



3. DEPOT CHANGES.

(a) Allocations & Transfers

DG 1,2,43,45	from LEEDS	(delicensed)	31/5/56
DG 5,40	" HARROGATE	(delicensed)	31/5/56
DG 12,13,14,29,30	" BRADFORD	(delicensed)	31/5/56
CP 3,4	(delicensed)	to HARROGATE	1/6/56
EUG 46,49	(new)	" LEEDS	1/6/56
1164,1165,1168,1169	(Lincolnshire)	" HARROGATE	1/6/56

CP 3 is on loan to BRADFORD for the Drivers' School.

DG 1/2 are believed to have been delicensed at YORK, where they had been working Race Specials on 31st May. They did, however, return to LEEDS shortly afterwards.

(b) Temporary Loans

The following 'Tilling Group' vehicles operated for West Yorkshire during the Whitsuntide holiday period :-

Tilling	-	MXB 744	Bristol LL6G	ECW	LEEDS
Tilling	-	MXB 745	Bristol LL6G	ECW	LEEDS
Eastern Counties	DS 981	EX 6350	Dennis Lancet III	Duple	LEEDS
Eastern Counties	LE 702	KNG 702	Bristol L5G	ECW	LEEDS
Eastern Counties	LS 704	KNG 704	Bristol LWL6B	ECW	LEEDS
Eastern Counties	LS 755	OAH 755	Bristol LS5G	ECW	LEEDS
Wilts & Dorset	285	FAM 2	Bristol L6B	Beadle	LEEDS
Thames Valley	147	EJB 147	AEC Regal III	Duple	BRADFORD
Bristol Tramways	2880	THY 954	Bristol LS6G	ECW	?

Tilling MXB 744 & MXB 745 worked up from London on Whit Friday. The Eastern Counties vehicles were used on express services &c. Wilts & Dorset 285 is thought to have worked the 6.30 pm Harrogate-Crossgates-Leeds journey on Whit Sunday. Thames Valley 147 worked Bradford-Bolton Abbey on Whit Monday. Bristol Tramways 2880 is believed to have gone to Whitby on Whit Saturday.

Many West Yorkshire vehicles were loaned between depots for the Whitsuntide traffic. Some of them were as follows :-

SBW 19,20	to YORK	from BRADFORD
EUG 7,24	" BRADFORD	" YORK
DGW 1,2	" ILKLEY	" KEIGHLEY
DGW 7,8, KDB 10, SGL 14	" BRADFORD	" KEIGHLEY
CUG 12	" KEIGHLEY	" BRADFORD
DB 8, SG 114,116	" BRADFORD	" YEADON

4. VEHICLE NOTES.

(a) Overhauls

May 1956 : SG 120, SGW 4, DX 5.  
 June 1956 : EB 2, DB 3, KDG 50, YDG 60, EUG 5.

(b) Repaints

May 1956 : SG 113, EG 9, EG 10, DB 36,  
 965, 1017, 1018.

(d) Depot Overhauls

Delete SG 42 in Issue 60 (February 1956)

Vents for brake cooling have been fitted to: DX 9, DX 11, DX 12.

Staggered seats have been fitted to: DBW 23.

YDB 84 has had the small panel between the platform and rear bay replaced by glass. YDB 82, overhauled the same month, was not so treated and is the only one not modified.

965 has had the chrome moulding on the front dash re-fitted; it was removed on overhaul in September 1955.

1017 has been repainted maroon and cream and has the small coach type "WEST YORKSHIRE" transfers. It no longer carries advertisements.

Most of the double deckers at YORK depot have had additions made to their blinds in preparation for the recent service changes (see notes elsewhere). The additions are as follows :-

4. VEHICLE NOTES (Contd)

<u>Destination</u>	<u>Intermediate</u>
OSBALDWICK	STATION 3A
MURTON	
CHAPLEFIELDS	BISHOPTHORPE 15
HESLINGTON	
LEEMAN ROAD	OSBALDWICK 16
HULL	HESLINGTON LANE 17

The erroneous spelling of CHAPEL FIELDS should be noted. Although LEEMAN ROAD and HULL have been added, it is not envisaged that WYV 'deckers' will be seen on these routes in future! It is interesting to note that ROUGIER STREET, which is not on most blinds, has not been added, although it is the terminus for Y17 (York-Heslington).

Most of the WYV single deckers did not have MELROSEGATE on their blinds, and this has been stencilled on by York Depot.

On most of these blinds there are 96 exposures between OSBALDWICK and LEEMAN ROAD !!!

5. OPERATING DETAILS.

Many of the firms hiring regularly to West Yorkshire have had changes in their fleets during the winter.

LONGSTERS of PATELEY BRIDGE (See also Issues 29 & 30)

Sold: ANX 178 Leyland TS7  
 Purchased: BEY 400 Bedford SEG - Plaxton C37F (ex-Kitchens, Pudsey)

A. WRAY & SONS (SUMMERBRIDGE) (See also Issues 29, 43 & 53)

Sold: FWK 446 T.S.M. - Theale (NOT Strachan as previously stated)  
 Purchased: JKY 597 Bedford SBO - Plaxton C35F (ex-Baldon Motors)  
 Disposal: MNW 427 Commer Commando - Tower has been re-registered TU 253 and is operating for E. Kyriakou & Sons, Cyprus.

WADDINGTON, LEEDS 8. (See also Issues 43 & 53)

Sold: ED 9691 Leyland TS7 - Plaxton  
 Purchased: ? ? ?

PARKER'S of DONCASTER. (See also Issues 29 & 41)

No. 23, CFV 364, was rebodied in 1955 with a new Plaxton FC35F8 body. (Note correction).

T. BURROWS, WOMEWELL. (See also Issues 43 & 54)

Additional vehicle:  
 87 OWT 325 AEC Reliance - Duple C41F

SAMUEL LEDGARD, ARMLEY. (See also Issue 54)

The following vehicles additional to those listed in the August 1955 issue have been hired:-

EUG 124/25 Leyland TS7 - ECW  
 EUG 126 Leyland TS7 - Duple  
 GUA 637-39 Leyland T88 - Duple  
 FAK 661/62 Leyland PS1 - Duple

EDDIE BROWN TOURS, HELPERBY. (See also Issue 43)

HFR 165, which has been hired for several seasons now, is now known to be a Leyland TS7, originally registered DKH 440, and is ex-East Yorkshire 332.

The J05G hired at Easter, DT 9084, which was owned by Kildare since 1949, has now been sold to [redacted], and was hired again at Whitsuntide. This was joined by another Bristol, BET 517, an L5G. Originally new in 1938 to Rotherham Corporation, it was later sold to Norths. A Wilkes & Meade C33F body (from a Wallace Arnold Daimler CVD6) was put on it in 1952, and it then ran for Clayton, Mexborough. After running for Billies, Mexborough, it is now owned by [redacted].

A new "hirer" of note at Whitsuntide was Creamline of Bordon, Hants., who of course has been operating Forces Leave services to the West Riding for some years now. The vehicle was OOU 789, an AEC Reliance - Duple.

5. OPERATING DETAILS (Contd)

Bradford : SEW 19 (B) worked the 2.30 pm Bradford-Scarborough (43) on Whit Friday, and was exchanged at Scarborough for EUG 7 (YK). SEW 20 (B) was similarly exchanged for EUG 24 (YK) on Whit Saturday. EUG 7 was used for the 8.30 am Bradford-Scarborough (43) on Saturday.

EUG 43 (B) worked the 8.55 am Bradford-Newcastle journey (with EB 4 (B) & Wrays DCS 981) on Whit Saturday. This has, in the past, been worked by an SGW or SEW.

Other workings largely followed the pattern of previous years. The recently acquired Bedford SEG of Longsters made its first recorded appearance for West Yorkshire with a trip to Blackpool. ASN 384 (Maudsley Marathon III), last reported running for Pemberton's of Upton and now owned by [redacted], also appeared.

On Whit Sunday, SG 114 (YN loan to B) was used on the 2.30 pm Bradford-Scarborough (43) and return, showing correct intermediate blinds. The "maiden trip" of the new Middlemoor service was well patronised (see under Pateley Bridge).

Whit Monday saw the resources of West Yorkshire fully occupied. 14 vehicles were used on "Excursions", which is the number permitted on the licence. They were as follows :-

- Blackpool: CUG 1 (B), with Burrows Nos 87 & 88.
- Whitby: CUG 2 (B), with Simpsons No.12.
- Bridlington: CUG 3 (B), with Dobson's JVN 600.
- Scarborough: CUG 4 (B), with Dobson's JPY 112.
- Morecambe: CUG 5 (B), with Simpsons Nos 11 & 15.
- Windermere: CUG 6 (B), with Simpsons No 13.

8 vehicles were used on the Blackpool "Day trips", none of which were West Yorkshire vehicles: Ribble 836 & 854 ; YWD 716,718,720,723 ; Hebble 38 & 40. EUG 38 (B) started at Shipley. A total of 16 EUG's were used on "Day trips" together with a number of hired vehicles.

Probably for the first time on a Whit Monday some vehicles were used for Private Hire; they included: CB 5, CBW 5, CUG 11, EUG 44 (all B), & EUG 7 (YK loan to B).

The Ilkley and Bolton Abbey service was maintained by double deckers, including DGW 7,8 on loan from Keighley to Ilkley. Extras were provided by SG's, and EUG 14 & EUG 24, which were used prior to their afternoon trip to Pateley Bridge. Similarly, EUG 12 (B) was used on Harrogate (53) without conductor.

DGW 1,2 & KDB 10, on loan to Bradford from Keighley, were working on 67 on Whit Monday, and did an express trip from Scarborough to Keighley on Whit Tuesday.

EB 1 (B) is again working the Bradford-Whitby service (91) on alternate days.

Harrogate : The wartime K5G's have been noted several times on 74 (Harrogate-York). DG 42 (H) was seen on 15th May and DG 40 (H) on 18th May. SM 2 (H) was running on routes 4/5 on Whit Monday: this is the usual practice at holiday times.

Ilkley : On Whit Saturday DG 47 (L) was duplicating the West Yorkshire car on 34 (Leeds-Ilkley). Usually an Ilkley depot single decker has been used for duplication. SG 32 (H loan to YN) worked the 11.57 am trip to Semon's Home on the same day. KDX 39 (I) was noted on 63 (Ilkley-Bradford) on Whit Monday.

Harrogate depot now loans a DX (usually DX 3 or DX 4) to Ilkley at weekends when Ilkley has two cars on 76.

Keighley : CBW 4, EB 5 & SBW 13 (all K) were used on the evening excursion to Kilnsey on Sunday, 27th May. This, a regular excursion. KDB 27 (K) was noted at Dick Hudson's on route 62 on Whit Tuesday.

Leeds : Since mid-April, West Yorkshire has operated two Privates from Leeds to the Southlands Hotel, Harrogate, now the offices of Cawood Wharton & Co. Ltd., (Colliery Agents). Two vehicles are used, normally 35-seaters ; both leave Leeds at 8.30 am and park at Grove Park depot, Harrogate, until 5.0 pm when they return to Leeds.

The B.K.S. express service to Yeadon Airport has produced a varied selection of vehicles during recent weeks. In addition to CB 1/2 (L), some of the EB's have been used and EG 7 (L) was seen on 9th May. The first recorded appearance of an EUG on this service was on 18th May when EUG 34 (L) was noted.

On Whit Monday the express service from Leeds to Wetherby, run in connection with Wetherby Races, produced the following vehicles: SG 72 (YK), DG 46 (YN), KDB 57 (K), and SEW 29, EG 7, EUG 29, DG 9, DG 44, DG 47, DB 17, DB 43, DEW 12, & DGW 6 (all L), with Leeds City Transport 416,492,615,751, and Dan Smith (Darfield) DT 9084 on hire to West Yorkshire. KDB 57, which had run through from Keighley, was noted in Harrogate Bus Station later in the afternoon. EG 7 (L) worked one round trip before departing for Wellington Street Bus Station with "BIRMINGHAM" on its indicator, presumably to duplicate the 12.43 pm Leeds-Coventry (Fawdon). DB 43, DEW 12, DG 44, DG 46 had previously worked to Yeadon Air Display. During the afternoon, LCT 487 & 615 were used on Leeds-Harrogate (36), and LCT 748,751,752, and later 414, on Leeds-Knaresborough (38). LCT 393 was noted in Chester Street Bus Station, Bradford, at 10.0 pm, and may have worked Leeds-Harrogate and then run in from Harrogate.

5. OPERATING DETAILS (Contd)

**Leeds :** KDB 14,33,35 (all K) worked the Leeds-Keighley (31) service on Whit Monday, with (Contd) KDG 25 (K) duplicating in the morning.

OOU 124 AEC Reliance - Duple of Creamline Motor Services, Bordon, Hants., was hired for the 10. 0 am Scarborough express on Saturday, 26th May.

EUG 46 (L) worked a Private to Hawes on Saturday, 2nd June, while EUG 49 (L) was used on the 6.30 am Leeds-Llandudno. These are believed to be the vehicles "maiden trips".

**Pateley Bridge :** The new Sunday and holiday service to Pateley Bridge and Middlesmoor from Bradford, Leeds, Keighley and York proved very popular. 9 EUG's were used on Whit Sunday and 14 on Whit Monday. All seats are bookable in advance, and car numbers are allocated, together with a prefix indicating origin. The vehicles used on the Sunday were :-

From Bradford (via 53)	:	EUG 41,45,24,17	labelled B.1-B.4.
From Keighley (via 67/53)	:	EUG 15 (L)	labelled K.1.
From Leeds (via 36)	:	EUG 31,32,33.	labelled L.1-L.3.
From York (via 74)	:	EUG 23	labelled Y.1.

Of the 14 vehicles used on the Monday, 13 worked in on the "feeder" services as follows:-

From Bradford (via 53)	:	EUG 12,13,14,17,20,24	labelled B.1-B.6.
From Keighley (via 67/53)	:	EUG 3 (H)	labelled K.1.
From Leeds (via 36)	:	EUG 26,28,29,27	labelled L.6-L.9.
From York (via 74)	:	EUG 23,6	labelled Y.1 & Y.2.

The 14th, EUG 8, labelled H.1., started from Harrogate.

On arrival at Pateley Bridge the party was split into 2 sections, the Leeds, Harrogate and York vehicles (seven in all) proceeding to Middlesmoor while the others remained at Pateley.

The journey to Middlesmoor proved to be an eventful one. In parts the narrow road made it difficult for an EUG and a car to pass each other, and there were occasions when one or the other had to back to a wider section of road so as to allow its opposite number to get by ! The long climb up to Middlesmoor culminates in a steep, right-angled bend and it was here that EUG 8 stalled !! Passengers were unloaded, and there followed a few anxious minutes before it was finally re-started and all was well.

Parking facilities at Middlesmoor are very limited and it was easy to understand why only 7 vehicles had been sent up - there was insufficient room to accommodate the others. In preparation for the return journey each vehicle, in turn, has to back down to a point near the Crown Hotel, this being the only place where it can be turned round successfully.

On the way back from Middlesmoor, the service car from Pateley Bridge to Lofthouse (route 27) - SG 17 (H/P) - was encountered at a narrow bend in the road, and this situation seemed at first to present some difficulty. It was soon overcome, however, by a fine piece of skilful navigation on the part of the drivers, and both vehicles were soon able to resume their respective journeys.

As soon as all seven vehicles had arrived back in Pateley Bridge, the other seven (from Bradford & Keighley) were despatched to Middlesmoor no doubt to encounter similar experiences !!

**York :** On Saturday, 5th May, DEW 34 (H) was on the 9.0 pm York-Leeds (43), having been on the duty which garages overnight at York.

The 7.5 pm (FO) Leeds-Scarborough(43-Dup) was worked by SG 7 (YK) on 11th May. Although a 32-seater is used for earlier duties on this rota, it is almost always replaced by a 35-seater for the Scarborough journey. This same vehicle worked the 9.5 am Leeds-Bridlington (45) on Whit Monday, instead of the more usual EUG or 39-seater.

DX 36 (YK) worked on Y9 (Tang Hall Lane - Clifton) on each day (except Sat. & Sun) from 23rd May to 1st June inclusive.

The new services Y3/3A have been maintained almost exclusively by vehicles of the YDG 82-92 batch. Vehicles with 49" intermediate blinds are not used on Y3 as the blinds show :-

STATION  
LAYERTHORPE 3

which is not now correct.

DX 12 (L) duplicated to Bridlington (44) at 8.40 pm, having left Leeds at 7.45 on Whit Friday.

On Whit Saturday, DG 40 (H) was on 97 (York-Wetherby) ; DX 34 (H) was on York-Knaresborough (74) ; all York's Lodekkas, DX 36-38, were on York-Leeds (43). The summer timetable on Bradford-Whitby (91) commenced on this date. WY provided EB 1 (B) with, it is believed, Eastern Counties LE 702 duplicating the morning journey, and Bristol Tramways 2880 on the evening trip, although neither of these vehicles carried 'ON HIRE' labels.

On Whit Monday DG 28 (H) and DEW 27 (YK) were on York-Knaresborough (74). SG 7,72,85 (all YK), DG 44 (L) and DE 9 (YN), which had worked from Scarborough, were noted duplicating to Leeds at night. SG 35 (H) was the only 'foreign' 32-seater seen. It was on Knaresborough-York (74).

5. OPERATING DETAILS (Contd)

York : DG 5 & DG 40 (both H) were on loan to York during Whitsuntide, and were probably retained until the Races (29th-31st May) when they were observed on specials together with DG 1/2 (L), EG 10 (L), EG 11/12 (H) & EYMS 556 (EYMS - Pocklington) on hire. DG 5 was back on its old job (York-Wetherby) on Saturday, 26th May.

Skipton : SG 93 (K) replaced KSP 3 (SK) from 2nd May, and not as stated in the May issue. SG 82 (K) returned to Keighley when KSP 3 returned to Skipton.

The Bradford coach ceased to run from Bingley Training College to Skipton on 16th May (see May issue).

The service car on J16 (Harrogate-Blackpool) on Whit Saturday was HWY 806 (Daimler - Flaxton) of Pynes.

Vehicles used on service 71 (Skipton-Grassington) on Whit Saturday were: SGL 8/10/12 (SK/G), SGL 13, KSG 19 & KSP 3 (all SK). Those on 76 (Skipton-Harrogate) were: DX 3 (H), DX 34 (H), and DX 35 (SK).

Yorkshire Services : The night service from Bradford to London on Whit Friday, 18th May, consisted of CUG 12 (B) and YWD 741, the latter leaving at 10.44 pm having gone to Halifax in error.

The 7.35 am Yorkshire Services departure from Bradford on Whit Saturday included: YTC 1034 to London, and YWD 682 to Birmingham, with Southdown 1044 (a 1956 Tiger Cub with Beadle body) to Eastbourne. The latter was complete with "Bradford-Eastbourne" side boards and had "Bradford" on the roller blind.

EUG 29 (L) was scheduled to go to Cheltenham on the 7.45 am departure from Leeds on Whit Saturday. An interesting hiring on Whit Friday was that of Wallace Arnold TNW 25 (AEC Reliance - Burlington) on the 10.15 am Leeds-London.

The 10.15 am departure from Leeds on Saturday, 26th May, consisted of CUG 7 (K) with EYMS 623 & 627 to London; CUG 15 (H) to Worthing; and YTC 1028 to Birmingham.

Yeadon Air Display : On Whit Monday, special services were provided for the fifth year in succession to and from Yeadon, the routing and terminal points were almost the same as those of previous years. Leeds vehicles proceeded to Yeadon Fountain via Henshaw Lane and Town Hall Square (Route 32A), whilst Bradford vehicles arrived via Apperley Bridge and Henshaw Lane to Yeadon Albert Square. Harrogate vehicles came on route 51 to the Long Stoop (entrance to Airport), and Keighley vehicles via Shipley, and then route 55 to Yeadon Albert Square. The loading points were the same as the alighting points. The usual coloured arrows were erected to direct people to each starting point. Leeds bound vehicles left Yeadon Fountain (by route 55) via Harrogate Road and Rawdon Co-op, whilst Bradford, Keighley and Harrogate vehicles returned via the same route as they had come.

Vehicles were once again hired from West Riding Automobile Co., Leeds City Transport, and Todmorden Joint Omnibus Committee. This year, no vehicles were hired from Bradford City Transport. West Yorkshire vehicles noted were :-

From Leeds	:-	DG 44, DEW 12, SG 83, EUG 26 (all L), DG 46 (YN), DB 43 (L).
To Leeds	:-	Nil.
Bradford	:-	DB 5/38 (B), DB 8 (YN loan to B), DB 43 (L), DG 1/2/9 (L), DG 5 (H), DG 33/36 (B), DG 34 (B loan to YN), SGL 9 (SK),
From Bradford	:-	DB 5/38/41 (B), DB 8 (YN loan to B), DEW 22 (B), DG 4/5 (H), DG 30/33/36 (B), DG 34 (B loan to YN), EUG 26 (L), SBW 16 (B), SGL 14 (K loan to B), CB 6 (B); also KDG 23/49 (K), which had worked from Keighley previously, and SGL 9 (SK) which had brought a party of policemen from Skipton.
From Harrogate	:-	SG 15 (H), SG 62 (B).
To Harrogate	:-	SG 62 (B), SG 112 (YN), DG 5 (H), DG 30 (B).
From Keighley	:-	KDB 13/15, KDG 23/48/49 (all K).
To Keighley	:-	KDB 13/55, KDG 21/23/49 (all K).

Of the above, CB 6 (B) had the B.K.S. plaque on its radiator, whilst all the Keighley vehicles had a Yeadon label stuck on the lower deck bulkhead and near-side rear windows. DG 34 and SG 112 also duplicated routes 55 and 50 to White Cross and Greengates respectively.

Leeds City Transport vehicles noted were:-

To & From Leeds	:-	204, 205, 307, 341, 343, 360, 365, 368, 371, 378, 393, 394, 395, 413, 414, 416, 430, 441, 453, 457, 463, 487, 492, 494, 608, 615, 741, 748, 752, 755, 775, 539.	<u>Total 32.</u>
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These vehicles were used on the Leeds-Yeadon, Yeadon-Leeds route only, except for 205, 453 & 741, which did one trip each from Yeadon to Harrogate.

Todmorden Joint Omnibus Committee vehicles were:-

5, 10 & 34.

Total 3.

These vehicles worked one trip from Keighley and two from Bradford in the morning, and one trip to Bradford and two to Keighley in the evening. TJC 5 worked a trip from Greengates to Yeadon in the morning. A TJC 'decker' was noted at Calverley on the Leeds-Keighley (31) route about 6.0 pm in the evening.

5. OPERATING DETAILS (Contd)

Yeadon Air Display : West Riding Automobile Co. vehicles noted were :-  
(Contd)

From Leeds	:-	292.	
To Leeds	:-	Nil.	
From Bradford	:-	100,103,104,241,244,291,292,311,324, 627,628,685,689,696,698,752,754,758.	
To Bradford	:-	100,103,104,241,244,291,292,311,324, 627,628,685,689,696,698,752,754,758.	
To Castleford	:-	627,628,685,752,754,758.	
To Pontefract	:-	311,696.	
To Wakefield	:-	292,689,698,244.	
To Normanton	:-	241	

Total 18.

Longsters of Pateley Bridge vehicle noted :-

From Harrogate	:-	HDK 15.
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Total 1.

This vehicle worked one journey from Harrogate at lunch time.

During the afternoon, LCT buses parked in Yeadon Depot yard, whilst TJC, WR and WY vehicles parked at Albert Square. The Yeadon-Leeds route was worked entirely by LCT.

The first vehicles to arrive at Yeadon were :-

From Leeds	:-	DB 43 at 9.50 am ; LCT 441 at 10.20 am.
From Bradford	:-	DB 38 at 10.15 am ; WR 100 at 10.35 am.
From Keighley	:-	KDB 15 at 10.0 am ; TJC 5 at 11.20 am.
From Harrogate	:-	SG 15 at 10.50 am.

The last to leave Yeadon was LCT 457 at 7.50 pm to Leeds.

6. SERVICE CHANGES.

Revisions were made to some York Local Services as from 13th May 1956. The following were withdrawn :-

<u>SERVICE Y3</u>	<u>ASKHAM LANE - MELROSEGATE.</u>
<u>SERVICE Y7</u>	<u>LEEMAN ROAD - HULL ROAD.</u>
<u>SERVICE Y11</u>	<u>ACOMB (The Green) - HUNTINGTON - STRENSALL (Ship Inn).</u>

New routes were introduced as follows :-

<u>SERVICE Y3</u>	<u>ASKHAM LANE - HULL ROAD.</u>
<u>SERVICE Y3A</u>	<u>CHAPEL FIELDS - HULL ROAD.</u>

These services operate jointly, following the same route from Hull Road to Acomb, where they serve adjoining housing estates. The frequency is 30 minutes on each route, and this now gives Walmgate and Hull Road a double decker service. On journeys from Hull Road, the route from Lawrence Street to Nessgate is via Barbican Road, Paragon Street, Castle Mills Bridge and Clifford Street, thus leaving Walmgate without a regular service into the town. Double deckers cannot pass through Walmgate Bar in this direction, hence the altered route.

SERVICE Y7 LEEMAN ROAD - MELROSEGATE - OSBALDWICK.

The route is unchanged as far as Rougier Street, from where the old Y3 is followed to Melrosegate and then via Alcuin Avenue, Tang Hall Lane and Osballdwick Lane. On Monday to Saturday the frequency is 15 minutes, with alternate journeys terminating at Melrosegate and Osballdwick. On Sundays the frequency is 20 minutes with one journey per hour to Osballdwick.

On weekdays, Osballdwick now has a half hourly service, where it formerly had 6 journeys on Monday to Friday and only 4 journeys on Saturdays !!

The route is operated by the YWY single deckers, 3 vehicles being required on weekdays and 2 on Sundays.

Other services were altered as follows :-

SERVICE Y12 BISHOPTHORPE - STRENSALL.

Services on the former Y11 have, with certain modifications, been incorporated into the timetable for Y12, all journeys from Strensall and Huntington now terminating at York Station.

SERVICE Y16 YORK - OSBALDWICK - MURTON.

Those journeys which formerly ran to Osballdwick only, have been withdrawn.

Also with effect from 13th May, all services through Huntington will operate via Back Lane.

6. SERVICE CHANGES

<u>SERVICE 20</u>	<u>HARROGATE - WETHERBY - BOSTON SPA - TADCASTER.</u>
<u>SERVICE 41</u>	<u>LEEDS - BOSTON SPA - WETHERBY.</u>

Normal services were resumed on Saturday, 9th June 1956, following the re-opening of Thorp Arch bridge, which had been closed since December last year for repairs. (See Issue 58).

AFTERNOON TRIPS TO NIDDERDALE.

A new scheme of afternoon trips to Pateley Bridge and Upper Nidderdale came into operation on Whit Sunday, 20th May 1956, and will operate on Sundays and holidays throughout the summer season. Through vehicles are provided from Keighley (via Shipley), Bradford, Leeds, York and Harrogate to Middlesmoor. An hour's stay is allowed in Pateley Bridge on the return journey; alternatively passengers may spend the whole time there instead of going up to Middlesmoor. The trips are operated on the principle of linked stage carriage services, with summation of fares. All vehicles meet at Harrogate and go forward on route 23 at 2.15 pm, returning from Pateley Bridge on route 24 at 5.45 pm. Stage routes and timings are of course used throughout the trips, the vehicles used operating as duplicates to the respective service cars.

W.Y.T.S. observers were up at Middlesmoor during Whitsuntide and their impressions of the journey are published under "Operating Details - Pateley Bridge" (Page 5).

<u>SERVICE 13</u>	<u>BILTON (Bilton Grove Avenue) - ST. GEORGE'S ROAD.</u>
<u>SERVICE 13</u>	<u>BACHELOR GARDENS (Knox Road) - ST. GEORGE'S ROAD</u>

The summer 1956 edition of the timetable gives details of a service between Bachelor Gardens (Knox Road) and St. George's Road. This is believed to have been introduced early in the year, probably on the 16th January, and further details of route &c will be most welcome.

<u>SERVICE 15A</u>	<u>BOROUGHBRIDGE - ROELIFFE.</u>
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As from 16th January 1956, this service was revised and three return journeys were introduced which operate Mondays to Fridays. Previous to this, the service was operated on Wednesday, Thursday and Saturday only. The Saturday service remains unchanged.

<u>SERVICE 19</u>	<u>HARROGATE - KNARESBOROUGH - SCOTTON - BREARTON.</u>
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Commencing 13th May 1956, the 1.30 pm Harrogate-Scotton (Wednesday Only) journey was extended to Brearton, returning from there at 2.10 pm. Also, a journey at 9.10 am from Knaresborough to Brearton was introduced on Wednesdays Only, to return from Brearton at 9.35 am to Harrogate. These changes give Brearton a direct connection to Harrogate - a facility which previously only existed on Saturdays.

7. SOLD STOCK.

- BWT 776 (ex-WY 981, Bristol J05G, sold North's 10/55). Again noted as showman's vehicle at Maltby, Near Doncaster, 22nd May 1956.
  - BWT 778 (ex-WY 983, Bristol J05G, sold North's 10/55). Showman's vehicle, Kippax, Near Leeds, June 1956.
  - CWY 992 (ex-WY SG 53, Bristol L5G, sold 2/56). Noted as workmens bus, owned by Monk (Contractors), May 1956.
  - YG 5738 (ex-WY 1010, Dennis Ace.)
  - YG 5735 (ex-WY 1011, Dennis Ace.)
  - BWT 758 (ex-WY 1012, Dennis Ace.)
  - YG 5737 (ex-WY 1014, Dennis Ace.)
- Were all in the yard of York Autowreckers on 28th May 1956. 1011 retains its tyres and contains remains of 138 (SG 29). The others have no tyres.

8. OTHER INFORMATION.

Fare Increase : Increased fares came into effect on the Fawdon and Limited Stop Services as from 1st May 1956.