicles.

Stored Vehicles.

DEW 7/8/17 stored at Leeds had left by 15 Dec, but SBW 27 was still there that day, although this has since left. Still stored in the yard are DEW 12, SBW 35, neither in sale livery and both with blinds and numbers in situ. CUG 15(K) is stored at Skipton. There are now wither 14 or 15 vehicles in the field at York, including SGW 3, BBW 13~~4~~4/8, DEW 4/7/8/9/10/17 and two of DB 60/1/2 the other being inside the depot with YDB 73/76/77/78/79/80/81. DEW 9 is the first vehicle to be withdrawn with flashing trafficators.

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2. VEHICLE NOTES.

Overhauls.

September 1966	DX 120, YDX 129.
October 1966	KDX 138.
November 1966	DX 120, DX 152.
December 1966	YDX 132, SMG 48.

Repaints.

December 1966 YDBs into sale livery.

General News.

SRG 23 is now OMO and is on driver training (see depot reports).
SMG 51 now has flashers and its front fleet number on the offside below the windscreen.

DX 15 now has a front fleet number on the offside front also.

DBW 28 has no black outlining.

DX 214, one of the vehicles without CBC heating, has been fitted with a radiator blind.

DX 6 at Leeds since 1.10.64 has recently received a painted Ramsdens advert, normally reserved for Bradford and Keighley vehicles, on the nearside. DX 15/17 on the other hand, on their recent transfer from Bradford, had their Ramsdens adverts painted over.

DX 120/1, YDX 129 all received CBC scoops and T indicators on overhaul. KDX 138 received CBC scoops on overhaul - it already had a T indicator.

YDB 88 mentioned last month as the last K6B with large fleet numbers is of course a KS6B.

ERG 3 now has its fleet number on the offside front below the windscreen.

SMG 25/7/9 have now been fitted with Town and Country tyres on the rear wheels for use on Whitby (91) during the Winter. It is of interest to note that although Leeds is a Michelin garage, Michelin do not make a winter tread tyre and consequently the three SMGs run on Goodyear tyres, during the Winter, the only vehicles at Leeds to do so.

CUG 13(Yk) now has flashers and a front fleet number below the windscreen.

SMG 25 now has an advertisement above the windows on the nearside.

DX 8 now has its number on the offside front of the radiator grille.

DGW 6 has now had its distinctive radiator blind painted black.

It has not been previously reported that on the conversion of SUG 39-50 to B45F in 1964, the unladen weights remained the same as when they were DP 51F.

DX 152 lost its black outlining and received small fleet numbers at the front (SMG position) and rear.

DX 151(I) received at front destination blind with the now standard small type lettering in November. Its previous blind had the old type large lettering.

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3. SERVICE CHANGES.

Stage Carriage.

The following applications have been made:-

S.333.14 Harrogate-Aldbrough.

To introduce an additional journey on Mon-Fri during school terms at 16.20 from Knaresborough to White Cross via Farnham, Ferrensby and Arkendale.

S.334.79B York-Cowthorpe.

To discontinue the 12.25 and 16.25 York-Cowthorpe and return, these being the only journeys operated on this service.

S.335.K12 Ilkley-Haworth.

On Mon-Fri to retime the 21.38 Keighley-Haworth to 21.45 and operate 7 minutes later throughout.

38A Leeds
which give
29 Leeds-T
explor

S.336.67 Bradford-Keighley.

To introduce an additional journey at 22.30 from Keighley to Bradford on Suns. Also to amend the route schedule so that certain duplicate journeys which operate for the benefit of children at St. Josephs College, Bradford may operate along Cunliffe Road (junc with North Avenue).

S.337.34. Leeds-Ilkley.

On Sats to delete the 08.20 Otley-Leeds.

S.338.88 York-Stutton Lane.

On Mon-Fri to retime the 07.40 York-Tadcaster to 07.35.

S.339.Y.24 York-Naburn Hospital (York local).

~~XXXXXX~~ To retime the 07.10 York-Naburn Hospital to 07.15.

S.340. Harrogate-Otley.

To amend the Sunday timetable.

S.341. Harrogate-Bradford.

To revise the timetable.

S.342. 18. Knaresborough-Great Ouseburn.

To withdraw the SO 22.30 Knaresborough-Great Ouseburn and return.

S.343. 15. Harrogate-Aldbrough.

To retime the 07.50 Knaresborough-Steveley so as to start from Harrogate at 07.25 and return from Steveley at 08.00 instead of 08.09.

S.344. 77. Harrogate-Wetherby.

To withdraw the SO 19.30 and 22.00 Harrogate-Wetherby and return journeys.

S.345. 10 Harrogate-Penny Pot Lane (Harrogate local)

On Sats to retime the 22.40 ex Harrogate and 22.55 return to 22.55 and 23.10 respectively and operate 15 minutes later throughout.

S.346. 19 Knaresborough-Scotton.

To retime the 07.35 Scotton-Knaresborough to 07.45.

S.347. 66/66A Bradford-Hirst Wood/West Royd Cros.

To revise the timetable.

S.348. 76 Tadcaster-Skipton.

To withdraw the SO 21.55 Harrogate to Wetherby.

S.349.17/17A Harlow Hill-Scotton (Harrogate local).

To discontinue the 07.00 Harrogate Bus Station to Scotton (17A) and to commence the 07.45 Scotton to Knaresborough (17) at 07.50 from Old Scriven.

S.350. 95 Malton-Weaverthorpe.

To delete the 22.05 Malton to Wintringham and return.

S.351. 41/42 Leeds-Wetherby/Tadcaster.

To amend the timetable (See below).

S.352. 76 Tadcaster-Skipton.

To retime the 20.55 Tadcaster-Harrogate (Buns) to 21.25 and this came into effect on Sunday 1 January 1967.

West Yorkshire on behalf of the Yorkshire Services Pool have lodged an objection to the application by C.G. Littlewood Ltd., of Sheffield for an express service between Sheffield and Torquay.

They have also lodged an objection to the application for a joint service by Littlewood and Sheffield United Tours for a Sheffield-Newquay service.

Y.5/5B Elmfield Avenue-Stuart Road (York local).

As from Monday 12th December 1966 alternate vehicles on Y5 which terminate at Stuart Road were diverted to Foxwood Lane. This does not apply in the evenings and on Sundays.

A number of alterations came into effect in the Leeds Area on Sunday 1st January 1967:-

47/48 Leeds-Aberford were renumbered to 48 direct and 48A via Scholes. The timetables were revised so as to provide an even 30 minute frequency between Leeds and Coronation Tree in off peak periods and a 15 minute frequency during the Mon-Fri peak periods. There are two buses each hour between Leeds and Barwick (except in the evenings), one journey operating direct and the other via Scholes (See Leeds depot report for further details of workings).

A new service was introduced numbered 47 operating between Leeds and Coronation Tree via Seacroft Green, York Road, Scholes Lane and Scholes. This has a 1/2 hourly frequency at peak times and Saturdays and an hourly frequency at off-peak Mon-Fri. There is no Sunday nor evening service. The 47 replaces the 40 Leeds-Stanks Lane North.

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38A Leeds-Red Hall Lane was reduced to operate during the Mon-Fri peak only, which gives Leeds 3 peak hour services - 34A/35A/38A.

29 Leeds-Farsley was renumbered 49 and the Sunday service revised, which explains why Farsley appears at the end of the new Leeds blinds.

41/42 Leeds-Wetherby/Tadcaster. Commencing 1 Jan 1967 the Sunday service on 42 was revised and a journey introduced at 22.35 from Leeds to Wetherby. As from Mon 2 Jan 1967 the weekday service was revised. On Mon-Fri the 05.25 Leeds-Tadcaster starts at Bramham at 05.59. The 07.55 Leeds-Tadcaster now operates to Wetherby whilst the 08.29 ex Bramham works to Tadcaster instead of Wetherby. During school holidays the 08.29 ex Bramham starts from Leeds at 07.55. The 08.25 will start (Leeds-Wetherby) at Bramham at 08.59 and a connection at Bramham will be made with the 08.25 Leeds-Tadcaster service. On Saturday the 05.25 Leeds-Tadcaster will start from Bramham at 05.59.

Since last months notes concerning the Leeds/Bradford Airport services a leaflet has since been issued giving details of services serving the Airport as from 1st November. It appears that passengers are expected to use the scheduled services - from Leeds 32 or 35 to Rawdon changing there to 51 to the Airport whilst from Bradford or Harrogate 51 operates direct to the Airport.

Whilst Thorp Arch bridge was closed from 5-10 Dec services 41,76/76A were routed via A.1 and Moor End. A service was introduced between Wetherby and Thorp Arch (Pax Inn) with six journeys per day for the duration of the closure.

Express Carriage.

E.57. Leeds (Calls Bus Station)-Yeadon Airport (Terminal Buildings).

Application has been made to operate additional journeys on this service as required to meet Aircraft departure and arrival times for Wallace Arnold Tours Ltd., These journeys may operate from Gelderd Road Coach Terminal and deviation from the prescribed route to serve this point is permitted. Connection with this service may be made by Wallace Arnold Tours Ltd., feeder services for the purpose of the carriage of inclusive tours passengers only.

E.58. Yorkshire-Blackpool.

To amend the timetable of the Leeds-Blackpool/Fleetwood services.

E.59. Yorkshire Services. Scarborough-London.

To amend the timetable and route and discontinue the picking up and setting down point at Howden (Memorial).

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4. OPERATING DETAILS.

Depot Reports.

Bradford. Since licensed on 1 Dec SRG 32(B) has been noted on X67 with conductor every day. On the 1st and 2nd Dec an ERG was noted as the other vehicle but by the 8 Dec this had reverted to the usual DX.

Harrogate. SRG 23 was noted in Harrogate on Wed 28 Dec and is believed to have been working on 76. The following observations have been made in Harrogate during the past month. Sat 10 Dec - Ser 36 SRG 5/8/14/18, SRG 27/31, Ser 53 - DX 175/203, Ser 76B DX 54, Ser 19 DX 109, Ser 2 DX 60, Ser 11 DX 63, Ser 16 DX 62/68, Ser 12 DX 50. Sat 24 Dec - Ser 16 BX 14/68, 121, Ser 76 SRG 13(I),16(W),DX 213(I), Ser 36 SRG 1/2/8/31, Ser 53 DX 117, 20W, Ser 51 DX 169, Ser 9 DX 53. Mon 26 Dec - Ser 51 DX 151, Ser 36 - SRG 5, Ser 76 - SRG 30. Tue 27 Dec Ser 36 - SRG 30. There were six vehicles operating on Christmas Day on the following rotas. Car 1 DX 200 - 10.40 Harrogate-Starbeck(16), 10.50 Starbeck-Harrogate(16), 11.05 Harrogate-Leeds(36), 12.15 Leeds-Harrogate(36), 14.05 Harrogate-Ripon(36), 15.24 Ripon-Leeds(36), 17.15 Leeds-Harrogate(36). Car 2 DX 208. 10.10 Harrogate-York(84), 11.35 York-Harrogate(84), 14.10 Harrogate-York(84), 15.35 York-Harrogate(84). Car 3 DX 203. 11.40 Harrogate-Knaresborough (16) and other journeys on 16 plus the journey to Scotton Hospital the last journey being 18.00 Knaresborough-Harrogate(16). Car 4 DX 207. 11.10 Harrogate-Bradford(53), 12.25 Bradford-Harrogate(53), 14.10 Harrogate-Bradford(53), 15.25 Bradford-Harrogate(53), 16.40 Harrogate-Bradford(53), 17.55 Bradford-Harrogate(53). Car 5 SMC 18. 11.15 Harrogate-Pateley Bridge(24), 12.15 P.B.-Harrogate(24), 14.15 Harrogate-P.B.(24), 15.15 P.B.-Harrogate(24), 17.15 Harrogate-P.B.(24), 18.15 P.B.-Harrogate(24). Car 6 SMC 19(Believed to be OMO) 15.20 Harrogate-Menwith Hill U.S. Camp, 16?? Menwith Camp-Harrogate. The latter working did not appear in the leaflet issued but it is believed, but not confirmed, that West Yorkshire have an agreement that they will provide at least one journey to Menwith Camp per day.

Ilkley. 1 Dec found SBW 17(B) newly transferred from Harrogate working the 08.00 Ilkley-Bradford(63A) whilst SBW 28(B) worked the 07.45 Ilkley-

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Bradford(63A) an Ilkley depot duty. On Thur/Fri/Sat 14-16 Dec SBW 17(B) worked route 63 for Ilkley depot. On Sun 17 Dec SBW 17 replaced DX 212 (K loan B) on the 11.45 Ilkley-Bradford(63) a Bradford depot duty. DX 212 thus became K loan I and has remained at Ilkley since the 17 Dec working on 63/76. DX 18 (K loan I) in place of DX 38(I) from the beginning of Nov was involved in an accident at Ben Rhydding Toll Bridge in the evening of 2 Dec and as a result was returned to Keighley for repair, DX 38(I) return- ing to its home depot the next day;

Keighley. The Christmas Day service was exactly the same as that operated the previous year.

Leeds. On Fri 9 Dec EUG 76(L) worked the 09.05 Leeds-Bridlington(44). On Tue 6 Dec EUG 78(L) was noted on the 19.30 Bridlington-Leeds(44). On Thur 22 Dec SRG 8(L) worked the 16.05 Leeds-Bridlington(45). On 1 Nov SUG 32 worked the 15.50 Leeds-Farsley(29) journey. On 4 Nov EUG 77 was noted on Leeds-Bridlington(44). On 21 Dec DGW 9 was seen on Leeds-Bradford (30) and on 28 Dec DX 82 worked Leeds-Yeadon(Shaw Estate)(35). DX 59 was on learner duties on Mon 28 Nov and again on Fri 2 Dec. On Wed 30 Nov DX 82 was duplicated by SUG 61 on Guiseley-Leeds(32). On Fri 2 Dec SMG 50(Sc) worked as far as York on 46. An unusual vehicle on Leeds-Yeadon(35) on Mon 5 Dec was DBW 25 no doubt as a result of a changeover. The following day BGW 2(B) worked a School Special in Leeds and EUG 76 was noted on Leeds-Bridlington(44). An unusual vehicle on High Royds Hospital Sepcial(32) on 7 Dec was DX 82. Its place on Leeds-Ilkley(34) was taken by DX 206. That evening DX 210(Yk) was noted in Wellington St showing "School Special/48" at 17.00. Working for Leeds on Leeds-Rawdon(33) on Fri 9 Dec was DX 161(B). Ledgard Leyland/MCW GTY 169 ex Tyneside was first noted on Fri 9 Dec on Leeds-Otley(34). Noted on Leeds-Bradford(30) on Mon 12 Dec was DX 160(B loan L). The same day the following were also noted: DX 124(W), 52(W), DGW 7(W), SMG 22(W) working Leeds duties on 38, 33, 48, 30, 38A respectively and DX 172(L), SMG 60(L) working Wetherby duties on 38 and 39 and DBW 21(B) working a Leeds turn on 30. On Thur 15 Dec DX 82 worked Leeds-Guiseley(32) and the following day DX 52(W) worked on this route. Also on Fri 16 Dec CUG 13(Yk) worked the 12.05 to Hull(46) in the hands of an EYMS crew displaying a Hull sticker. The same day SMG 25(L) arrived at Vicar Lane working on 38 no doubt as a result of a changeover. It was replaced by DX 59 (L loan W), DX 124(W) the usual vehicle on the 12.45 Knaresborough(38) being on Leeds-Rawdon this day. The same day SMG 39 (W loan L) worked on Leeds-Wetherby(39A) as did SMG 56(L loan W) and DGW 4(W loan L) worked on 29/38A. On 21 Dec D X 82 again worked on Leeds-Guiseley(32). Observations of the services destined to be altered on 1 Jan during their last weekday of operation 30 Dec found the following:- The four carson 29/38A were DBW 5/28, DGW 5, DX 44. Working 12.25 Leeds-Seacroft was DBW 29 and working 12.10 Leeds-Scholes(48dup) was DX 210(Yk) accompanying DX 5 on 47. Working to Rawdon(35) for a lunch time school special on 30 Dec was DGW 2(B loan L). On Sat 31 Dec DX 82 was working on 35 its place on 34 being taken by DX 215. Our Leeds depot correspondent has very kindly supplied us with details of the recent reorganisation but owing to lack of space it is intended to either hold them over until the February bulletin or if space permits use them as a fill in at the end of this bulletin. SRG 23 at Leeds from 4.1.67.

Malton. SRG 3 has been on loan whilst SRG 20 was out of action during December. YDX 220 new to York on 1 Dec spent most of the month at Malton depot.

Scarborough. EUGs are now being used on the Rowtree contract. Apparently the cycle starts with both the York and Scarborough vehicles at Scarborough for the weekend. A Sc driver brings the Yk car on the inward journey on Monday morning, leaves it at York and returns passenger. Yk vehicle with Yk driver works the return journey each evening Mon-Fri and Sc vehicle works each morning journey Tue-Fri with Sc driver and the Saturday morning outward journey only is worked by the Yk vehicle with Yk driver who leaves the vehicle at Sc and returns passenger.

Wetherby. During the closure of Thorp Arch Bridge from 5-12 Dec a special service was operated from Wetherby to Thorp Arch. Working for Leeds on Guiseley-Leeds on Tue 29 Nov was DGW 4. (See Leeds depot report for further details of Wetherby loans to Leeds).

York. On Wed 28 Dec SRG 24(Yk) worked the 09.10 York-Thirsk(80A). On Thur 1 Dec YDX 221 wkd on Y4/4A and the following day YDX 218 wkd on Y13/13A. On Mon 5 Dec SBW 25 wkd the 08.15 York-Heslington(Y17) and return whilst on Wed 7 Dec SBW 24 performed this duty. The same day SRG 4 wkd a Terrys Works special and on Thur 8 Dec EUG 88(Yk) wkd a Cooks or Carriage Wks special from ...South Bank

South Bajk. On Wed 21 Dec DX 23 was on Y4/44 and on Fri 30 Dec was on Y9/9A. On Thur 22 Dec SGW 6 was noted on Y.14. SRG 23 the vehicle with the pre-selector gear box was on loan to York depot for crew training on 29/30 Novr. The last duties of the two of YDBs on 30 Nov was as follows: YDB 76 - Y9/9A, YDB 77 - Y5/5A/6. DX 167 and CUG 30 (both B) were docked at York during December. The last K6B at York YDB 78 worked a variety of turns during December including the following - 16th Y5/5A/6, 17th Y1/8, 30th Y9/9A. Christmas Day workings were much the same as last year with 2 on Y1/8, 1 on Y4, 1 on Y9, 1 on Y10/Y12, 1 on a Leeds return journey and the rest of its duty on Y5A and the last vehicle on Hospital specials Y24. The seven vehicles involved were YDX 216/218/219/233/234/235/237. Other observations have been DX 24(Yk), DX 36(M loan Yk) on Y9/9A and YDX 220 (Yk loan M) on Haxby-Tang Hall Line Sch Spec on Tue 13 Dec, DX 209 on Y12 (dups) at Teatime, YDX 219 on 08.10 Haxby-Yk Stn and DX 114 (Yk loan M) on Haxby-Tang Hall Line Sch Spec the following day, whilst the day after found DX 23 on Y9/9A, SMC 7 on the OMO duty on Y14, and SBW 25 working the Haxby-Tang Hall Lane duty.

Long Distance. On Sun 11 Dec CUG 8(L) worked the 19.40 Manchester-Leeds (X99). On Wed 28 Dec EUG 82(H) wkd the 08.50 Leeds-Middlesbrough(X99). The duplicate car to the 13.30 Harrogate-Middlesbrough (x99) the same day was provided by CUG 43 which returned as duplicate to the 18.10 Middlesbrough-Leeds working as far as Harrogate. The service car on the 18.10 ex Middlesbrough is a United working whilst the 16.50 ex Leeds is a West Yorkshire working. Both vehicles sleep out but to get the crews back to their home depots a changeover takes place at The Cleveland Tontine or Clack Lane Ends. United RELL6G R45 (DHN 345C) was noted in Leeds on X97 on 15 Dec. Long Distance operations in Harrogate noted during the past month have been Sat 10 Dec ERG 9(H) wkg 19.35 ex London, 12.20 X97 Northern 1955 to Leeds, YWD 761 to Liverpool, 12.00 Yorkshire Services YWD 760 to Coventry. Sun 18 Dec YWD 760 on Ten Cities, Sat 24 Dec Northern 1917 wkg 11.40 to Leeds(X97), CUG 21 wkg 14.15 to Newcastle(X97), North Western 937 wkg 15.55 Liverpool(X97) and 2 YWD (one being 758) on 14.05 ex Coventry, Mon 26 Dec United UE 519 on 11.40 X97 to Leeds which returned on the 14.00 to Newcastle accompanied by Northern 2520. Noted in Darlington on Thur 29 Dec was UE 14 and Northern Western 913 on the 15.51 X97 to Newcastle. Observations were made at Wellington St of the ERGs laying over from the London Service during the week 5-9 Dec. These found 5 Dec ERG 8 (K), 6 Dec ERG 10(H), 7 Dec ERG 11(H), 8 Dec ERG 9(H), 10 Dec ERG 11(H). It will be noted that the majority of vehicles are Harrogate cars - on 15 Dec ERG 11(H) was again noted. It is possible that on 5 Dec ERG 8 was actually on loan to Harrogate. With reference to R45 above it is of interest to note that the chassis number of this vehicle comes between SRG 10 and SRG 11 and the vehicle was actually parked in Wellington St next to the latter which was on Leeds-Scarborough(43). Working on X97 on 21 Dec was SUG 61(L) Also working on X97 on Fri 30 Dec possibly on loan to United was SUG 38(L).

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5. SOLD STOCK NEWS.

- FWX 826 (ex DB 5)
To T.P.E. (dealer), Macclesfield 8/66 ex Bedlington & Dist.
 - JWY 223 (ex DB 59).
Entered service with Scarlet Band 8/66 as number 66.
 - JWU 888 (ex SGW 1)
To Smith, Amble 10/66 ex Norths.
- (See also Sales and Disposals).

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6. TEN YEARS AGO.

The January 1957 issue ran to six pages, two of which were devoted to the customary depot allocation.

There were no new vehicles. Full details were given of Sales and Disposals during 1956. Details were given of the supercharger fitted to DX 3 whilst it was reported that 8 EUGs were being converted to 45 seat buses and re-classified SUG 1-8.

Harrogate depot reported EUG 9 working on 76 whilst Leeds reported the cessation of 91 and X88 owing to the fuel restrictions, EG 10 working the last West Yorkshire working on 91. Leeds depot required six vehicles to maintain the Christmas Day schedules these being DX 8/13/47/48, DB 60 and SBW 30. DG 1 which had been delicensed to York had been noted on 80 and 96/97.

...Service

HARROGATE

Service Changes found Harrogate local services 2,3,5,5A and 13 being re-routed to operate via West Park and Otley Road. A number of express services had been altered owing to the fuel restrictions and details were given.

7. OTHER INFORMATION.

Recent Withdrawals. As a result of recent sales the CWX registered pre-war K5G type has at last disappeared from the West Yorkshire fleets. The first CWX registered K5G entered service in November and Decr 1958 when K379-84 (later KDG 22-7) and Y368-78 (YDG 55065) arrived: 385-94 (DG 28-37) followed in January 1939. Of these vehicles 385-94 had 48 seats of the blue seat luxury type, K379-84 53 seat lowbridge and Y368-78 54 seat highbridge bodies by ECW. New L27/26R bodies were fitted to K379-84, 385-94 in 1949/50: K379-80 by ECW in 1949 and the remainder by Roe the following year. Y368-78 were rebodied H30/26R by ECW in 1951. KDG 22, DG 31/2 were the first to go in October 1960 and the last lowbridge K5Gs of this type KDG 23/6 were sold in February 1963. The highbridge vehicles were withdrawm steadily during 1965/6, the last to go being YDG 57 delicensed on 30 March last. It is believed that YDG 57 had given the longest period of service of any vehicle since the formation of the Company - a total of 27 years, 4 months it having been first licensed on 1st December 1938. The only K5Gs now remaining are YDG 82-92 with the York fleet. A further type of vehicle recently rendred extinct is the HWW registered lowbridge DB type of which DB 51/2 were the last survivors. These vehicles were also the last two K6Bs in the main West Yorkshire fleet.

A further old Bristol to add to the list given in issue 186 of vehicles seen in Leeds is MKN 203, an LL5G, ex Maidstone and District S054 and now with Totty (contractor) of Bradford.

Wellington Street Bus Station has recently been internally redeccorated.

DEPOT ALLOCATION AT 1ST JANUARY 1967.

	<u>C.</u>	<u>S.</u>	<u>D.</u>	
<u>BRADFORD.</u>	2	18	64	SBW 16/17/21/22/23/28/33 SUG 14/24/25/26/33/35/36/66 SRG 21/22/32 CUG 9/10 DBW 1/2/3/6/11/14/19/20/21/22/30/34 DGW 1/2/8/10 DX 3/4/8/11/13/16/20/25/26/29/30/31/48 DX 51/78/79/81/83/97/99/101/102/105/110 DX 111/117/118/119/122/123/126/154/155 DX 159/160/161/167/169/180/181/183/183 DX 184/187/188/189/201/202. Total = 84. Sergite Vehicles - 1002/29 Stored (unlicensed): SBW 26, SUG 19/29, SMG 28, EUG 70/73/74, ERG 4, CUG 11/16, CUG 28/30/32/33/34/35/38, DBW 27. Stored (Withdrawn): SGL 16, DBW 4/10.
<u>GRASSINGTON.</u>	-	4	-	SMA 14 SMG 30/31/32 Total 44.
<u>HARROGATE.</u>	2	42	33	SMA 6 SMG 8/9/10/11/13/18/19/24/33/34/37/43 SMG 45/46/47/49/54/59 SUG 17/18/23/27/28/30/64 SRG 1/2/5/14/15/18/23/30/31 EUG 72/82/84/85 ERG 9/10/11 CUG 24/25 DX 2/7/14/32/33/34/45/49/50/53/54/55/56 DX 57/58/60/61/62/63/64/65/66/67/68/109 DX 113/121/174/175/200/203/207/208 Total = 77. Service Vehicles 1022/25/26/27/28/31/34. ...Stored

LINE

C. S. D.

HARROGATE.

Stored (Unlicensed): SBW 19/20, SUG 31,
EUG 75/83, CUG 23/36/37/39/40/41/42/43,
CUG 46/47/48.
Stored (Withdrawn) SBW 14/18.

ILKLEY.

- 4 8

SMA 15
SMG 41/53
SRG 13
DX 28/38/151/153/173/215
KDX 139/140
Total = 12
Stored (Unlicensed) DX 153.

KRIGHLEY.

1 20 56

KSGI 20/21
SBW 30/31/32/34
KSMA 1/2/3/4
SMA 16
SMG 2/16/17/61
SUG 65/67
ERG 5/6/8
CUG 14
KDB 29/30/35/54/55/56/57
DX 18/80/98/103/104/116/120/125/156/157/2
DX 158/211/212
KDX 39/40/41/42/43/69/70/71/75/76/77/93/
KDX 94/95/96/133/134/135/136/137/141/142/
KDX 143/144/145/162/163/164/165/166/222/
KDX 223/224/225/226/227.
Total = 77
Service Vehicles - 1033/36
Stored (unlicensed) - SBW 15, EUG 80/81,
ERG 7, CUG 17/20/29.
Stored (Withdrawn) SBW 13, KDB 33/34.

LEEDS.

2 35 50

SMG 25/27/29/51/52/55/56/57/60
SUG 15/16/20/22/32/37/38/61/62/63
SRG 7/8/9/10/11/27/28/29/33
EUG 76/77/78/79/89
ERG 1/2
CUG 21/22
DBW 5/13/15/16/18/23/24/25/26/28/29/32/33
DGW 3/4/5/6/7/9
DX 5/6/9/12/15/27/44/47/59/82/100/106/107/
DX 108/115/127/150/170/171/172/176/177/
DX 178/179/185/186/204/205/206/213/214.
Total = 87
Service Vehicles - 1001/30.
Stored (unlicensed) - SBW 35, SUG 21,
ERG 3, CUG 7/8/18/19/26/27/31/44/45,
DX 10, DBW 12.
Stored (withdrawn) DBW 7/8/17, SBW 27

MILTON.

- 7 3

SBW 24/25
SMA 5/13
SRG 3/19/20
DX 35/36/37
Total = 10
Stored (withdrawn) - DBW 9

PATELEY BRIDGE.

- 5 -

SMA 18
SMG 1/14/15
SUG 34
Total = 5

SCARBOROUGH.

- 5 -

SMG 50
SRG 4/12/17
EUG 86
Total = 5
Stored (unlicensed) - CUG 6

SKILTON.

- 6 2

SMP 17
SMG 26/42/44

SKIPTON.

C. S. D

SJG 68
SRG 6
KDX 138
DX 168
Total = 8
Stored (unlicensed) - CUG 15.

WETHERBY.

- 5 5

SMG 22/23/39/40
SRG 16
DX 17/19/46/52/124
Total = 10

YORK.

- 29 76

SGW 2/4/5/6/10
YSMA 7/8/9/10/11/12
SMG 3/4/5/6/7/12/20/21/35/36/38/48/58
SRG 24/25/26
EUG 87/88
YDG 82/83/84/85/86/87/88/89/90/91/92
YDB 82/83/84/85/86/87/88/89/90/91
DX 22/23/24/112/114/199/209/210
YDX 72/73/74/84/85/86/87/88/89/90/91/92
YDX 128/129/130/131/132/146/147/148/149/
YDX 190/191/192/193/194/195/196/197/198/
YDX 216/217/218/219/220/221/228/229/230/
YDX 231/232/233/234/235/236/237/238.
Total = 105
Service Vehicles - Y1032/1035
Stored (unlicensed) - SBW 29, EUG 71,
CUG 13, DX 21, CP 1 at Harrogate.
Stored (withdrawn) - SGW 3, CUG 5, DB 60,
DB 61/62, YDB 73/76/77/78/79/80/81.

SUMMARY OF VEHICLE TYPES.

Bedford OB	: CP 1	(1)
Bristol LL5G	: KSGE 20/21, SGW 2/4-6	(6)
Bristol LWL5G	: SGW 10	(1)
Bristol LWL6B	: SBW 15-17, 19-26, 28-35	(19)
Bristol LS5G	: SMG 1-12/39-61, SUG 14-38/61-68	(68)
Bristol LS6G	: CUG 6-11/13-20/42-45	(18)
Bristol MW5G	: EUG 70-89	(20)
Bristol MW6G	: CUG 21-41/46-8, SMG 13-38	(50)
Bristol SUL4A	: SMA 1-16/18	(17)
Bristol SUL6P	: SMP 17	(1)
Bristol REL6G	: SRG 1-33	(33)
Bristol RELH6G	: ERG 1-11	(11)
Bristol K5G	: YDG 82-92	(11)
Bristol K6B	: DB 29/30/35/54-7	(7)
Bristol KS6B	: YDB 82-91	(10)
Bristol KSW6B	: DBW 1-3/5/6/11-6/8-30/2-4	(27)
Bristol KSW6G	: DGW 1-10	(10)
Bristol LD6B	: DX 2/5-4/7/9-81/3	(78)
Bristol LD6G	: DX 3/4/48	(3)
Bristol FS6B	: DX 82	(1)
Bristol FS6B	: DX 84-238	(155)
Total = 547.		

SERVICE STOCK?

Owing to lack of space the list of Service Stock as at 1st January 1967 has been held over to the February issue and will be included therein.

JEW
7.1.67.