

WEST YORKSHIRE

INFORMATION SERVICE

239.

FEBRUARY, 1971.

EDITORIAL.

Due to the Postal Strike during the latter half of January, only a few notes had been received by Press Day, and we are grateful to those correspondents who found various ways of supplying these. In order to beat the rise in postal charges on the 15th February, however, it has been necessary to manage with such notes as we have. The opportunity has therefore been taken to clear up some outstanding "Other Information". As next month we shall have two month's "Operating Notes" to publish, it would be appreciated if only the more unusual workings were sent in for the March issue.

We must also apologise if this issue should be late in arriving, though this depends on how long the Postal Strike continues, and is, of course, beyond our control. It would also appear that some January issues have also missed being delivered before the commencement of the Strike, which was regrettable.

===== (TML.)

FORTHCOMING EVENTS.

H.C.V.C. YORKSHIRE SECTION.

The next meeting will be held on Tuesday, 10th February, at 7-30 p.m., in the Leeds Corporation Transport Social Club, Concordia Street, Leeds. For March, a visit has been arranged on Tuesday, 9th March, at 7-30 p.m., to [redacted] Motor Museum, Grange Street, Lawkholme Lane, Keighley, at which all W.Y.I.S. members and friends will be welcome. Photographs may be freely taken, but no smoking is allowed in the Museum, which amongst other interesting vehicles, includes the Keighley Corporation Trolley bus, No.5. Members should make their own way to the Museum.

P.S.V. CIRCLE.

The next Social Meeting will be on Thursday, March 4th, from 7.00 p.m., in the Bradford City Transport Staff Canteen, Forster Square, at which we are all welcome.

HEBBLE TOUR.

The Halifax and District Road Transport Study Group have arranged a tour to mark the end of Stage Carriage operation by Hebble Motor Services, on Sunday, February 28th. The tour leaves Halifax Bus Station at 12.00, and visits Rochdale (Dep. 1.15), Burnley (Dep. 2.30), Walnut Street Depot, Halifax (3.15-4.00), and Bradford Bus Station (Dep. 5.00), returning to Halifax at 5.30. Hebble routes will be followed most of the time, and the fare will be around 10/-. Bookings should be sent to Mr. D. Akrigg, at 8, Birstow Lane, Cote Hill, Halifax, enclosing 2/- deposit, and a S.A.E. if a receipt is required. The vehicle to be used is a Harrington-bodied A.E.C. Reliance of the 512/4/5 (MCP 819-21) batch.

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PRESS DAY for the March issue will be on Saturday, March 6th, and all items should be sent, to arrive on or before that date, to [redacted]

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1. FLEET CHANGES.

NEW VEHICLES.

SRG.117. FWW 392 J. Bristol BELL6G. 3/1301. ECW 10625. B53F. 7-10-1.

REQUIT VEHICLE.

The body of SRG.78, badly damaged by fire on October 13th, was dismantled at Harrogate during December; the chassis has been overhauled, and during January was still at Harrogate, ready to go to Eastern CoachWorks, Lowestoft, to receive a new body.

ADDITIONAL INFORMATION.

The unladen weight of DX.37, after conversion to a permanent learner bus, is now 7-9-2 (ex.7-13-3). More details of this vehicle are that the rear indicator has been panelled over, together with the front one, the latter having "Driver under Instruction - L - PSV" painted on, and this also appears on the offside of the rear panel. Inside the bus is carried a board, reading "Private" to slide in front of the writing on the front indicator, and a plain red board for the rear panel, when the vehicle is not on Learner duties. Offside and nearside

p.t.o.

1. FLEET CHANGES, ADDITIONAL INFORMATION, (cont.)

adverts. are carried for "Drivers and Conductors", with a "Coach Travel" target advert. The vehicle has only one cream band, and additional wing mirrors have been fitted for the use of the driving instructor. Most seats in both saloons have been removed, including the rear facing full-width seat at the front of the lower deck, and the inward facing seats over the wheel arches. Upstairs, a blackboard is carried for giving instruction in positioning the vehicle on the road, etc. In the cab, the control box has been moved to in front of the door, to make an entrance through from the saloon.

ALLOCATIONS AND TRANSFERS.

SMA. 5.	(delicensed)	to YORK	11.1.71.
SRG. 117.	{ new }	" ILKLEY	"
SRG. 11.	from ILKLEY	" LEEDS	"
YSMA. 7.	" YORK	" (delicensed)	31.1.71.
SMG. 52.	" HARROGATE	"	"
SMG. 56/60.	" LEEDS	"	"
SRG. 10.	" YORK	"	"
SRG. 24.	" LEEDS	"	"
SUG. 63.	" LEEDS	"	"
ERG. 4/5.	" LEEDS	"	"
CRG. 2.	" HARROGATE	"	"
CRG. 5.	" KEIGHLEY	"	"
DX. 22/103.	" BRADFORD	"	"
VR. 19.	" OTLEY	"	"
VR. 40.	" BRADFORD	"	"
SRG. 18.	(delicensed)	to LEEDS	1.2.71.
SRG. 19.	"	" YORK	"
SUG. 76.	"	" BRADFORD	"
ERG. 9/9.	"	" LEEDS	"
CRL. 3/4.	"	" HARROGATE	"
DX. 103.	"	" OTLEY	"
DX. 206.	"	" LEEDS	"
SMG. 23.	from SKIPTON	" KEIGHLEY	"
SMG. 28.	" SKIPTON	" HARROGATE	"
SRG. 44.	" ILKLEY	" SKIPTON	"
SUG. 74.	" KEIGHLEY	" LEEDS	"
CRG. 15/6.	" HARROGATE	" BRADFORD	"
CRL. 5.	" BRADFORD	" HARROGATE	"
CRL. 6.	" BRADFORD	" KEIGHLEY	"
DX. 9/10/188.	" LEEDS	" BRADFORD	"
DX. 199.	" BRADFORD	" LEEDS	"

- NOTES :-
1. All vehicles are relicensed at their former Depots, except SMA.5 (ex.Malton), SRG.18/19 (ex.Wetherby) & ERG.9 (ex.Bradford).
 2. This month sees the first moves since new for SRG.15/6 and CRL.5/6.
 3. All of SUG.70-5 are now under Leeds Depot maintenance.
 4. Only SMG.55 is still in service of the RWW batch, and this is now the only LS type SMG still running.
 5. DX. 9/10 have both been at Leeds for most of their lives.

STORED VEHICLES.

HARROGATE. ERG.1 was in Works on 1.1.71, not at Leeds, whilst ERG.2/3 are thought to have left Myrtle Road by that date, and may be back at Leeds. The chassis of SRG.78 was actually at Grove Park on the 1st. January, not in Works.

LEEDS. Outside are SMG.51/6/60, and on the 3rd. February, SRG.24 and ERG.5 were still inside.

YORK. Inside the Depot are CRG.1, CUG.24/8/42, SMG.6/48/61 & SUG.63, though SMG.48/61 & SUG.63 are likely to be moved into the field shortly. Outside are SMG.5/57/8, SUG.21/37, EUG.93/4, YDB.83, DX.19/36 and, it is believed, YSMA.7.

SALES AND DISPOSALS.

12th. January, 1971 :- SMG.3, EUG.91, YDB.84/7 & DX.33/45 to W. Norths. (P.V.) Ltd. Sherburn-in-Elmet.

1. FLEET CHANGES, (cont.)

FLEET TOTALS.

	C.	S.D.	D.D.	1 2.71.	1.2.70.
Licensed :-	14	216	259.	489.	489.
Delicensed :-	40	31	12.	83.	82.
	<u>54</u>	<u>247</u>	<u>271.</u>	<u>572.</u>	<u>571.</u>

2. VEHICLE NOTES.

OVERHAULS.

December, 1970 : KDX.133.
 January, 1971 : ERG.1, DX.206 & SRG.19.
 February, 1971 : DX.102.

REPAINTS.

December, 1970 : CUG.37, & CRG.5/13/4.
 January, 1971 : CUG.32/6, CRG.10, DX.44/6/81 & SUG.76.
 February, 1971 : SUG.75.

PAINT DATES.

SRG.110 - W.Poly.9/70; SRG.115 - Poly.Williamson,10/70; CRG.2 - W.4/67;
 DX.205, although overhauled in 8/70, still carries its paint date of "H.11/65".

CERTIFICATES OF FITNESS.

SRG.110 - 7/10/77; SRG.115 - 4/11/77; CRL.2 - 13/3/77; DX.107 - 7/4/76; DX.200 - 21/4/77; DX.202 - 7/7/77. DX.170 now shows "10/9/75", and not 12/3/75, as previously given.

GENERAL NEWS.

The VR with a silver "VR" badge is 47 (not 44 as given last month).
 SRG.66 (Yk.) was noted on the 13th January, fitted with Avon Radial tyres, on the rear wheels at least.

DX.213, after overhaul, retains CBC heating, but now has a radiator blind.
 However, DX.206, on overhaul, had its CBC heating removed, and replaced by conventional equipment, the first vehicle for over a year to receive this treatment. This vehicle also now carries a radiator blind.

All the CUG's and CRG's listed in the last three Issues, and those shown above as repaints, now have only three external fleet numbers.

SRG.8, on overhaul in 9/70, was altered back to standard appearance, this being the other vehicle which was improved by modifications to the cream band some time ago. (SRG.9 had already reverted to normal when it was overhauled in 11/69.)

Although fleet numbers now only appear in three places externally after overhaul, this year's new SRG's carry five fleet numbers (four 2" and a small yellow one.)

VR.35/7/9/41, and probably others, have now been fitted with strip bells on both decks. LH.11 also has a strip bell, but it is not known whether this is a recent fitting, or has been carried from new.

VR.15/22/39, and several YVR's have been fitted with radiator blinds behind the radiator, which are controlled by an adjustable device operated by the driver just in front of the cab door.

Single deckers are being fitted with two vertical strips above the first offside window (behind the driver's partition) inside the saloon, in which to display the various notes that appear from time to time concerning fare increases, etc., instead of pasting them on to the bodywork.

VR.15/17/39 are further vehicles fitted with anti-dazzle panels in the lower saloon.

SUG.72 has recently been fitted with a front grille made out of SRG mesh, which appears to be becoming increasingly popular!

SUG.75 has seats covered in old style moquette, but has white painted head-rolls, which may or may not be a recent addition.

SRG.45/51/66/73 & LH.7 are further vehicles to be fitted with change-giving machines. All the 1970 batch of SRG's, (KSRG.99 up), had these machines fitted before entering service. No Leeds Depot vehicles are fitted with these at present, as there are only about three GMO duties at that Depot.

YVR's are currently being fitted with interior mirrors.

ADVERTISEMENT NOTES.

During December, two YVR's had a full complement of advertisements (7). These were YVR.27 & YVR.30; in addition to the adverts shown in last month's issue, YVR.27 had a "Barclaycard" nearside advert, and both had "Wetherby Races" nearside target adverts, but both these adverts, ceased after Christmas.

SRG.11 (I) had a "T.Holmes, Keighley, for scrap" lower rear painted advert, but lost this on transfer to Leeds. SRG.59/75 (both I) are further vehicles with this advert on the rear roof dome.

2. VEHICLE NOTES, Advertisement Notes, (cont.)

DX.100 (K) carries a painted lower rear advert.for "Crossley of Shipley-Scrap". The painted Leeds Depot target advert. for "Precision Products" has ceased recently.

A new style "Minster Shandy" target advert.has now appeared at several Depots. A new interior advert.reads "This Bus goes over to Decimal Fares on Sunday, the 21st,February (D.Day + 6).

SUG.72 came to Leeds from Harrogate w th North-Eastern Electricity Board paper side adverts.above the windows, but these were soon removed.

3. SERVICE CHANGES. STAGE CARRIAGE.

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

S.913. - K.18. - KEIGHLEY - DENHOLME.

On Saturdays to withdraw the 20.35 & 21.35 Keighley - Oxenhope and return journeys.

S.914. - K.27. - KEIGHLEY - OXENHOPE.

On Saturdays to re-time the 22.00 Oxenhope - Keighley to 22.10.

S.915. - 67. - BRADFORD - KEIGHLEY.

On Monday-Friday to withdraw the 05.40 Bradford - Keighley, and to re-time the 05.55 ex.Bradford and 06.10 ex.Bradford to 05.45 and 06.05.

S.916. - 53. - BRADFORD - HARROGATE.

On Monday-Saturday to withdraw the 05.50 and 18.10 Bradford - Otley, and the 06.30 and 18.53 Otley - Bradford.

S.917. - 7. - BUS STATION - BURN BRIDGE. (HARROGATE LOCAL).

On Sundays to amend timetable.

S.918. - 76. - HARROGATE TADCASTER.

On Mondays-Saturdays to re-time the 18.55 & 20.55 Harrogate - Tadcaster to 19.25 & 21.25, and to re-time the 19.55 & 21.55 Tadcaster - Harrogate to 20.25 & 22.25.

S.919. - K.5. - KEIGHLEY - ILKLEY.

To re-time the 18.00 Ilkley - Keighley to 18.05.

S.920. - K.27. - KEIGHLEY - OXENHOPE.

Monday-Friday to withdraw the 19.25 Haworth - Oxenhope.

S.921. - K.8. - SKIPTON - SILSDEN.

On Monday-Friday to re-time the 16.10 Skipton-Crosshills to 16.16. To withdraw the 10.30 ex.Skipton and 11.10, 13.05 & 14.50 ex.Silsden. To curtail the 12.10 & 13.50 ex.Skipton to run to Bradley, returning from there at 12.20 & 14.00.

S.922. - 56. - BRADFORD - HAWORTH.

Monday-Saturday to withdraw the 16.15 Bradford-Denholme, and return.

S.923. - 73. - BUS STATION - SHORT BANK ROAD. (SKIPTON LOCAL).

To re-time the 14.15 ex.Bus Station to 14.15, Monday-Friday and 14.30 Saturday.

S.924. - 24. - HARROGATE - PATELEY BRIDGE.

Monday-Friday to withdraw the 07.25 Harrogate-Birstwith and return.

S.925. - 79. - YORK - WETHERBY.

Monday-Saturday to withdraw the 08.07 Bilton-York.

S.926. - 10. - HARROGATE - PENNY POT LANE.

Monday-Saturday to withdraw the 07.45 Burley Bank Avenue-Harrogate.

S.927. - 72.A. - BROOK STREET - HEBERS GHYLL. (ILKLEY LOCAL).

Monday-Friday to re-time the 16.30 ex.Brook Street, and return to 15.30.

S.928. - 28. - GRASSINGTON - HEBDEN.

Wednesdays & Fridays to re-time the 13.25 ex.Grassington and return to 13.00.

S.929. - 47. - LEEDS - CORONATION TREE.

Monday-Friday to withdraw the 05.50 ex.Leads and return.

S.930. - 49. - LEEDS - FARSLEY.

Monday-Friday to withdraw the 08.10 Farsley-Leeds.

S.931. - 3.A. - CORNWALL ROAD - PANNA, (Harrogate Local).

Monday-Saturday to withdraw the 22.15 War Memorial - Cornwall Road, and the 21.30 Cornwall Road - Bus Station journey.

3. SERVICE CHANGES - STAGE CARRIAGE, (cont.)

S.932. - 7. - CORNWALL ROAD - BURN BRIDGE, (HARROGATE LOCAL).

Monday-Saturday to withdraw the 18.20, 19.20, 20.30 & 21.20 War Memorial to Cornwall Road journeys and return, as far as Bus Station.

S.933. - 35.A. - LEEDS - YEADON.

Monday-Friday to withdraw the 06.56 Yeadon-Leeds.

S.934. - 38.A. - LEEDS - RED HALL CROFT.

Monday-Friday to re-time the 15.30 ex. Leeds and return to 15.35.

S.935. - 4. - BUS STATION - WOODPIELD ROAD. (HARROGATE LOCAL).

Monday-Saturday to withdraw the 07.20 ex. Station Parade, and return.

S.936. - 5. - HARROGATE - HECKWITHSHAW.

Monday-Saturday to withdraw the 22.10 ex. Harrogate and return.
Saturday to withdraw the 09.20 ex. Harrogate and return.

S.937. - Y.16. - YORK - MURTON.

Tuesdays & Fridays to withdraw the 14.10 York - Murton, and return.

EXCURSIONS & TOURS.

T. 80. Application has been made to take over Excursions and Tours from Leeds (Central Bus Station) at present licensed to Yorkshire Woollen District.

A report in the Yorkshire Evening Press on the 5th. January, of a York Council meeting, gave an indication of likely future developments in the York area. As well as an application for a 25 percent fare increase, other alterations include the introduction of one-man services on Ashley Park - Poppleton (saving £3,276 per year), Fulford - South Bank from May (saving £5,552), and on certain Sunday services from March (saving £2,730). Other economies, such as a revision of certain Sunday services, involving reduction of frequency on Service 4 from 20 to 30 minutes from May; withdrawal of service 15 from March, and amalgamation of Services 3, 5 & 11 from March, are expected to save a further £3,500, making a total estimated saving of £15,058 per year. The question of reducing traffic congestion is to be investigated by the Council, as a further aid to cutting bus operating costs, which are 11d. per mile, more in York than elsewhere (35d. per mile in York, but only 24d. per mile in Halifax.)

From January 25th, the Monday-Friday 1708 Red Hall - Leeds (38A) was withdrawn and replaced by one at 17.23. This alteration appears to be a direct reversal of application S.841 (Issue 27): The Service is now called Leeds - "Red Hall" (i.e. not "Red Hall Vale").

A new notice has appeared on Bus Station notice boards, reading "Buses go over to Decimal Fares on Sunday, 21st. February, 1971, (D. day + 6)".

Service 22 (Harrogate - Otley) is evidently to undergo drastic alteration, as the Yorkshire Evening Post reported, on Wednesday, January 27th, that "four Yorkshire villages are to be virtually isolated by the 'axeing' of their already infrequent bus services. Soon the Washburn Valley villages of Blubberhouses, Fewston, Timble and Norwood will be served only by a privately-owned bus taking villagers into Otley on Fridays to buy their weekly stores (this is Murgatroyds' Dacre-Otley Service). With rapidly increasing losses, West Yorkshire say they cannot afford to continue these services, and the Wharfedale Rural Council is not prepared to subsidise them."

Services 71 & 72 (Skipton-Grassington and Ilkley-Grassington) may also be in jeopardy unless these are subsidised by local Authorities.

Applications B386/7 (Issue 236) came into effect on Sunday, the 24th. January.

The Service 69 (Bradford - Bingley) is now hourly, as is the 52 (Bingley - Cottingley), the latter, with the exception of the 13.15 Bingley - Duckworth Lane, only operating as far as Cottingley. The vehicle operating these works Bradford - Bingley (69); Bingley - Cottingley (52), and return; & Bingley - Bradford (69).

Alterations also took place in the Shipley area on the 24th. January.

Service 66 is now just Bradford - Shipley, the Salthaire - Shipley portion being added to the Shipley - Wrose (62) service to form a through Salthaire - Shipley - Wrose (62) service. This explains the "Hirst Wood, 62" bus stop in Shipley referred to last month; however, the West Royd service is still 66A. The Bradford - Shipley Glen (60) and 66A services are inter-worked, whilst on the Bradford - Shipley (66) and Salthaire - Wrose (62) services, cars work as follows during the day
Bradford - Shipley (66); Shipley - Wrose (62); Wrose - Hirst Wood (62); Hirst Wood - Wrose (62); Wrose - Shipley (62); Shipley - Bradford (66).

4. OVERSEEN
LEADS

3. SERVICE CHANGES, (cont.)

This alters after tea, when the frequency is reduced. On Sundays, a complicated procedure is followed of Bradford-Shipley (66); Shipley-Wrose (62); Wrose-Shipley (62); Shipley-Wrose (62); Wrose-Hirst Wood (62); Hirst Wood-Shipley (62); Shipley-Bradford (66). One car works on Coach Road on Sundays. The service 62 is normally worked by DX's in the 190 batch; an interesting feature is that 11 minutes is allowed from Shipley to Wrose (i.e. up the hill), but 12 minutes for the return trip (downhill). Services 66/66A are extended to Chester Street (the stand that was formerly Service 60) instead of starting in Canal Road. Service 60 now shares stand 1 with route 55.

4. OPERATING NOTES.

BRADFORD. On January 4th., DX.49 (B) worked the 07.15 Bradford-Ilkley (63), usually OMO worked. On the following day DX.82 (O) was seen in Shipley at teatime, on 53. On the 6th., 7th & 8th January, SRG.106 (H) worked the 06.20 Harrogate-Bradford (53), whilst on the 7th January, KSRG.93 worked the 06.45 Ilkley-Bradford (63). On the 8th January, DX.27 (B) replaced VR.35 (L) on the 22.35 Bradford-Leeds (55) at White Cross at 23.28. SRG.113 (K) was on the 15.00 Bradford-Huddersfield (64) with VR.2 (B) duplicating on the journey into Bradford, but the latter then ran off to Chester Street; at 14.30 on the same evening, Boddy's JWF 35 E was parked in front of the Morley Street booking office. On the 14th January DX.181 (B) worked the 16.25 Bradford-Harrogate (53), usually SRG worked, and on the 18th January, SRG.6 (B) was on the 16.15 Bradford-Ilkley (63). On the 21st January, SRG.113 (K) worked the 16.15 Bradford-Ilkley (63A). On the morning of the 22nd January, DX.52 was on 67, DX.15 (O) on 64 (Bradford-Huddersfield), SUG.77 on 30A, SRG.57 on X.63 (replacing SRG.58), and SRG.41 (B) on 67.

HARROGATE. The highlight of December here was the appearance of KVR.25 (K) on Harrogate-Knaresborough (16), possibly the first time a Keighley-West Yorkshire vehicle has been used on a Harrogate local route (other than Penny Pot Lane, 10, which is part of the 76 rota). On December 15th., CUG.27 (L) was on learner duties in Harrogate. Interesting visitors to Grove Park were 5 Leyland chassis, which arrived on the 12th January. Three were PSU3B/4R, chassis Nos.7100191/261/270, and these spent a time at the back of the Depot, whilst the remaining two were left-hand drive PSU3U/2L chassis Nos.7100577/3, destined for SISU (Finland), to become Helsinki B/7 respectively. These only stayed at the front. The three at the back were still there on January 14th., but had gone on the 15th. All were evidently left by delivery drivers to await better weather, conditions being very foggy at the time. On January 3rd., SRG.77 was seen climbing Pool Bank showing "Private", and carrying an "On Hire to British Railways" sticker, no doubt working a rail replacement service. SMG.33 (H) was on Harrogate-Tadcaster (76) on the 21st January.

ILKLEY. DX.100 (K.loan I) worked on Leeds-Ilkley (32A) on the 1st and 2nd February.

KEIGHLEY. On January 7th., DX.222 worked the 08.00 Keighley-Ilkley and return, usually OMO worked. From Saturday, February 6th., an amended timetable operated on Service K.10A, Keighley-Airedale Hospital as follows :-
Monday-Friday: 07.15, 18.15, 19.45 ex.Keighley & 07.25, 18.30, 20.00 ex.Hosp.
Saturdays: 13.40, 15.45, 18.15, 19.40 " & 16.00, 18.30, 20.00 "
Sundays : 13.45, 15.45, 18.15, 19.40 " & 14.00, 16.00, 18.30, 20.00 "
whilst from the 8th February, (Monday-Friday only) the following journeys are operating between Keighley Bus Station and Harewood Road (Service K.21 Keighley-Bracken Bank Crescent):
10.00, 11.35, 14.20, 15.25 ex.Keighley - 09.00, 10.15, 13.40, 14.35 ex.Harewood Rd.

LEEDS. DX.37 was on learner duties in Leeds during early January, parking outside Vicar Lane each lunch-time (except on the 20th January, when the Editor took his camera to photograph it!) On January 11th., DX.107 (L.loan K) was on Leeds-Keighley (31). On the same day SRG.11, newly transferred, was on Leeds-Tadcaster (42) without a blind, but by the 13th., it had received one, possibly from delicensed SMG.51, which is now without one. On January 20th., SMG.25 was on Harrogate-Leeds (36), but did not work the next part of the rota, the 12.22 Leeds-Tadcaster (42). However, SUG.75 was also working this duty (Car 13) on the 22nd., and did do both journeys.

4. OPERATING NOTES, (cont.)

- 7 -

LEEDS; (cont.) The first part of this duty (to lunch-time) is 07.10 Garage - Vicar Lane (NoS); 07.20 Leeds - Scholes (43A); 07.50 Scholes - Leeds (42A); 08.22 Leeds - Boston Spa (42); 09.10 Boston Spa - Leeds (41); 10.35 Leeds - Harrogate (36); 11.35 Harrogate - Leeds (36); 12.22 Leeds - Tadcaster (42); 13.25 Tadcaster - Leeds (42), etc. On the 18th January, SMG.36 worked the 12.55 Leeds - Thorner (42) in place of the usual DX. VR.7 (K) worked on Leeds - Keighley (31) on the 4th January, and KDX.226 was on this route on the 25th. On the 26th January, DX.169 (B) was on Leeds - Keighley (31), probably for Leeds Depot, as it worked on Leeds - Ilkley (32A) on the following day. On the 16th January, DX.56 (H.loan O) was on Leeds - Otley (32). Working on Leeds - Tadcaster (42) have been EUG.09 (L) on the 31st December, VR.38 (L) on January 16th., DX.112 (L) on the 21st January, and SRG.11 (L) on the 23rd January. On Leeds - Scarborough (43) on the 2nd January, was SUG.73 (W.loan L), whilst on the Leeds - York (43) portion on the 29th December was SMG.17 (Yk.loan L), and on the 16th January, VR.38 (L). On Woodlands Avenue - York (43) on the 9th January was SRG.108 (M.loan Yk.). On Leeds - Hull (46) have been SMG.36 (L) on the 30th December, and 21st January; SRG.7 (W.loan L) on the 23rd January, and SRG.11 (L) on the 24th January. SUG.72 (L) was on Leeds - Farsley (49) on the 20th January. DX.206 on its first day back into service was on 32/35. LH.12 (W) was working to Scholes (47), and SUG.70 (L) worked Leeds - Ripon (36) at lunch-time, also on the 1st February. An interesting visitor to Roseville Road on the 3rd February, was a Midland Red A.E.C. Matador recovery lorry, on Trade Plates 374 HA, which had come to collect a B.M.M.O coach that had failed on a Tour.

OTLEY. On January 16th., DX.106 was on Bradford - Harrogate (53), and on the day following was on Otley - Leeds (32M). A variety of vehicles have been on loan during January, including LH.17, SRG.25/77 & DX.56/65 (all F), in place of VR.19/21/46/7, which have been at Harrogate. DX.65 was on 32/35 on the 20th January, and again on the following day. LH.17 (H) worked the 12.55 Leeds - Otley (34) on the 1st February.

WETHERBY. SRG.84 (B) was noted on an excursion here on the 3rd January.

YORK. On the 5th January, SUG.80 was on Y.7, on which SML.3, SMA.5 & YSMA's appear often, with a few YLH's. OMO SRG's are being used on Y.13. On the 7th January, SRG.55 was on Y.7, SRG.43 on Y.14, and SUG.13 on Leeds - Scarborough (43). An unidentified SRG was on Y.3/3A/11/11A on the 9th January. On January 11th, SMA.5 was on Y.7, as was SML.3 on the 15th. Also on the 15th, SRG.55 was on Y.3/3A/11/11A. On January 16th, SRG.43 was on Y.3/3A/11/11A, and YLH.25 on Y.16. On the 18th January, EUG.87 was on "School Special/612" at teatime. SMG.55 (Yk.) was on Tadcaster - York (87) on the 9th January. DX.156 (Yk.) was on 1.1/8 on the 9th January, with SRG.47 (Yk.) on Y.5 on the 23rd January. On the 1st February, EUG.87 was on Y.3/3A/11/11A. Since the opening of the Allerton Park fly-over, YVR's have appeared several times on 84, often working over to Harrogate for attention.

LONG DISTANCE. The 08.55 & 15.55 Leeds - Middlesbrough (X.99), which are Harrogate duties, were worked by SRG.40 on most, if not all, the last week in January, and SRG.55 worked these duties on the 1st and 2nd February. The United regular vehicle on this route, 4181 (UHN 781 G) has now been painted in a quite attractive livery of cream below the waistband and red above. This is one of the bus shell RE's fitted with dual purpose seats. Noted in Victoria Coach Station on the 23rd January were CRL.2 & CMC.2/12. Highlight of the month, however, was the replacement of Eastern Scottish Bristol REMH YA 357A on the Edinburgh - London service, North of Boroughbridge, on the 24th January, by the only available vehicle SRG.115, which continued to London, the REMH (SMS 357 H) going into York Depot for repairs. On the return journey the SRG was not allowed to carry passengers, being used for luggage only, and was changed over with the REMH at Selby Fork on the night of 25/26th January.

5. SOLD STOCK NEWS,

KWU 364. (Ex.DBW.8, KSW6B, sold Norths, Sherburn-in-Elmet, 1/67.)

To Tweedie, Glasgw, 4/67.

Still running in late 1969, still in West Yorkshire red, but with the green bands repainted cream.

Withdrawn at some time prior to 9/70. Disposal unknown.

JWU 228. (Ex.DB.60, KS6B, sold Norths, Sherburn, 1/67.)

To Progressive, Cambridge, 7/67.

Still running, 12/70.

p.t.o.

5. SOLD STOCK NEWS, (cont.)

- HWW 874. (Ex.DB.47, K6B, sold Norths, Sherburn, 11/64.)
To Culling, Glaxton, 12/64.
Still running 11/70, and was featured on Anglia T.V.in a programme concerning bus subsidies from Kural Councils.
- MLL.920. (A.E.C.Regent III, sold H & C, Garston, 1/68.)
To Tiger, Salsburgh, (Dealer) by 12/70
Still intact at Salsburgh 12/70, having been repainted by H.& C.in the same colours as Ledgard, and with "Private" painted on the front indicator.
- MCX 143. (A.E.C.Regent III, sold Norths, Sherburn, 1/68.)
To A.1 (Dunn, Stevenston), Ardrossan, 2/68.
Still running 12/70, in A.1 livery, and fitted with platform doors.
- MLL.834, XYY 799. (sold Norths, Sherburn, 1/68.)
To A.1 (Stewart, Stevenston), Ardrossan, 3/68 & 2/68.
Both were scrapped by Stewart in his yard, in 1970 & 1969 respectively.
- LLU 873. (Ledgard 7RT, sold Norths, Sherburn, 1/68.)
To P.V.S., Upminster, 2/68.
To Clyde Coast, Ardrossan (Frazer, Fairlie), 3/68.
Still running 12/70.
- LLU.842/53. (Leyland 7RT, sold Norths, Sherburn, 1/68.)
To P.V.S., Upminster, 3/68.
To Keenan, Coal Hall, 3/68.
Both still running 12/70, 842 painted all over blue with an off-whitestripe, and 853 painted all blue, but retaining grey window pillars and roof.
Both are used mainly on School contracts.
- UUA 794. (Leyland PSUC 1/2, sold Hutchinson, Hushwaite, 6/68.)
To Norths, Sherburn, 5/70.
To Douseth, (Contractor), 9/70. This is being used on the M.62 contract, near Gildersome.
- IX 156. (Ex.SMG.44, LS5G, sold Norths, Sherburn, 11/69.)
To Hedingham and District, L69, 4/70.
This eventually entered service with Hedingham in 10/70, (see Issue 235.)

KEIGHLEY TROLLEY-BUS.

It appears to have escaped publication that the Straker-Jough trolley-bus referred to in Issue 196, that for many years was a caravan at Ayrethornes, near Grassington, has been purchased for preservation. The vehicle concerned was Keighley Corporation No.5 (WT.71A) and not No.9, as at first thought. It was owned by a Crossflatts shopkeeper, and was bought for preservation by Keighley Corporation, as the result of negotiations initiated by Messrs. J.S.King, of Bradford, and R.A.Waite, of Steeton. The vehicle was moved to Keighley in June, 1967. In September, 1967 the chassis and lower deck of a similar vehicle, believed to be No.8 (WT 7104) was moved from Stockbridge, where it had been used as a garden shed, to provide for spare parts. In addition, single deckers No.14 (WT 7110) and either Nos.11 or 13 (WT 7107/9) have also been used for spares. No.5 is at present undergoing restoration we understand, in the Motor Museum, of [redacted] (see H.C.V.C.notice).

6. TEN YEARS AGO.

The February, 1961 Issue recorded that 965,989 & Y.1019 had been sold to Fleet Car Sales during December, 1960.
At Harrogate, DX.1/2 had been used on the Starbeck (1/2) routes, and DX.58 (Yk.) had worked a Bus Station - Harlow Park (3) journey on January 13th. 1961.
Sold Stock News reported on a TSM, a Bristol L5G, a G05G & 6 K5G's. of the latter six, three (DG.31/44, & KDG.50) were with Laing, (Contractor), two (DG.7/10) with Premier Travel, Cambridge, and DG.4 was still running for Freddie Knowles, Oulton.
The final two pages of the six-page Issue were given to Part 2 of "The Indicator Story", which covered the roller blind era, and gave details of early experiments in this field, such as the Strachan bodied K6A's, and the special blinds fitted to 353/4 after rebodying in 1949.

7. OTHER INFORMATION.

REGISTRATION NUMBERS.

- BWT 773 H is a silver Ford Escort. (BWT 773 was 978.)
- CWY 990 H is a blue Hillman Minx. (CWY 990 was SG.51.)

RECOLLECTIONS OF EARLY TRANSPORT IN YORK AND DISTRICT, by [REDACTED]

I first became aware of buses about 1926 when, as a small boy, I was translated from Leeds, with its yellow and cream open fronted tramcars to the village of Acomb, near York. Buses had recently started running from Rougier Street to Acomb; they were handsome green vehicles, with a long bonnet, rather like a limousine. They had leather upholstery seats, and rejoiced in the name of the Green Bus Service. The service also ran from York to Upper Poppleton, with some buses extended to what was then the "back of beyond" - Nether Poppleton.

As a family we travelled to Leeds fairly often, usually going by train, but once we decided to go by bus. At that time there was no through York - Leeds service, and everyone had to change at Tadcaster, where, at the bottom of the hill lay the forerunner of the modern Transport Cafe. One travelled to Tadcaster by Yellow Bus (was this Dibb & Warne?).... and I think it was the Yellow Bus that essayed a short-lived attempt to "muscle in" on the Acomb bus service. The competition only lasted a few weeks, however - loyalty to the Green Bus was too strong, and the newcomer took himself off to other routes. I also have a hazy recollection of single deck trolleybuses on Leeman Road in York, running on the Heworth service via Nessgate?

About 1929 the West Yorkshire bought out the Green Bus - and some ancient Tilling Stevens buses took over! We even occasionally had some even older Tilling Stevens petrol-electric buses that were by then officially restricted to Harrogate local services. The WY for years retained the once daily extension from Acomb to Knapton. It went past our house about 11am and came straight back, rarely carrying a soul even in those palmy days. By now we had a WY York - Wetherby bus service; some buses travelled via Tockwith, some direct via Bickerton Lane End. These buses omitted Acomb Front Street and came straight over the hill by the Green. The Cattal, Hunsingore and Walshford Bridge detours came later. As these Wetherby buses passed within 200 yards of Knapton Lane, it wasn't long before we tried journeying to Leeds via Wetherby. At first, one changed at Wetherby, and the connecting bus to Leeds always went round by East Keswick. In due course a York - Wetherby - Leeds service was introduced, but by now the LNER had introduced the 3/3d day return, and had strengthened their services with the Sentinel Cammell steam railcars, so back we went to the train.

A necessity in the family bookcase in those days was the "Alpha York Railway & Bus Timetable" (anyone got a copy by any chance?) - and, as a youthful dreamer, that timetable opened up new worlds.

Pullman, Reliance, Crivington's, Bailey's, Bullock & Sons, West Yorkshire, East Yorkshire..... they were all there, with curiously named villages and services..... Stockton - on - Forest, Sheriff Hutton, Full Sutton, Helmsley, Thorganby, Hayton, Melbourne, Londesborough, Acaster Malbis..... and then, in more closely packed print, the York train departures..... "Through carriage and sleeping car to Fort William" was perhaps the most romantic, but "All Stations to Pickering via Gilling" threaded a fascinating track, whilst the little Easingwold and Alne Railway was always a fascinating service.

By now, the Derwent Valley Light Railway and the Sand Hutton Light Railway had succumbed to the buses, and although for a time the York open-topped trams, now liveried in dark blue, bore the West Yorkshire Manager's name and official address, it wasn't long before the last tram ran and York-West Yorkshire advertised its corporate identity.

From 1932, I had again been living in Leeds, in a tram dominated world, but on regular visits to York, I would go to Piccadilly on a Saturday afternoon and watch the southerly routes empty and load..... Pocklington, Stamford Bridge, Full Sutton, Cawood, Selby, Bubwith..... taking the country folk home from market.

If shopping took us over towards Dunscombe Place, there would be the Easingwold, Helmsley, Crayke and Thirsk services to watch go out before it was time to catch the Beckfield Lane via Poppleton Road bus. It was a longer journey than via Acomb (Front Street), but the new Double Deckers allowed upper deck passengers a good view of the railway north of Holgate - with always the chance of a long and important Anglo-Scottish express passing by at the right time.

From 1937 onwards, the cycle took over as my personal transport - and buses, especially the slow WY double deckers on the Leeds - Wetherby route were convenient shelters for embryo racing cyclists to take cover behind on the flat stretch out of Collingham (towards Leeds) - until they came to Mile Hill up to Scarcroft, when, as the gears came crashing down, the lithe young clubmen

on their racing bikes would leap away, and, thrusting hard on the pedals, would overtake the bus with an athletic smugness - and, if you were lucky, and fit, you'd be down by Harehills Road before the bus caught up with you.....those were the days.

(██████████) is the Press & Information Officer of the Yorkshire Dales Railway Society, and we are very grateful to him for writing his reminiscences specially for the Bulletin. TML)

HARROGATE BLINDS

In response to our appeal in Issue 234, one of our members has sent us the following details, for which we are most grateful.

1. 31" Intermediate

White Blank; Wetherby Road/King Edward's Drive; West Yorkshire; Devonshire Place/Mayfield Grove; Otley Road; Low Harrogate/Devonshire Place; Low Harrogate; Otlands Drive; Pannal Ash/Duchy Road; Woodlands/Forest Moor; Leeds Road/Mayfield Grove; New Park; Woodfield Road/Wetherby Road; King Edward's Drive/Otlands Drive; Bus Station; Stray Rein; Knaresborough/Ferrensty; Knaresborough/Arkendale; Farnham/Staveley; Milby; Starbeck; Ripley Road; Stockwell Estate; Kirkby Overblow/Sicklinghall; Kettlesing; Kettlesing/Fewston; Skipton Road; Shaw Mills/Summerbridge; Bishop Thornton/Summerbridge; Birstwith/Darley; Ripley; Ripley/Shaw Mills; Ramsgill; Greenhow Hill; Alwoodley/Harewood; Harewood/Harrogate; Yeadon Moor/Greengates; Otley/Shipley; Knaresborough/Whitley; York/Malton; Wetherby/Harrogate/Otley; Follifoot/Spofforth; Spofforth/Wetherby; Harrogate/Darlington; Harrogate/Thirsk; White Blank. The last two exposures (for X97 and X99) will be noted.

2. 49" Destination (SMG 1 - prior to the one given in Issue 234)

White Blank; Diagonal; White Blank; Lofthouse 27; Lofthouse/Middlesnoor 27; Pateley Bridge; Greenhow 28; Pateley Bridge/Grassington 28; Pateley Bridge/Harrogate 28; Dewon 28A; Birstwith/Pateley Bridge 24; Birstwith/Harrogate 24; Hemschwhite/Birstwith 24; Shaw Mills/Pateley Bridge 23; Shaw Mills/Harrogate 23; Bishop Thornton/Pateley Bridge 23; Bishop Thornton/Harrogate 23; Shaw Mills 23; Burnt Yates 23; Starbeck 1; Claro Road; Harrogate; Rawdon/Bradford 51; Rawdon/Harrogate 51; Low Harrogate/Harlow Hill 4; School Special; Bilton Grove Ave. 13; St. George's Road 13; Harrogate; Otlands 9; Sicklinghall/Wetherby 21; Ripley/Harlington 25; Kettlesing/Blubberhouses 22; Starbeck/Knaresborough 16; Wetherby 35; Burn Bridge 7; Harrogate; Beckwithshaw 5; Boroughbridge 15; Harlow Park 5; Sicklinghall 21; Boroughbridge 14; I.C.I. 17; Ouseburn 18; Diagonal; White Blank. At a later date, St. George's Road, 13, had the "1" painted out. There was also a fullstop missing from "I.C.I."

3. 41" Destination (1963)

White Blank; Diagonal; Service; Private; School Special; Starbeck; Cawthorn Avenue; Claro Road; Bus Station; Woodfield; Harlow Park; Bachelor Gardens; Beckwithshaw; I.C.I.; White Blank (Dilton added); New Park; Otlands; Penny Pot Lane; Roche Avenue; Woodlands; Fountains Avenue; Bus Station; Bilton (painted out); St. George's Road; Alborough; Boroughbridge; Rocliffe; Knaresborough; Scotton Hospital; White Blank; Harrogate; Menwith Hill; Forest Moor; Leeds; Ripon; Bradford; York; Scarborough; Skipton; Harrogate; Tadcaster; Boston Spa; Wetherby; Diagonal; White Blank. Bilton was spelt incorrectly on the original blind, and has been painted out, with "Bilton", correctly spelt, added on the nearest white blank.

4. 41" Destination (c1968)

White Blank; Diagonal; Private; School Special; Bachelor Gardens; Bus Station; Woodlands; White Blank; St. George's Road; Beckwithshaw; I.C.I.; Claro Road; New Park; Otlands; Bilton; Cawthorn Avenue; Dilton Lane; Starbeck; Bus Station; Harlow Hill; Crossways; Alborough; Boroughbridge; Rocliffe; Knaresborough; Horsforth; White Blank; Scotton; Harrogate; Menwith Hill; Forest Moor; Penny Pot Lane; Leeds; Ripon; Bradford; Otley; Ilkley; Weston Estate; Woodfield; York; Scarborough; Skipton; Tadcaster; Boston Spa; Wetherby; Diagonal; White Blank.

BRADFORD 31" Destination (c1965).

White Blank; Diagonal; Excursion; Private; School Special; Works Special; Cottingley Bar; Keighley; Bradford; Denholme; Cookridge; Leeds; Calverley; Greengates; Yeadon Fountain; Yeadon; Shipley; Shipley Glen; Dockfield Estate; White Blank; Otley; Bradford; Harrogate; White Cross; Hawksworth; Saltaire; Baildon Green; Baildon (Station Road) (two lines); Knoll Estate; Belmont Ave; Bradford; Baildon; Bolton Woods; Shipley Fields Rd.; Forster Square; Shipley; Hirst Wood; West Royd Cres.; Service; Bradford; Ilkley; Ben Rhydding; Bolton Abbey; Grassington; Woodlands Hospital; Scarborough; Whitley; Bridlington; Diagonal; White Blank. On the blind examined, "Service" was still extant, but this has no doubt been painted out on blinds still in use.