

WEST YORKSHIRE

INFORMATION SERVICE

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Hon. Chairman: [REDACTED]

Hon. Vice Chairman: [REDACTED]

Hon. Editor: [REDACTED]

Hon. Treasurer, Membership Secretary and Publications Officer: [REDACTED]

LINCOLNSHIRE TOUR - Sunday, 13th May 1956 :

At the moment of writing we have 45 bookings. It follows that unless about a further 20 are received it will be necessary to limit the Tour to one vehicle, giving a maximum load of 41, if an EUG is used. We therefore regret that it will only be possible to accept bookings in excess of this number on a provisional basis, subject to getting sufficient to make duplication practicable. Every effort will of course be made not to disappoint any applicants, and the final decision in respect of any seats booked on this provisional basis will be notified to those concerned with the greatest possible speed. Members who have not yet booked are urged to do so at once.

Please do everything possible to get us some additional passengers from your relatives and friends, and thus ensure that no one need be disappointed.

Bookings to [REDACTED], whose address appears at the top of this page.

OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH :

Sunday, 27th May 1956. Visit to Leeds City Transport. Meet at Head Office, 1 Swinagate, Leeds, at 2.0 pm. Special attention is to be paid to the difficulties encountered in the current change over from tram to motor bus operation, and visits will be made to Torre Road Garage and the new garage at present being built at Seacroft. W.Y.I.S. members who are NOT members of the Omnibus Society, but who would like to take part in this visit should notify [REDACTED] without delay as the party is limited in number.

P.S.V. CIRCLE - LEEDS MEETING :

A "club" meeting has been arranged for West Riding members on Saturday, 12th May 1956, at the Griffin Hotel, Boar Lane, Leeds. Prospective members will also be welcome. The meeting will commence at 6.30 pm.

HAWORTH TOUR - Sunday, 11th March 1956 :

50 members and friends took part in this tour and the vehicles used were SG 81 (Leeds Depot - [REDACTED]) and SG 32 (Harrogate Depot - Driver [REDACTED]). SG 81 looked particularly smart, having been recently repainted. A pleasing feature was that both drivers had been with us before - on 336 in 1952 and CP 4 in 1954 respectively.

Owing to the use of a second vehicle, the "feeder" routes were revised and SG 32 started from Harrogate and travelled via Blubberhouses Moor, Addingham and Silsden to meet SG 81 at Keighley, the latter having come direct from Leeds. The tour proper covered K17 to Oakworth, thence K16 to Oldfield, after which Haworth was reached via Stanbury, over the former Bronte routes and the new K26. From Haworth K18 was joined for the run via Oxenhope up to Leeming, followed by the moorland portion of K19 (KWY and Todmorden J.O.C. joint service) from Oxenhope over to Hebden Bridge where our two L's joined SG 92 (Keighley Depot) in the station yard.

[REDACTED] proprietor of the Bronte Bus Company, and his son, [REDACTED], accompanied us on the tour and proved very helpful guides. On returning to Oxenhope the old Bronte route was followed to Haworth, and a short visit made to [REDACTED] garage in Sun Street. During the afternoon some very steep gradients were encountered, varying between 1 in 10 and 1 in 6, but the two 'buses performed very well despite their age, the drivers successfully negotiating every obstacle.

Arriving back in Keighley, the party split, with SG 81 returning to Leeds by way of route 67 to Bradford and then the express route direct to Leeds. Before returning to Harrogate via Greengates (routes 31 and 67) the party on SG 32 paid a short visit to the Keighley West Yorkshire Depot.

Thus concluded a very enjoyable tour, and our thanks go to all who helped in its success.

(J.B.P)

PERSONAL : We offer congratulations to our Harrogate District Correspondent, [REDACTED], on the occasion of his marriage to [REDACTED] at St. Anne's Church, Kew Green, London, on 19th March. [REDACTED] has represented us in Harrogate ever since the very early days of the Service, and his careful reports have enabled us to give full lists of overhauls etc., which would not otherwise have been available. He is also responsible for the printing of our Bulletin headings etc., and we are very glad to know that he will be remaining in Harrogate.

We also offer our congratulations to our former York District Correspondent, [REDACTED], on his marriage to [REDACTED] at St. Lawrence's Church, York, on 4th April. Our present York Correspondent, [REDACTED], was the best man.

MEMBERSHIP : We are pleased to report that the total number of resignations at 31st December 1955 was only 8, against 14 the previous year. We have already made up our 1955 losses, but many more new members are urgently needed to enable further improvement to and expansion of the Service.

FLEET LIST - PART II : Amendment List No.1 to Part II of the Fleet List is being distributed with this issue. Additional copies are available, free of charge, from [REDACTED]. A 1½d stamped addressed envelope should be sent with order.

IMPORTANT NOTICE TO MEMBERS : We wish to draw the attention of all members to certain aspects of behaviour of which we do not approve. In over five years we have been most fortunate in our relations with the Company and it is perhaps due to this that one or two members, and visitors, sometimes take things a little too much for granted, and forget their good manners. Instances that come to mind are the very childish practices of bell-ringing, and indicator-twiddling on official visits to Depots. It is no credit to us when some Official showing us round has to do so against a background of such conduct. A further example is presented by the continual flicking through boxes of photographs during our meetings - half an hour of this is enough to put any speaker off, whether an official of the Company, or one of our own members. We are well aware that these small lapses are only due to thoughtlessness, and furthermore that the general standard of behaviour of our members, young as well as old, is as good as, or better than, that obtaining elsewhere. We appeal to all members to help us to establish a higher standard still both on 13th May, when we visit Lincoln, and on all other future occasions.

A further administrative point concerns Tour Bookings. Some years ago we found that we could do without Deposits on Tour Bookings, and this has been to everyone's advantage, but notwithstanding this we do ask all members, as a matter of common courtesy, to let us know somehow, no matter how near the departure day or time, if they are for any reason prevented from coming, once they have notified their original intention of being present. To put it very plainly, quite apart from the great inconvenience of waiting for people who do not turn up, if everyone happened to do as one or two have done recently, and not turn up OR notify their cancellation, we should have no passengers at all, and we should face financial ruin. If you cannot come please write and tell whoever is responsible for the bookings, or at least ring one of us up and leave a message.

PRESS DAY FOR THE MAY ISSUE - SATURDAY, 5th MAY, 1956

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1. STOCK CHANGES.

(a) New Vehicles

DX 28	OWX 172	B1	LD6B	108206	ECW	8125	LD 33/27 RDS	7-14-1
DX 31	OWX 175	B1	LD6B	108233	ECW	8131	LD 33/27 RDS	7-13-1
DX 32	OWX 176	B1	LD6B	108232	ECW	8130	LD 33/37 RDS	7-14-1
DX 33	OWX 177	B1	LD6B	116030	ECW	8132	LD 33/27 RDS	7-13-3
DX 34	OWX 178	B1	LD6B	116031	ECW	8133	LD 33/27 RDS	7-14-0
DX 35	OWX 179	B1	LD6B	116032	ECW	8134	LD 33/27 RDS	7-14-2
DX 36	OWX 180	B1	LD6B	116060	ECW	8137	LD 33/27 RDS	7-13-2
DX 37	OWX 181	B1	LD6B	116057	ECW	8135	LD 33/27 RDS	7-13-3

They were delivered as follows:-

12/55: DX 28,31,32 ; 2/56: DX 33-35 ; 3/56: DX 36,37.
All were stored at Bradford, except DX 34, which was stored at Harrogate.

(b) Relicensed

CBW 1-4/6-12	-	25/3/56
CUG 1-6/16-19	-	25/3/56
EUG 9/10/12-14/17-20/25/38-42	-	25/3/56
DEW 31	-	25/3/56

(c) Delicensed

1011/12	-	3/56
SG 42,43,50,51,52,61,65,80,92	-	24/3/56
SP 1	-	24/3/56
DG 5,12,13,14,29,30,40	-	24/3/56

1011 has been out of use for some time and was sold in April 1956.

(f) Vehicle Sales & Disposals

138 (SG 29) and 182 (SG 73) were written off stock in December 1955. Neither ever ran in passenger service with their new numbers.

1013 was sold during March 1956, and 1010,1011 and 1012 in April 1956.

The final dates in service of vehicles recently sold were as shown overleaf:

1. STOCK CHANGES (Contd)

SG 1	-	30/9/55	SG 21	-	31/8/55	SG 75	-	30/9/54
SG 2	-	30/11/55	SG 44	-	30/9/55	SG 77	-	30/9/54
SG 4	-	11/8/55	SG 45	-	11/8/55	SG 78	-	30/9/55
SG 6	-	30/11/55	SG 47	-	30/6/55	SG 79	-	30/9/55
SG 8	-	30/11/55	SG 48	-	30/9/54	SG 84	-	30/9/54
SG 9	-	30/11/55	SG 53	-	30/9/55	SG 89	-	30/9/55
SG 10	-	31/1/55	SG 54	-	30/9/55	SG 90	-	30/9/55
SG 11	-	30/9/54	KSG 57	-	31/8/54	KSG 95	-	30/9/53
SG 12	-	30/9/55	KSG 59	-	24/3/54	K962	-	31/8/52
SG 16	-	31/8/55	SG 63	-	31/5/55	K963	-	30/9/52
SG 18	-	30/11/55	SG 69	-	30/9/54	ADG 1	-	30/11/55
SG 20	-	14/7/55	SG 71	-	24/3/55	ADG 2	-	30/11/55
						ADG 3	-	30/11/55

In addition, the final delicensing date of SG 29 (138) was 31/5/54, and of SG 73 (182) 31/12/53.
Delicensed 150's still in stock are KSG 56,58,60 ; SG 68,91 ; plus those delicensed on 24/3/56.

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The Licensed Fleet Total at Easter 1956 was 465, as against 456 at Easter 1955.

The Fleet Disposition Card for 25th March classify EG 7-12 as 'buses. Since 1954 they have been classified as semi-luxury coaches, though they have in fact been working stage carriage duties for some time. DEW 31, the double decker coach, is no longer shown under the heading of "coaches".

3. DEPOT CHANGES.

(a) Allocations & Transfers

1011	from	BRADFORD	(withdrawn)	
1012	"	KEIGHLEY	(withdrawn)	3/56
SG 42,61	"	LEEDS	(delicensed)	24/3/56
SG 43	"	ILKLEY	(delicensed)	24/3/56
SG 50,51,52,65,80	"	HARROGATE	(delicensed)	24/3/56
SG 92	"	KEIGHLEY	(delicensed)	24/3/56
SP 1	"	HARROGATE	(delicensed)	24/3/56
DG 5	"	YORK	(delicensed)	24/3/56
DG 12,13,14,29,30	"	BRADFORD	(delicensed)	24/3/56
DG 40	"	HARROGATE	(delicensed)	24/3/56
SG 38,40	"	YORK	(delicensed)	24/3/56
SG 148-50	"	YORK	to LEEDS	25/3/56
EB 1	"	BRADFORD	" LEEDS	25/3/56
EB 2	"	BRADFORD	" KEIGHLEY	25/3/56
EG 1,2	"	BRADFORD	" ILKLEY	25/3/56
EUG 9,10	(delicensed)	" HARROGATE	" HARROGATE	25/3/56
EUG 12-14/17/18/25/38-42	(delicensed)	" YORK	" YORK	25/3/56
EUG 19,20	(delicensed)	" BRADFORD	" BRADFORD	25/3/56
CBW 1,2	(delicensed)	" HARROGATE	" HARROGATE	25/3/56
CBW 3,4	(delicensed)	" YORK	" YORK	25/3/56
CBW 6-10	(delicensed)	" KEIGHLEY	" KEIGHLEY	25/3/56
CBW 11,12	(delicensed)	" HARROGATE	" HARROGATE	25/3/56
CUG 1-6	(delicensed)	" LEEDS	" LEEDS	25/3/56
CUG 16-19	(delicensed)	" BRADFORD	" BRADFORD	25/3/56
DB 16	" SKIPTON	" HARROGATE	" HARROGATE	25/3/56
DB 61	" ILKLEY	" BRADFORD	" BRADFORD	25/3/56
DFW 5	" SKIPTON	" BRADFORD	" BRADFORD	25/3/56
DEW 31	(delicensed)	" BRADFORD	" BRADFORD	25/3/56
DX 28,35	(new)	" YORK	" YORK	25/3/56
DX 31,32	(new)	" SKIPTON	" SKIPTON	25/3/56
DX 33	(new)	" BRADFORD	" BRADFORD	25/3/56
DX 34	(new)	" ILKLEY	" ILKLEY	25/3/56
DX 36,37	(new)	" HARROGATE	" HARROGATE	25/3/56
CP 1	" HARROGATE	" YORK	" YORK	25/3/56
		" KEIGHLEY	" KEIGHLEY	6/4/56

DEW 31 is once again sub-allocated to SCARBOROUGH Depot.

The allocation of Lodekks to BRADFORD, SKIPTON, and ILKLEY, enables routes 67 (Bradford-Keighley-Skipton) and 76 (Skipton-Ilkley-Harrogate) to be worked entirely by Lodekks (except 67 on Saturdays).

There is now only one SG with bible type indicator at ILKLEY - three years ago there were five !

3. DEPOT CHANGES (Contd)

(a) Allocations & Transfers (Notes contd)

The transfers this time have been designed to keep series of vehicles together as far as possible. SG 148-50 join SG 146/47 at LEEDS, whilst EG 1/2 join EG 3-6 at HARROGATE.

The allocation of Lodekkas can only be described as chaotic.

(b) Temporary Loans

Lincolnshire	2001	DFW 357	Bristol L6B	LEEDS	9/3/56
Tilling	-	OLU 752	Bristol LS6B	LEEDS	28/3/56

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

Wilts & Dorset	544	JMW 412	Bristol LS6G	LEEDS
East. Counties	EV 854	FPW 854	Bedford SB	LEEDS
East. Counties	AS 959	GVP 533	Leyland PS1	LEEDS

(c) Movements of Delicensed Vehicles

1013 had left YEADON by 24/3/56. 1011 had left BRADFORD by 5/4/56. 1010 had left HARROGATE by 9/4/56. 1012 had left KEIGHLEY by 14/4/56.
SG 42,61 have joined SG 68 outside LEEDS depot.

4. VEHICLE NOTES.

(a) Overhauls

February 1956 :	CB 5.
March 1956 :	YDG 65, YDG 77, KDB 15, KDB 34, KDB 54, YDB 73, DEW 19, SEW 14, CB 6.
April 1956 :	YDG 62, KDB 28, YDB 83, DEW 16, DEW 18, SG 106, SG 117, EUG 1, EUG 2.

(b) Repaints

March 1956 :	SG 85, SG 87, CEW 11, CUG 10, CUG 11, CUG 13, EUG 35, EUG 36.
April 1956 :	CEW 12, CUG 9

(d) Depot Overhauls

SG 74, SG 85, SG 87, DG 2, DG 47, have had depot overhauls prior to recertification.

It is of interest to note that EUG 3/4 listed last month, together with EUG 1/2 this month, are the first West Yorkshire underfloor vehicles to receive a general overhaul.

External front indicator handles have been fitted to: YDG 65, YDG 77, YDG 79, KDB 15, KDB 31, KDB 34, YDB 73.

Vents for brake cooling have been fitted to: DX 7, DX 8, DX 24, DX 26, DX 30.

After operating without blinds for two or three days following their transfer to LEEDS, SG 148-50 were fitted with complete sets in time for the Easter holidays.

New blinds (destination and intermediate) are being provided for YEADON vehicles.

Intermediate exposures additional to the last version include: 20 (SPOFFORTH), 22 (FEWSTON), 32A (YEADON), 48 (SCHOLLS), 63 (ILKLEY). So far SG 112-16 and DB 8/9 have been noted with the new blinds.

5. OPERATING DETAILS.

A Bristol 'J' has once again operated on a West Yorkshire service. On Easter Tuesday, 3rd April, DT 9084 of Kildare Coaches was noted with an "on hire" label. This vehicle was new to Doncaster Corporation in 1937, and was sold in 1949. It has a Roe bus body. No West Yorkshire J's were noted on coastal traffic in 1954 or 1955. Of all the operators that hire to West Yorkshire, Kildare must be the one that takes least pride in its fleet. Most of its fleet of Daimler CVD6's have paint work in disgraceful condition. So far none of its Regal IV's and Bedford SB's have been hired to West Yorkshire.

Familiar vehicles of Longsters, Wreys, Simpsons, Eddie Brown Tours, Lunn (Rothwell), Knowles (Culton), Burrows, Blue Ensign and Ledgard were on hire for coastal and express work during Easter. For the past three years a number of double deckers have been hired from Leeds City Transport, but this was not the case this year, and West Yorkshire vehicles had to bear the full burden of the race traffic to and from Wetherby.

5. OPERATING DETAILS (Contd)

Bradford : DB 60 (L) was loaned to BRADFORD on 9th March to replace DB 4 (B) which was in LEEDS depot for attention. DB 60 worked on route 55 (Leeds-Yeadon-Bradford). The recently licensed Lodekkas, DX 31/32 (B), have been noted on route 67 (Bradford-Keighley-Skipton).

Once again on Easter Monday, 2nd April, the Excursion and Day Trips from Bradford were well patronised. CB 5 (B), CUG 1-5 (B), CBW 2 (YK) and CBW 6 (H) were noted on Excursions, while the following were used on Day Trips:-

8.35 am Blackpool: EUG 5/7 (YK), EUG 15 (L), EG 2 (H) ; Ribbles 799, Yorkshire Traction 992/97, 1000/01.

8.35 am Bridlington: EUG 9/10 (YK), EUG 29 (L), EUG 38/40 (B).

8.35 am Scarborough: EUG 39/41/42 (B).

8.35 am Whitby: EB 2 (I), EG 4 (H), EUG 12/13 (B).

9.30 am Morecambe: EUG 2 (H), EUG 14/18 (B), EUG 27/28 (L).

EB 3 (I), EG 6 (H) and EG 12 (H) are believed to have been used on Day Trips from Shipley and Baildon.

The service car on the 9.45 am Leeds(Wellington St) - Hawes (78) was SG 149 (L). It was joined at Bradford by SNW 17 (B) and at Skipton by SGL 9 (SK).

A most unusual visitor to Bradford later in the day was 965 (H), the rebuilt 'J'. It came in on route 51 and duplicated the 10.25 pm Bradford-Harrogate (53). Other than the W.Y.I.S. Tour in 1954, this is the only visit it has been known to make to Bradford.

A radiator badge is now in use in connection with the Airport Service to Yeadon, this carries the B.K.S. emblem with the destination below, and fits into the radiator blind slots; it does not appear to be suitable for use on CBW and underfloor engine types, but looks well on the CB's that are often used at present. (First noted 21st March on CB 5).

Single decker substitution in the Bradford area appeared to start much later in the winter than usual, but by February the usual mid-morning run on 30, and also the late evening run were in operation, the morning vehicle being an EB or EG usually, and the night one a 39-seater bus. It can no longer be practised on 55 to the extent it was when the route turned at Yeadon, because the time taken for a round trip now makes it almost impossible to get one in without encroaching on a "peak" at some point.

Harrogate : DG 7 (H) was noted on 'learner' duties on 20th March.

SP 1 (H) worked to Rossett Green at 7.50 am on 21st March.

CEW 8/9 (H) ran as duplicates on 51 (Harrogate-Bradford) on Easter Monday, whilst SG 103 (H), the one man bus, accompanied SG 112/14 (YK) to Newcastle.

Keighley : DGW 8 (K) was noted on K12 (Ilkley-Haworth) on Sunday, 16th March.

Traffic to Dick Hudson's on Easter Monday was particularly heavy and double deckers were used - KDB 28 (K) & KDB 31 (K) were noted.

DG 10 (L) was used on the 10.35 am Keighley-Leeds (31) on Easter Monday. KDG 17 (SK) was used as a duplicate on K12 on Easter Monday, and KDG 21 (K) on 31 on Easter Tuesday.

DGW 1/7 (K) were used for the 6.0 pm express journey ex-Scarborough on Easter Tuesday.

DX 24 (K) ran on K5 (Victoria Hospital) for one trip on 5th April.

During the week ending 6th April, KDX 41-43 (K) were used on Skipton-Bradford (67) and KDB's were used on K12, owing to road repairs between Silsden and Dradishaw Road. The width of the KDX's was causing the panels to scrape the kerb-stones. KDB's were also used as 'change overs' on the few trips worked by KDX 39/40 (I) to Dradishaw Road. Later, KDX 39/40 were used on route 63.

CP 1 (K) arrived at Keighley on 6th April for use by the driving school.

KDB 26 (K) was on loan to LEEDS depot on 9th and 10th April while DB 58 (L) was at KEIGHLEY for repairs.

EB 1/4/5 (all K) are used mainly on workmen's specials.

Leeds : The following vehicles were hired to Leeds City Transport for football specials to Elland Road on Saturday, 24th March: DG 11 (L), DG 40 (H), DB 46 (YK), DB 49 (YK), DGW 1 (K), KDB 13 (K). It was DG 40's last day in service before being delicensed.

CP 1 (H) operated the 8.35 am Leeds-Middlesbrough journey on Saturday, 24th March. This observation brings back memories of its use on express services in the Summer of 1947 when new; at that time 646, as it then was, was the only post war coach in service and was often to be seen on the Coventry run.

Despite the change in status of EG 7-12, two vehicles of this batch, EG 7/10 (L), were on a typical coach journey on 29th March when they duplicated the 12.43 pm Leeds-Coventry departure as far as Birmingham. EG 8/9 (L) were scheduled for Newcastle the following day.

The 10.0 am express service to Scarborough on Good Friday consisted of:- SG 149 (L), EUG 23 (L), with CUG 8 (K); while that to Bridlington had:- SG 147 (L), SGL 2 (L), and EUG 1/2/3 (H).

Coaches ran on the Leeds-Crossgates-Harrogate service on Easter Sunday; CB 1/2 (L) were noted. EG 7 (L) & DB 58 (L) were used on Easter Monday, the last mentioned vehicle arriving in Wetherby almost an hour late due to traffic congestion.

5. OPERATING DETAILS (Contd)

Leads : Most people seemed to favour Easter Monday for their day trips to the East Coast. (Contd) Some 20 West Yorkshire vehicles of the EB, EG, EUG, CB & CUG classes were noted on their way to Scarborough, Bridlington or Whitby, together with at least 13 hired vehicles - a remarkable change from Sunday when only two coaches (CBW 12 & CUG 1) ran to Bridlington and three (CEW 11, CUG 2, EUG 28) to Scarborough!

There were, of course, the 'usual holiday time happenings': a K5G (DG 44) on Leeds-York; YSG's on Leeds-Scarborough; and double deckers on the Leeds-Bridlington and Leeds-Scarborough services - these were usually DBW or DGW's, but DB 23 (L) was noted.

SG 83 (L) is reported to have worked a return trip to Manchester (Limited Stop) on Easter Monday.

DX 6 (L) on the 1.5 pm Leeds-Scarborough (43) on Easter Tuesday was accompanied by DGW 8 (K). Wilts & Dorset 544 and Eastern Counties EV 854 & AS 959 were used on express services from Leeds to the Coast.

Malton : A short survey of Malton workings was made on Saturday, 18th February. It produced the following :-

DB 48 (YK/M) : 3.5 pm Malton-Hovingham (84), 4.0 pm Malton-Sherburn (43-Dup).
SG 119 (YK/M) : 4.0 pm Malton-High Hutton (98), having arrived about 3.55 pm probably duplicating DB 48.
SG 145 (YK/M) : 4.15 pm Malton-Rillington (95), previous to which it is believed to have duplicated on 43, probably from West Heslerton to Malton.
SG 150 (YK/M) : 3.25 pm Malton-Weaverthorpe (95).

Scarborough : DBW 31 (YK/SG) has been working to York and Leeds (43) since relicensing. It was transferred to Scarborough on Saturday, 25th March by working the 9.20 pm York-Scarborough (8.5 pm ex-Leeds) from York.

Skipton : On Easter Saturday, 31st March, 220 passengers were waiting for the 11.35 am Skipton-Grassington and Skipton-Buckden (71). Two duplicates left early for Grassington and three more (two to Buckden, one to Grassington) left at 11.35 am.

Skipton's two Lodekkas are normally on 67 (DX 28) and 76 (DX 35) respectively. DX 35 was replaced for one day by DX 26 (K) on 1st April, and again between 8th and 13th April by DGW 7 (K).

Wetherby : The fine, sunny afternoon on Easter Monday attracted a great many people to Wetherby Races and traffic was heavy. Many racegoers left before the last race (4.40 pm) and from then until about 7.0 a steady stream of vehicles appeared on the express service to Leeds, some making more than one journey. Those noted were :- SG 144, SGL 16, SGW 4/5, SEW 24/25, YDB 71/78 (all YK); SG 49/83, SG 148, EG 8, DB 21/42/63, DG 11/54, DGW 3 (all L). In addition, KDB 10/11/55/57, all of which had worked through from Keighley earlier in the day, did a trip to Leeds before returning from Wetherby to Keighley. YDG 55 (YK) arrived from York shortly before the last race and was soon on its way back with a full load. It was followed by YDB 79 (YK), and later by DGW 9 (YK) and YDB 73 (YK). YDB 73/78 and SEW 25 had worked on York-Leeds (43) during the morning.

York : Lodekkas DX 36/37 (YK) have been noted on most York 'decker' turns, including York-Leeds (43), York-Scarborough (43), York-Harrogate (74), York-Thirsk (80), York-Tockwith (96/97), together with works and football specials. DX 37 worked a duplicate to Askham Lane (Y3) on the evening of Easter Monday.

Yorkshire Services : Until Easter when both the Keighley-London and Harrogate-London services were being worked by West Yorkshire, if only one vehicle was required to go to London the one left appeared to spend the day parked in the forecourt at Wellington Street. (See Issue 61, March 1956, Page 5). It is understood that the vehicle to go through London is normally the one with the most passengers on arrival at Leeds. Since Easter the Keighley-London service has been worked on alternate days by Yorkshire Traction and East Yorkshire. The vehicles in both cases being Willowbrook bodied Tiger Cubs. YTC use 1032, and EYMS have used 619/20/26.

The Northbound service from London via the Great North Road was observed at Grantham on Good Friday, 30th March, and consisted of: CUG 14 (K) to Keighley, CUG 15 (H) to Harrogate, CBW 11/12 (L) and EYMS 623 to Leeds, and EYMS 620 to Hull.

Fawdon Service : The Fawdon (Newcastle-Coventry) Service was noted in the Southwards direction at Chesterfield on Easter Tuesday, 3rd April. It consisted of EG 7/9 (L), EG 11 (H), East Midland C 28, YTC 971/72, YWD 687/743. East Midland C 28, NNN 587, is one of the vehicles acquired from Majors, Worksop, in 9/55. It is a 1952 Dennis Lancet IV, with 39-seater Gurney Nutting body, and was again noted on the Fawdon service on Saturday, 14th April.

5. OPERATING DETAILS (Contd)

Fawdon Service : This service seems to be regarded by several of the "Pool" companies as the 'Cinderella' of express services, although its journey time of nearly 11 hours is longer than the London time. West Yorkshire has been providing 16 year old vehicles, which are now regarded as buses. In the 1951 and 1952 seasons, Yorkshire Traction were regularly using 1935 Leyland Tigers with Eastern Counties bodies of the type seen on West Yorkshire 540-51, which did not see express work in the post war period.

7. SOLD STOCK.

- YG 5735 (ex-WY 1011, Dennis Ace). Was seen on tow in Leeds on 5th April 1956. The lorry pulling it belonged to York Autowreckers.
- YG 5740 (ex-WY 1013, Dennis Ace). Noted in a yard belonging to W. Machell, Scrap Dealer, Kirk Lane, Yeadon, on 24th March 1956.
- YG 8996 (ex-WY K901, Bristol J05G, sold Cowley 8/52). Was seen in Oldham on 1st March 1956, running for Townson (Contractors). It had been rebuilt as a lorry with full cab.
- AWW 26 (ex-WY Y321, Bristol G05G, sold Cowley 8/52). Seen at Cefn Forest, Monmouthshire, as a showman's vehicle, on 1st September 1955.
- BWT 771 (ex-WY 976, Bristol J05G, sold North's 9/55). Noted at Wakefield in March 1956, as a showman's vehicle.
- BWT 779 (ex-WY 984, Bristol J05G, sold North's 9/55). All were noted in a yard of Price (Contractors) at Doncaster on 15th April 1956, with ex-United RJ 116.
- BWT 789 (ex-WY 994, Bristol J05G, sold North's 9/55).
- CWY 964 (ex-WY SG 25, Bristol L5G, sold North's 10/55).
- BWT 779 and CHN 318 (ex-BJ 116) have been noted in the York area (See March 1956 issue). BWT 789 had been noted on trade plates 0787 U in Leeds on 13th March 1956.
- BWT 794 (ex-WY 999, Bristol J05G, sold Cowley 3/54). Noted in Derby as a workers' bus. It is owned by Gee, Walker and Slater, Ltd., (Contractors), Derby, and was seen on 3rd April 1956.
- CWT 858 (ex-WY SG 8, Bristol L5G) (See February 1956 issue). Is running on trade plates 571 C and not 371 C as previously stated. 605 WR is another trade plate used by Diesel Engine Exporters, Rothwell.
- DWW 592 (ex-WY SG 78, Bristol L5G, sold 1/56 to Tadcaster & York 'A' Hospital Management Committee). Is being used as a workers bus, and has been repainted since our last issue.
- BWT 755 (ex-WY K962, Bristol J05G).
- BWT 756 (ex-WY K963, Bristol J05G).
- GP 6234 (ex-WY ADG 2, AEC Regent).
- CW 6261 (ex-WY ADG 3, AEC Regent).
- It is believed that these four vehicles were cut up by Diesel Engine Exporters.

An ex-West Yorkshire SG was noted in a yard belonging to P.V.D., Marton, Near Rugby, on 24th March 1956. Unfortunately it was not possible to see its regn. number. There is understood to be a definite connection between P.V.D., Marton and Diesel Engine Exporters, Rothwell.

- WW 7102 (ex-WY K235, TSM B10A2, sold 2/46). Was again seen as a showman's vehicle at Bath in July 1955.
- WW 7121 (ex-WY K254, TSM B10A2, sold 2/46). Has been owned by Robert Bros. Circus, and has been seen in Co. Durham.
- WW 7655 (ex-WY Y407, Leyland TD1, sold North's 4/46). Was in a field one mile west of Bramham Cross Roads from 1949 to 1952.
- WX 3819 (ex-WY 684, AEC Regal). Was still derelict at Bailey's depot, Fangfloss, Near York, in October 1955.

7. SOLD STOCK (Contd)

- WX 8978 (ex-WY 719, later MTCC 143, TSM B49A7). (See issue 37, March 1954). Is reported to have run for Roberts and Wright, Wingate, Co. Durham. This would seem to be unlikely as it was later a caravan near Bristol.
- YG 2053 (ex-WY K446, Leyland TD2, sold North's 10/47). Was noted as a summer caravan near Stamford Bridge in October 1955. It was owned by Mr. W. Reeve of Morley.
- YG 3059 (ex-WY 820, Dennis Lancet I, sold 8/48). It has been suggested that this vehicle ran for Trimdon Motor Services prior to G.H. Austin. This is not so, and it was probably reported in error.
- YG 4703 (ex-WY 827, Dennis Lancet I). (See issue 9, September 1951). K & S Motors, which was a subsidiary of Lancashire Motor Traders, has been wound up and YG 4703 is now operating for L.M.T. It acquired its Leyland radiator by December 1952, and is believed to have a Leyland 8.6 litre diesel engine.
- YG 4704 (ex-WY 828, Dennis Lancet I, sold 1948). This is believed to have run for Laurensen, Bootle.
- YG 4710 (ex-WY 834, Dennis Lancet I, sold 1948). This vehicle has been reported as re-registered LLG 179 with Farnworth Motor Co. in 9/49. But it was also reported as a Caravan (runner) with original registration at Doncaster in August 1953. Clarification of this point would be welcome.
- YG 4713 (ex-WY 837, Dennis Lancet I). Was at Lancashire Motor Traders in late 1948 and was broken up after May 1950.
- YG 4719 (ex-WY 843, Dennis Lancet I). Was also sold to H.S. North, Derby. Its EOC body was transferred to ANU 412 (Dennis Lancet I); its chassis is believed to have been rebodied with a Burlingham C33F body.
- YG 5711 (ex-WY Y844, Dennis Lancet I). Was seen in a scrap yard at Macclesfield on 6th February 1955. It is thought to have been in use as a showman's vehicle or as a caravan.
- YG 8982 (ex-WY 609, Dennis Ace). (See issue 55, September 1955). This vehicle has now been dismantled by Gray, Hoyland.

8. OTHER INFORMATION

BARDEN BRIDGE :

Barden Bridge was re-opened to all traffic on 23rd July 1955 ; bus passengers now no longer need to alight and walk across.

PATELEY BRIDGE DEPOT AND BUS STATION :

The following appeared in the Yorkshire Post on Saturday, 31st March:-
 "A new bus station and terminus for the West Yorkshire Road Car Company was officially opened at Pateley Bridge on Thursday by Councillor [redacted], vice-chairman of Ripon & Pateley Bridge Rural District Council. [redacted] cut the ribbon across the entrance to permit the first bus to enter the £14,000 station. It was driven by Mr. Harry Myers, one of the Company's oldest drivers and a local magistrate. [redacted], general manager and director of the bus company, introduced Councillor and [redacted]..."

YEADON DEPOT :

The windows in the warehouse have either been made good or bricked up ; the roof is still in a bad state having suffered considerable damage in the gale of 1st March. The Depot is now heated.

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