

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 203

FEBRUARY 1968

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### FORTHCOMING EVENTS.

#### Staffordshire Area Independents Tour - Sunday, 26th May, 1968.

Proposed details of the tour are now to hand, and are given below:-

Depart Bradford (Chester Street), then via Shipley, Greengates and Calverley to Leeds (Wellington Street). From there to Huddersfield, Buxton and Leek into Staffordshire, where it is hoped the following firms will be visited:- Berresford, Cheddleton (wholly second-hand, with a large withdrawn fleet); Lymers, Tean (coaches and ex South Wales lowbridge double deckers); Stevensons, Spath (ex Yorkshire Traction single deckers, ex L.T.E. single and double deckers and other assorted second hand vehicles); Green Bus Service, Uttoxeter (Western S.M.T., Southampton, Ribble, Yorkshire Traction, Stratford Blue and other assorted second hand vehicles); Green Bus Service, Rugeley (as above, and a rare Foden double decker); Harper Bros., Heath Hayes (ex L.T.E. RT/RTT, St. Helens RTs and other assorted vehicles, some with own bodywork); Central Coaches, Cannock (new coaches and ex Wilts & Dorset Bristol K's and KS); Churchbridge Motors, Cannock (ex Grosville K's and LS's, Wilts & Dorset K's, Hants & Dorset K's, Southern Vectis K's and assorted coaches); Proctor, Hanley, Stoke-on-Trent (2 Fleetlines, 1 ex-Daimler Demonstrator, 1 ex-L.T.E. RT and 2 coaches); Turner, Brown Edge, Stoke-on-Trent (Leyland FD3s, Fleetlines and second hand coaches); Stonier, Goldenhill, Stoke-on-Trent (ex Hutchinson, Scotland, 1 ex-L.T.E. RTT, 1 ex-Ribble, 1 ex-Devon General AEC and assorted coaches).

Other vehicles to be seen en route will be those of the following firms:- North Western, Midland Red, Walsall Corpn., P.M.T., Manchester Corpn., Oldham Corpn., Salford Corpn., Stockport Corpn.

The return route from Staffordshire will be via Manchester, Oldham and Huddersfield.

It is hoped to be able to use one of the ex-Bedgard Ford coaches, and there will be something to interest everyone on this tour.

\* Further details as to cost, etc. will be given when these are available, but meanwhile members are asked to make a note of the date.

#### Leeds Meeting - Saturday, 30th March, 1968.

Provisional arrangements have also been made for a meeting to be held at Wellington Street Coach Station Cafe on Saturday, 30th March, 1968.

It is hoped that [redacted], the Chief Engineer of the Company, will be able to give a talk at this meeting, which will, therefore, be well worth attending.

Full details will be given next month, but meanwhile members are again asked to make a note of the date.

PRESS DAY.

For the March Issue press day will be Tuesday, March 5th, and all items should be sent to arrive on or before that date to [REDACTED]

1. FLEET CHANGES.New Vehicles

SRG 74	TWU 241F	Bristol	RELL6G	3/317	BCW	16922	B53F	7-11-1
SRG 75	TWW 223F	Bristol	RELL6G	3/318	BCW	16923	B53F	7-11-1
SRG 76	TWW 224F	Bristol	RELL6G	3/319	BCW	16924	B53F	7-11-1

SRG 74 was delivered during December, SRG 75/6 arrived in January. All were stored initially at Grove Park, later being moved to their respective garages.

Additional Information. Previous owners of the first 37 Ledgard vehicles to be sold are given below, together with dates into service, etc:-

GDK 401 Ex Rochdale Corporation 201, and entering service with Ledgard 3/62.

GWY 157 Ex Felix, Hatfield 26, entering service with Ledgard 2/62.

ARN 393 Ex Preston Corpn. 89, entering service with Ledgard 2/62.

ARN 394 Ex Preston Corpn. 52, entering service with Ledgard 3/62.

BCK 414/22 Ex Ribble 2471/79, acquired via Millburn Motors 8/61, entering service with Ledgard 10/61.

BCK 415 Ex Ribble 2472, acquired via Millburn 10/61, entering service 11/61.

BCK 421 Ex Ribble 2478, acquired via Millburn 10/61, entering service 2/62.

ARN 393/4, BCK 414/5/21/2 were all H30/26R when acquired, but were reseated to H32/26R before entering service.

BCK 427 Ex Ribble 2484, acquired via Cowley 7/66, entering service 27/8/66. This vehicle carried a 1955 Burlingham body although the chassis was new in 1947.

GTY 169 Ex Tyneside 39, acquired via C.V. Sales, Leeds 12/10/66, entering service 6/12/66.

KYY 502 Ex L.T.E. RLH 2, acquired via P.V.S. Ilford 2/65, entering service 6/65.

KYY 799, LLU 873 Ex L.T.E. RTL 829/83, acquired via P.V.S. 10/66, entering service 1/67.

LLU 842/53 Ex L.T.E. RTL 852/63, acquired via P.V.S. 8/66, entering service 9/11/66.

HLW 181 Ex L.T.E. RT 194, acquired from Norths 2/7/64 for spares, but later overhauled, entering service 1/11/64.

HLX 157 Ex L.T.E. RT 340. Passed to Albert Coaches, Hackney 10/63 and Lesney Products, Hackney 1/64, before coming to Ledgard via P.V.S. 2/65, entering service 1/5/65.

KGK 687 Ex L.T.E. RT 1218, acquired via Norths 7/63, entering service 9/63.

KLB 529 Ex L.T.E. RT 1280, acquired via Norths 7/63, entering service 8/63.

KLB 837 Ex L.T.E. RT 2458, acquired via Norths 5/63, entering service 8/63.

KXW 125 Ex L.T.E. RT 2496, Passed to Aspec Travel (dealers), Ilford 9/62 and Super Coaches, Upminster 9/62, before coming to Ledgard via P.V.S. 3/65, entering service 1/8/65.

KXW 494 Ex L.T.E. RT 1395. Passed to Albert Coaches, Hackney 10/63, and Lesney Products, Hackney 1/64, before coming to Ledgard via P.V.S. 2/65, entering service 1/8/65.

LYR 867 Ex L.T.E. RT 3448, acquired via P.V.S. 11/63, entering service 10/2/64.

LYR 916 Ex L.T.E. RT 3497, acquired via P.V.S. 11/63, entering service 1/64.

LYR 918 Ex L.T.E. RT 3499, acquired via P.V.S. 1/64, entering service 1/3/64.

LYR 933 Ex L.T.E. RT 3514, acquired via P.V.S. 12/63, entering service 7/2/64.

MLL 828 Ex L.T.E. RT 3518, acquired via P.V.S. 9/63, entering service 10/64.

MLL 834 Ex L.T.E. RT 3524, acquired via P.V.S. 4/64, entering service 1/5/64.

MXK 148 Ex L.T.E. RT 3633, acquired via P.V.S. 10/63, entering service 1/4/64.  
 MXK 149 Ex L.T.E. RT 3634, acquired via P.V.S. 9/63, entering service 1/12/63.  
 MLL 907 Ex L.T.E. RT 3597, acquired via P.V.S. 4/64, entering service 1/6/64.  
 MLL 910 Ex L.T.E. RT 3600, acquired via P.V.S. 1/64, entering service 1/5/64.  
 MLL 920 Ex L.T.E. RT 3610, acquired via P.V.S. 4/64, entering service 1/5/64.  
 PDV 726 Ex Devon General 726, acquired via T.P.E. Ltd., Macclesfield 10/66, entering service 1/12/66.  
 PDV 732 Ex Devon General 732, acquired via T.P.E. Ltd., Macclesfield 10/66, entering service 9/11/66.  
 UUA 795 New to Lodgard in 1955.  
 KUP 949 the sale of which was reported last month, was now to Baxter's Bus Service, Airdrie (no. 40), and came to Lodgard in 1957.

The body number of KHW 631 is 2322 (see issue 200).

A few additional unladen weights require publishing as follows:-  
 CP 1 3-11-3; KDB 30 7-8-0; KDB 35 7-7-1; KDB 54 7-8-2; KDB 55 7-8-0; KDB 56 7-10-1; KDB 57 7-10-1; 1C01 4-19-3; 1002 4-12-1; 1022 7-14-0; 1025 6-6-0. In addition, certain other vehicles have had their unladen weights altered since now. Those noted, besides those listed in issue 201, are SMG 1, now 6-11-2 (ex 6-12-2); SMG 2 6-11-2 (6-12-1); SMG 3 6-11-2 (6-12-3); SMG 4 6-11-2 (6-12-2); SMG 5 6-11-2 (6-12-0); SMG 6 6-11-2 (6-14-1); SMG 7 6-11-2 (6-14-2); SMG 8 6-11-2 (6-14-1); SMG 9 6-11-2 (6-14-2); SMG 10 6-11-2 (6-14-0); SMG 11 6-11-2 (6-14-0); SMG 12 6-11-2 (6-14-2). The following unladen weights are still required; when these come to hand unladen weights of all the current fleet should have been published in the Bulletin:- CUG 28; CRG 1; KDB 29.

Allocations and Transfers.

SBW 21/2	from BRADFORD	(delicensed)	31.1.68
SBW 31	" KEIGHLEY	"	"
SMG 29	" KEIGHLEY	"	"
SRG 42	" MALTON	"	"
EUG 85	" HARROGATE	"	"
CUG 28	" BRADFORD	"	"
DBW 28	" ILKLEY	"	"
DX 81	" BRADFORD	"	"
SRG 52	(delicensed)	to MALTON	1.2.68
EUG 70	"	" HARROGATE	"
CUG 9	"	" BRADFORD	"
DX 83	"	" BRADFORD	"
SRG 74	(now)	" BRADFORD	"
SRG 75	"	" KEIGHLEY	"
SRG 76	"	" YORK	"
SBW 32/4	from KEIGHLEY	" BRADFORD	"
SMA 6	" HARROGATE	" KEIGHLEY	"
SMG 19/24	" HARROGATE	" KEIGHLEY	"
SMG 41	" MALTON	" YORK	"
SML 1/2	" YORK	" HARROGATE	"
SUG 66	" BRADFORD	" HARROGATE	"

- Notes:-
1. All vehicles are relicensed at their former depots except SRG 52 (ex Bradford) and EUG 70 (ex Bradford).
  2. These are the first moves since new for SML 1/2 and SRG 52.
  3. There are now no SBWs running from Keighley and no DBWs at Ilkley.
  4. All 3 SBWs still running are at Bradford.
  5. The note last month about the absence of vertical engined single deckers at York was slightly misleading in that SML 1/2 are both vertical engined. The statement should, therefore, have read that there were no vertical engined BRISTOL single deckers at York.
  6. EUG 70 had been at Bradford since 1/6/62.
  7. SMA 6 and SMG 19 had only been at Harrogate/Pateley Bridge since new.

....Stored Vehicles

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Currently held for disposal are 37 vehicles as follows:-  
 SGW 2/4/5/10, SBW 15-17/21/2/6/8/9/31, DBW 1-3/6/11-13/15/6/8-20/2-30/2-4, as well as 49 Ledgard vehicles.

Sales and Disposals.

January, 1968:- BCK 414/5/21/2, ARN 393/4, GWY 157, GDK 401, HLW 181, HLX 157, KGK 687, KLB 529/837, KXW 125/494, KYY 799, LLU 842/53/73, LYR 867/916/8/33, MLL 828/34, MXX 148/9, KYY 502, BCK 427, GTY 169 all to Norths (PV) Ltd., Sherburn in Elmet.  
 MLL 907/10/20, PDV 726/32 to H & C Transport Ltd., Garston, Herts.  
 UUA 795 to E. Brown, Helperby.  
 SBW 24 to Harrogate High School (see also under Sold Stock News).

Fleet Total.

	C	SD	DD	1.2.68	1.2.67
Licensed	16	216	288	520	480
Delicensed	38	20	2	60	67
	54	236	290	580 *	547

\* The fleet total excludes SEW 21/2/31, DBW 28, but includes SRG 77, CRG 5/6/7/8/9/10.

2. VEHICLE NOTES.Overhauls.

? 1967 KDX 145  
 January, 1968 DX 83  
 February, 1968 YDB 82, YDX 146.

Depot Repaints.

January, 1968 SMG 4, SMG 41, SRG 19/20, DX 172, SMG 5, YDX 89  
 February, 1968 BUG 86  
 Ex-Ledgard. Week ending 12/1/68 - DAW 9; W/E 26/1/68 - DAW 10.

General News.

Further to the note on DEW 21 last month, DEW 28 also retained 5 piece blinds.

Several of the ex-Ledgard vehicles have recently received painted advertisements, including one for Lockers of Leeds, and some Leeds depot vehicles have also received this advertisement.

Towing wagons 10C1/2 mentioned last month, are fitted with Ford diesel engines (not Perkins as shown).

The new CRGs have a new-type seat moquette in red and green stripes and grey. The wheel trims are of a new design. Chromium plated, the centre motif consists of a maroon-on-cream 'B' in a winged circle of chrome.

The new SRGs have side panels for adverts (as on SRG 49/50), and a new style of interior. The panelling inside at the front is a different design and much of the interior is finished in a very pale mottled cream fibreglass instead of the dark green previously used. They are also fitted with a new type of seat moquette; an attractive red square on a black and green check pattern is used and the seats have reverted to the straight-backed-top-with-chrome-rail-above type.

SRG 18/26 are further vehicles fitted with DEW-type intermediate blinds, but by 1 Feb SRG 18 at least had been fitted with normal SUG type blinds. Of last year's SRGs, 48/49/50/54/58 have the special seats as fitted to SRG 15, whilst SRG 60/66/73 have the old type. Information as to which type is fitted to the remaining vehicles of last year's batch would be welcomed.

DX 179 has received a new front grille, and has been fitted with front wings which are "cut away" at the outer edges, similar to those fitted to DAW 1-4.

SMG 25/27/60 have all had their fleet-names moved to the waistband position, whilst SMG 60 now carries a revised unladen weight of 6-12-6 in place of 6-10-0. All were already fitted with flashing trafficators.

DX 209 (L) has not yet been fitted with CBC scoops (see issue 201).

SRG 13/19/20 have now lost their black outlining, and 19/20 have had their fleetnames moved to the waistband position. KDX 145 now has CBC scoops, small fleet numbers, etc. after its recent overhaul. Details of the overhaul dates for this and KDX 143 would be welcome.

SMG 5/41 on repaint had their fleetnames moved to the waistband. According to our records, the following Bristol double deckers are NOT fitted with T indicators:- KDB 57; DBW 21; DGW 7/9; DX 3/55/6/61/4/6/79-82/109 - Total 15. Of those, KDB 57 and DX 109 are likely to have T indicators, but have not been reported as having such. DX 83 now has a T indicator after its recent overhaul.

3. SERVICE CHANGES.

Stage Carriage.

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

S.457. 57 Bradford-Haworth.

To re-route the 07.40 Haworth-Bradford between Denholme and Thornton via A629, Denholme Gate Inn, A629, B6145, Brown Cow Inn then B6145.

S.458. 96 Malton-Huttons Ambo (Circular).

To retine the 08.30 ex Malton on Sats to 09.00.

S.459. 6A Bus Station-Rossett Green (Harrogate Local).

To revise the route.

S.460. 83 York-Sheriff Hutton.

To retine the 18.10 ex York and 19.00 ex Foston on Mon-Fri to 17.50 and 18.40, and to withdraw the 21.00 ex York and 22.00 ex Sheriff Hutton on Sundays.

S.461. 3 Bilton/Bachelor Gardens-St. Georges Road (Harrogate Local).

To amend the route outward to be Station Parade, Station Bridge, North Park Road, Marlborough Road, South Park Road, Stray Rein, St. James Drive, South Drive, St. Georges Road.

S.462. 76 Skipton-Tadcaster.

To amend the 17.25 Mon-Fri Harrogate-Boston Spa to operate via Thorp Arch at 18.07 arriving at Boston Spa at 18.10.

S.463. 17A Harrogate-Knaresborough.

To withdraw the 13.45 Harrogate-Union Inn on Sundays.

S.464. 71 Skipton-Buckden.

To withdraw the Monday and Wednesday 21.30 Grassington to Buckden and 22.05 Buckden to Grassington.

S.465. 39A Leeds-Wetherby.

To withdraw the 08.00 Leeds-Wetherby via Collingham journey.

S.466. 42 Leeds-Tadcaster.

To withdraw the 08.00 Mon-Fri Boston Spa to Tadcaster.

S.467. 43 Bradford-Scarborough.

To retine the 07.05 Leeds-Scarborough to 07.00.

S.468. 17/17A Harlow Hill-Knaresborough (Harrogate Local).

To amend the route and to retine 08.18 Knaresborough-Harlow Hill to 08.13.

S.469. 1/2 Bachelor Gardens-Woodlands (Harrogate Local).

To amend the route.

S.470. 88 York-Tadcaster (Stutton Lane).

To amend the route so as to operate direct on A64 instead of via Bilbrough. (This now consists of two school journeys not shown in the timetable).

S.471. 22 Harrogate-Otley.

To revise the timetable and if granted the licence for 22A Harrogate-Stonhouse Inn would be surrendered.

S.472. Y10/20 Wigginton-Bishopthorpe/Woodthorpe (York Local).

On Mon-Fri to extend the 08.05 Railway Station-Wigginton Pond through to Wigginton Corner Close arriving at 08.29, and start the present 08.31 on Mon-Sat from Wigginton Pond at Corner Close at 08.32 and then operate 2 minutes later throughout. Also applied for ....is to

is to re-route the 10.44 and 14.14 Haxby Road-Woodthorpe via Fountayne Street instead of Vyncr Street, but in actual fact the two streets have been made one way in opposite directions and this has been in force for some time and is shown in the current timetable.

S.473. 79A Wetherby-York.

To delete the 15.25 and 18.25 Wetherby-Bickerton and return journeys on Suns which will leave Bickerton without a service on Suns.

S.474. 48A Leeds-Scholes-Aberford.

On Mon-Sat to extend the 21.55 Leeds-Scholes to Barwick arriving at 22.04 and returning from there at 22.13.

S.475. 34A Leeds-Arthington.

To retine the 17.15 ex Leeds to 17.20 and 17.50 ex Arthington to 17.55, and to delete the 18.40 Arthington to Pool.

S.476. 75 Bus Station-Weston Estate (Otley Local).

On Mon-Sat to introduce a journey at 06.30 from Bus Station to Weston Estate returning from there at 06.45.

S.477. 43 Bradford-Scarborough.

To introduce an ordinary return fare of 4/3d. between Willow Rise and York.

S.478. 94 Malton-Hovingham-Appleforth.

This service was revised from Sun 14th January, 1968, with the result that there is now no service between Malton and East Ness or West Ness.

The note in the January Bulletin referring to an application to delete certain return fares should have read Day Return Fares.

Express Carriage.

E.72. Yorkshire-Torbay Pool.

It would appear that the interchange at Wakefield is to be amended to Barnsley (Bus Station) as Feeder licences have been applied for between Halifax and Barnsley and Leeds and Barnsley and if granted the Halifax/Leeds-Wakefield licences would be surrendered. The Halifax feeder is also routed over the M1 between A638 and Barnsley.

E.73. York-Appleforth.

To increase the single fare from 5/- to 6/-.

E.74. Yorkshire-London.

To delete Tuxford as a picking up point and to introduce Day Return Fares between Leeds/Bradford and London.

The application for a day excursion to London from Bradford and Leeds (T.71/72-201) is being opposed by E. Grange and Guisclay Tours Ltd.

On 1st Jan, the 07.40 Haworth-Bradford (56) was re-routed between Denholme and Thornton to operate via Long Causeway instead of Brighthouse & Denholme Road, and "57" is now shown on this journey. This is the only journey to or from Haworth to show 57, all the others showing 56. From the same date the 08.10 duplicate to this journey now starts from Denholme at 08.00 instead of from Thornton, and also operates via Long Causeway showing 57. This duplicate is often operated by a double-decker instead of a single-decker.

Various service revisions were to come into effect on Sunday, 11th February affecting services 34, 52, 53, 65 and 76, and leaflets were issued to cover these alterations.

4. OPERATING DETAILS.

Depot Reports.

Bradford. The first (and almost certainly the last) observation of a "blue" vehicle working on Bradford-Otley (50) came on Wed 31 Jan when DAW 4(O), by then the last "blue" vehicle running, was noted working the 17.10 Bradford-Otley (50 dup). SRG 23(H), the Show model dual-entrance RE, was working on 51/53 all day on 14 Jan. On 6 Jan SRG 21 was noted on X67, whilst on 8 Jan DX 202 was observed on this route. On the 52 Bradford-Manston-Harrogate service, DXs have often been observed on the single-deck rotas  
.....(usually

(usually 2 SDs and one DX are provided) - DX 115 and DX 169 were so noted on 8 Jan. On 15 Jan KSG 20(K) was duplicating on 67 while SMA 16(K) was noted on Bradford-Ilkley(63). Jan 22 saw SMG 3 (YK) duplicating on 67 and it then operated the 08.55 Bradford-Scarborough (43). The 13.55 journey on this route was operated by SRG 68. DX 37(I) was operating on 52 on 26 Jan. SRG 62 operated a private hire from Wibsey to Hunslet on 27 Jan. SRGs are now quite common on the 56/57 group of services and have even been noted on the infrequent journeys to Haworth. It is rumoured that the 57 service is shortly to go over to one man operation and on Sun 4 Feb the two service cars on this route were SRG 74(B) and SRG 75(K) while on Mon 5 Feb SRG 68 (B) and SRG 75(K) were noted, in all instances with a two-man crew. On Tues 9 Jan DGW 1(B) worked 11.25 Bradford-Harrogate (53), a very unusual appearance on this route, SMG 11(B) worked 14.10 Bradford-Otley (50) on the same date. SUG 66 worked on Forster Square-West Royd (66A) on Fri 12 Jan, whilst DBW 21 worked on Baildon (59/61). On Sun 14 Jan SUG 33 and SBW 21 (both B) worked 13.55 Bradford-Woodlands Hospital, whilst on Thurs 25 Jan SUG 62 (L loan B) worked 14.10 Bradford-Otley (50); DBW 14 was noted on West Royd and DBW 21 on Yeadon/Coach Road, thus accounting for both remaining DBWs at Bradford. On Sat 27 Jan DX 21(L loan B) worked 12.10 Bradford-Otley (50), and DX 37 (I loan B) the 10.25 Bradford-Ilkley (63), which was replaced at 12.25 by SMG 49(B). Working 12.25 Bradford-Leeds (30) on Mon 29 Jan was DX 177 (L loan B), 12.55-DX 107(L) and 13.25-DX 27(L). The 09.55 Bradford-Harrogate (53) was worked by SRG 40, which was replaced for the 12.25 journey by DX 152(B). The 22.25 Bradford-Harrogate (53) was worked by DX 203(H), and the 22.30 Baildon (61) by DX 105(B), also on 29 Jan. Observations were made in Bradford and district on Fri 2 Feb, and the following were noted:- 11.25 Leeds (30)-SMG 22(W loan L); 11.40 Harrogate (51)-SRG 2(H); 11.50 Eldwick (68A)-BCT 232; 11.50 Keighley (57)-SRG 75(K); 11.50 Baildon (59)-DX 188(B); 11.55 Keighley (67)-DX 184(B); 11.55 Leeds (30)-DX 124(B); 11.55 Harrogate (53)-SRG 61(B); 12.10 Otley (50)-DX 97(B). The same day DX 12(L) was noted parked spare in Shipley Market Square, showing "Blank/66".

Since the arrival of SRG 74(B) and 75(K), they have been used regularly on service 57. On Mon and Tues 5 and 6 Feb, vehicles on route 57 were operating into and out of Cullingworth via Flepitt in both directions owing to the Manywells Road being blocked by snow. No other delays were experienced at Bradford depot.

Harrogate. The only report we have received regarding the workings of DBW 15/16 during their brief period here is that on Sat 23 Dec DBW 15 was working on New Park-Outlands (9). Working on Harrogate-Woodfield Road (4) the same day was SRG 2, this route normally being DX or YDX worked. Working on Harrogate-Knaresborough (16) on Wed 3 Jan was EUG 87 (L loan H), whilst on Sat 20 Jan SMA 18 (PB) was noted on Harlow Hill-Knaresborough(17). Working on United Harrogate-Ripon (126) on Sat 20 Jan was R44, an RELL6G, in place of the usual front-entrance Lodekka. On private hire work the same day was EUG 75.

Ilkley. Observations on route 32A during January have been as follows:- Wed 10th-KDX 226(K loan I); Thurs 11th-KDX 140(I); Mon 15th and Tues 16th-DX 59(I); Fri 19th-SRG 48(I) in the evening; Sat 20th -DX 215(I) and DX 7(L) on 07.25 ex Ilkley; Sun 21st-DGW 11(O) in place of the usual DAW; Tues 23rd and Wed 24th-SMG 60(L loan I); Thurs 25th-SRG 19(I), later replaced by DX 151(I). Regarding the appearance of DGW 11, the only low-height vehicle in the 12 acquired from Ledgard, this vehicle has been used much more over the past month than hitherto, having previously spent much time behind Otley depot.

On Wed 17 Jan SRG 19(I) was working Ilkley-Otley(34) in place of the usual SMG, whilst DX 153(I) was working Tadcaster-Skipton(76). On Sun 21 Jan SRG 3(B) was noted on route 63. Ilkley depot now appear to have taken over some journeys on Bradford-Otley(53) from Bradford, as the 13.40 to Otley has been noted as follows:- Mon 22 Jan-DX 22(I) and Tues 23 Jan DX 37(I). On Mon 22 Jan SRG 59(I) was working an OMO duty which involves journeys on Route 34 to Otley and Route 63, in place of the usual SMG. On Wed 24 Jan DBW 28(I) was working the Ilkley-Middleton Hospital journeys. On Sat 6 Jan DX 176(L) worked 11.25 Ilkley-Leeds(32A), an Ilkley turn. The Mon-Fri Ilkley rota which commences with the 05.30 Ilkley-Otley is  
.....usually

usually worked by DX 151, 153 or 215, although during its stay at Ilkley DX 104 often performed this rota. From the first week in Jan it has been the turn of DX 125(K), but other vehicles noted have been: Thurs 11 Jan-DX 12 (L loan I); Fri 12 Jan EUG 87 (L loan I), both being noted on 11.55 Ilkley-Leeds. EUG 87 was also noted on 12 Jan on 17.00 Leeds-Ilkley, and on the following day worked the 09.25 ex Ilkley. The 10.30 ex Leeds, however, was worked by DBW 5 (L loan I), but by 18.30 DX 125 (K loan I) had taken over. Also noted on 32A on 13 Jan were DAW 5(0)(09.30 ex Leeds); and DX 153(I)(09.55 ex Ilkley). On Tues 16 Jan observations were made in Ilkley, and the following were noted:- 19.55 Leeds 32A - DX 215(I); 20.25 - SRG 7 (I); 20.55 - SHG 40(W loan 0); 21.25 - DX 125(K loan I). Service 63:- 19.40 ex Ben Rhydding - SRG 19(I); 20.10 - SRG 54(B); 21.10 -DX 151(I) and 20.45 ex Ilkley - SRG 20(I). On 34 were:- 20.15 - DX 209(L) and 21.15 - DX 153(I). On Sat 20 Jan Ilkley depot used - 08.30 ex Leeds - DX 215(I); 09.00 - DX 125(K); Otley depot 09.30 ex Leeds - red vehicle from DAW 5-10 batch; 08.55 ex Ilkley- unidentified DX.

Leeds. Mention has been made in previous Bulletins of vehicles working the 12.00 Leeds-Red Hall Lane (38A) and return, and 12.55 Leeds-Thornor (42) and return, but full details of this turn - Car 54 - are now to hand, and it is given below:- 06.55 Vicar Lane-Thornor (41 dup); 07.20 Thornor-Leeds (42 dup); 07.50 Leeds-Barwick (48 dup); 08.18 Barwick-Leeds (48 dup) arriving 08.43. Then 10.00 Leeds-Red Hall Lane (38A); 10.16 Red Hall Lane-Leeds (38A) arriving 10.32. Then 12.00 Leeds-Red Hall Lane (38A); 12.16 Red Hall Lane-Leeds (38A); 12.55 Leeds-Thornor (42); 13.28 Thornor-Leeds(42); 14.00 Leeds-Red Hall Lane (38A); 14.16 Red Hall Lane-Leeds (38A) arriving 14.32. Then 15.15 Leeds-Wetherby (38); 15.55 Wetherby-Leeds (41); 17.04 Leeds-Yeadon (Hawthorn Rd.) (35A); 17.40 Yeadon (Hawthorn Rd.)-Leeds (35A), arriving 18.14, then to garage.

Noted on Otley-Leeds (34) on Sun 7 Jan was DX 113 (H loan 0), whilst the following day (8 Jan), SHG 57 was working the Leeds-Thornor turn referred to above. An unusual vehicle the same day on Leeds-Otley (34) was SUG 61. Working on Leeds-Bradford (30) on Wed 10 Jan was DX 177 (L loan B). Noted as the 12.30 service car on Leeds-Ilkley (32A) on Tues 23 Jan was SHG 60 (L loan I) in place of the usual 'decker' or SRG, whilst the following day DX 177 worked the 12.45 Leeds-Knaresborough (38), a journey which had been almost wholly SRG-worked since the beginning of January. DBW 21 (B) worked on Leeds-Otley (34) on 1 Jan, and was on Leeds-Yeadon (35A) on 3 Jan. Also on 1 Jan, DGW 2 (B) was in Leeds depot. On 27 Jan SRG 18 retained its DBW-type intermediate, and was noted on 16.35 Leeds-Scarborough (43). The vehicles fitted with these blinds (SRG 18/26/49/54) have had them fully utilised during January, not one case of "West Yorkshire" being noted as might, perhaps, have been expected. On Thurs 18 Jan DX 114 (YK loan L) worked 13.16 Leeds-Yeadon (35). Owing to the dark nights experienced in Leeds and elsewhere, various interesting observations made over the past month have lacked fleet numbers, the type of vehicle only being noted. These notes are as follows:- On Mon 22 Jan a Leeds EUG - one of 87, 88 or 89, was working on Ilkley-Leeds (32A) at 17.10 in Kirkstall Road, Leeds, whilst the following day an EUG was noted on Leeds-Rawdon (33), also during the evening peak hour. On Tues 22nd an unidentified SUG was noted at 20.30 on 32A, whilst on 35 a little later was an SRG, also unidentified.

Noted on 32A all morning on 12 Jan was an unidentified Leeds depot EUG. The following day, 13 Jan, DBW 5 (L) was on 32A all day, whilst DBW 28 (I) worked part day on the same service. SRGs have now started making regular evening appearances on Leeds-Yeadon (35A) and SUGs quite often appear on 32A, one being noted on Tues 16 Jan on the 17.25 ex Ilkley. The 08.00 ex Leeds (32A) is usually formed of 3 DXs - one service car, one duplicate and one school special for Aireborough. On Wed 24 Jan SRG 48 was the school special, and the three vehicles were joined at Rawdon by SUG 19, which was probably also working an Aireborough Grammar School Special. On Sat 13 Jan DBW 5 was noted on Leeds-Bradford (30), having been noted earlier the same day on service 42. On Sat 27 Jan DBW 21 (B) was working on Leeds-Bradford (30).

York. Further to our note last month concerning single deck turns, a correspondent reports that the 07.50 ex Rougier St. on Y4/4A  
.....has

has been noted worked by SMG 6/23/50/61, an SML and an SMA at various times over the past month. Ampleforth College returned on Tues 16 Jan, and the vehicles used for their transport from York were CRG 1/2 (both H), CUG 16/39 (both H), EUG 86 (YK), SUG 17/68 (both YK), SMG 3/6/7/23 (all YK), 14 (H), 50 (Sc) and YSMA 8. Also on 16 Jan YSMA 7 worked 17.40 York-Tadcaster (45) and 18.15 Tadcaster-York (43 dup). YDX 149 was first noted back in service from overhaul on 18 Jan when it worked a full-day rota on Y9/9A. On 19 Jan SRG 39 (Sc loan YK) worked on Poppletons-Huntington (Y13/13A), as did SRG 69(B) on 22 Jan, which was filling-in until returning to Bradford on 43 that evening. Also on 22 Jan SML 3 (YK loan M) worked 08.17 Haxby-Tang Hall Lane (SeSp). On 23 Jan SRG 49 (L) worked 09.05 Leeds-Bridlington, the first time one of these vehicles has been noted on this service, although it is probably not without precedent. The most interesting note of the whole month, however, is without doubt the appearance on 27 Jan of YDG 86 working York-Leeds (43) and return as a replacement for an SRG. It must be a very, very long time since such a vehicle travelled so far afield, and it is pleasant to see such an interesting, and now rather venerable vehicle being used to the full in this manner. There have been a large number of loans between depots for vehicles on Leeds-York-Scarborough (43). Those noted during the past month have been :- Thurs 4 Jan SMG 58 (YK loan M); Thurs 11 Jan SMG 41 (M loan YK); Mon 15 Jan SRG 24 (YK loan M); Wed 17 Jan and Fri 19 Jan SRG 25 (YK loan M); Tues 16 Jan SUG 20 (L loan YK); Sun 14 Jan SRG 55 (YK loan Sc); Fri 19 Jan SMG 55 (L loan YK), SMG 3 (YK loan B), SRG 47 (Sc loan YK); Sat 20 Jan SRG 43 (M loan Sc); Fri 26 Jan SRG 58 (Sc loan M); Sat 27 Jan SRG 13 (W loan L); Sun 28 Jan SRG 57 (YK loan M); Tues 30 Jan SMG 23 (YK loan M); Sat 3 Feb SRG 25 (YK loan Sc), SRG 43 (M loan B). On Sat 20 Jan SUG 37, SMG 55/60 (all L) were all noted on Leeds-York in place of the usual SRGs. Working on Leeds-Bridlington (44) on Mon 22 Jan, Wed 24th and Fri 26th Jan was SMG 14 (M loan YK), whilst on Tues 23 Jan SMG 20 (M loan YK) worked this turn. On Mon 8 Jan YDG 91 was noted on Woodthorpe-New Earswick (Y20) in place of the usual YDX. SRG 44 (L loan YK) worked on Leeds-Scarborough (43) on 8 and 9 Jan in place of a York SRG, and SUG 20 (L loan YK) worked the same turn on 17 Jan. SRG 39 (Sc loan YK) worked on Y13/13A on Fri 19 Jan. SMG 50 (Sc loan YK) worked the 07.50 York-Murton (Y16) and return on 22 Jan, whilst this duty was performed by SUG 68 the following day. SUG 68 later worked the 12.33 Rowntrees-Tang Hall Lane (WGI) and SMG 50 worked a Y7 duplicate into York from Huntington at about 08.30.

Long Distance. Eastern National 324 (MW6G/C39F) garaged at York from 1.0am Sat 27 Jan to 10.0pm Sun 28 Jan, having brought troops on leave from Colchester to Kneighley, Bradford, Leeds and York. Noted in Leeds depot on Thurs 1 Feb were United UE 519 and Lincolnshire 1432 (an RELH coach).

Lodgard Notes. The Leeds-Guiselley-Ilkley service (32A) has now had several alterations made to workings, and those noted are summarised below:-

Mon-Fri Ilkley Car 4. From early December the 17.00 Leeds-Ilkley has been duplicated by an Otley vehicle working to either Burley or White Cross. On Thurs Jan 11 DAW 4 worked to Burley, as did DAW 1 the following day, and on Mon Jan 15 DAW 9 was noted showing "White Cross, Guiselley", as did DAW 1 on Fri Jan 19.

Saturday Leeds Car 2. On the 1st or the 2nd Saturday after the takeover, 2 Ilkley vehicles were noted, on the 09.25 and 09.55 ex Ilkley, whilst the 10.25 and 10.55 ex Ilkley were worked by Otley vehicles. It appears that the Leeds rota does not start until 15.30 ex Leeds, although Leeds depot duplicates certainly appear earlier, one having been seen on 23 Dec working along Kirkstall Road at 11.35.

The 05.30 Ilkley-Otley (34) journey is now worked by the Ilkley depot car which works Service 76 starting from Otley at 06.30. Ilkley depot vehicle 1 on Route 32A now works at 05.55 through to Leeds, although officially the journey still starts at Burley at 06.05.

An additional duty on Mon-Fri is as follows:- 07.20 Ilkley-Hawthorn Road (32A dup), 08.00 Hawthorn Road-White Cross (32 dup), then duplicates back to Ilkley on Route 63. This car, usually worked by SMA 15 (I), used to work 07.45 Ilkley-White Cross (63 dup) before returning to Ilkley.

Sundays. The additional journey mentioned last month of 23.00 ex Leeds does not operate. There is, however, an additional journey at ....09.00

09.00 to Ilkley (not shown in timetable), which is a Leeds depot car that works as follows:- 09.00, 11.00, 13.00, 15.00, 17.00, 19.00, 21.00 Leeds-Ilkley (32A) and 09.55, 11.55, 13.55, 15.55, 17.55, 19.55, 21.55 Ilkley-Leeds (32A). Leeds, therefore, have 2 vehicles, Ilkley 1 and Otley 1 on Route 32A on Sundays.

## 5. SOLD STOCK NEWS.

- EWY 435 (ex SG 119, Bristol L5G sold Norths 11/64).  
To Reynard (Contractor), Helderby 8/65.  
Returned to Norths, Sherburn 12/67.  
Sold for scrap 1/68.
- GWX 122 (ex KDB 27, Bristol K6B sold Norths 11/63).  
To F. Knowles, Oulton 1/64.  
Returned to Norths 11/67.  
To Showman, South Kirkby, 11/67. This appears to be the first post-war West Yorkshire 'decker' to find its way to a showman.
- KWU 363 (ex DBW 7, Bristol KSW6B sold Norths 1/67).  
To Progressive (Harris), Cambridge 7/67.  
Entered service with Progressive 12/67.
- KWU 375 (ex DBW 17, Bristol KSW6B sold Norths 1/67).  
To Jewitt, Spennymoor 3/67.  
Returned to Norths, Sherburn 1/68.
- CWT 868 (ex SG 18, Bristol L5G sold W.C. Oliver, York 12/55).  
Converted to a full-fronted furniture van.  
Noted running in York on 23/1/68, after an absence of several months, still with Oliver's. It is understood that the vehicle had been delicensed and received an engine overhaul during its absence, so its future seems assured for a time at least.
- JWU 881 (ex SGL 11, Bristol LL5G sold Norths 11/65).  
To Nicholson, Hunwick, Crook 12/65.  
Returned to Norths, Sherburn 5/67.  
To U.I. Motors, York 1/68.  
Believed exported to Northern Ireland 1/68.
- KKW 494, LYR 867/918/933 (AEC Regent III sold Norths 12/67).  
To P.V.S. (dealer), Upminster, week ending 6/1/68.  
KKW 494 passed immediately to Isleworth Coaches.
- KYY 502 (AEC Regent III sold Norths 12/67).  
To P.V.S. (dealer), Upminster, week ending 20/1/68.
- HLX 157, LYR 916 (AEC Regent III sold Norths 12/67).  
To P.V.S. (dealer), Upminster, week ending 27/1/68.
- BCK 421 (Leyland PD1A sold Norths 12/67).  
Sold for scrap 1/68.
- ARN 393/4 (Leyland PD1 sold Norths 12/67).  
Sold for scrap 1/68.
- GWY 157 (AEC Regent III sold Norths 12/67).  
To Ben Jordan, Goldthorpe for scrap 1/68.
- DCN 831 (Guy LUF 6HLW sold by Ledgard to Jackson, Bradford 11/67).  
The report last month that this vehicle was scrapped by Jackson (Blamires) was not strictly correct as only the body was scrapped there, the chassis subsequently passing to Norths, Sherburn 12/67.
- KYY 536 (AEC Regent III retained by Ledgard at the takeover).  
The stripped chassis frame of this vehicle which was lying on the roof of Armley depot, has now gone and has most probably been cut up for scrap.
- GBU 539 (Leyland PS2/3 retained by Ledgard at the takeover).  
The chassis of this vehicle, which was stored in Armley depot, has now been removed, probably for scrap.
- CWX 681 (ex DG 36, Bristol K5G sold Fleet Car Sales 7/61).  
To Greyhound, Sheffield 6/62.  
Withdrawn and sold for scrap -/66.
- CWX 657 (ex YDG 56, Bristol K5G sold Norths 11/65).  
Sold for scrap by Norths 9/66.

- JYG 741 (ex SEW 3, Bristol LWL6B sold Norths 11/63).  
To Moore, Crook 10/64.  
Returned to Norths, Sherburn 6/65.  
Sold for scrap to Parker, Bradford 6/65.
- JYG 738 (ex SEW 9, Bristol LWL6B sold Norths 12/63).  
To Pemberton, Upton 3/64.  
To Kirkby (dealer), South Anston 3/66.  
To Searson (contractor), Nottingham 3/66.
- CWX 658 (ex YDG 57, Bristol K5G sold Norths 11/66).  
Sold for scrap 12/66.
- CWX 666 (ex YDG 65, Bristol K5G sold Norths 11/65).  
Sold for scrap 6/66.
- GWX 106 (ex DB 21, Bristol K6B sold Norths 11/65).  
Sold for scrap 12/66.
- GWX 107 (ex DB 22, Bristol K6B sold Norths 11/65).  
Sold for scrap 4/66.
- GWX 126 (ex KDB 31, Bristol K6B sold Norths 3/66).  
Sold for scrap 10/66.
- GWX 128/9 (ex KDB 33/4, Bristol K6B sold Hartwood Finance 2/67).  
Broken up 3/67.
- HWW 864 (ex DB 37, Bristol K6B sold Norths 11/65).  
Sold for scrap 10/66.
- HWW 865 (ex DB 38, Bristol K6B sold Norths 11/65).  
Sold for scrap 2/66.
- HWW 869/70 (ex DB 42/3, Bristol K6B sold Norths 11/65).  
Sold for scrap 10/66.
- HWW 872 (ex DB 45, Bristol K6B sold Norths 11/65).  
Noted on Trade Plates, Stanningley 2/66. Was in fact sold for  
scrap by Norths 2/66.
- HWW 875 (ex DB 48, Bristol K6B sold Norths 11/65).  
Sold for scrap 2/66.
- GWX 120 (ex YDB 73, Bristol K6B sold Hartwood Finance 2/67).  
Broken up 3/67.
- HWW 887-892 (ex YDB 76-81, Bristol K6B sold Hartwood Finance 2/67).  
Broken up 3/67.
- JWY 229/30 (ex DB 61/2, Bristol KS6B sold Norths 1/67).  
Broken up by B. Johnson, South Elmsall 2/67.
- JWT 286 (ex SG 137, Bristol L5G sold Norths 11/65).  
Sold for scrap 2/67.
- JWT 381 (ex SG 147, Bristol L5G sold Norths 11/65).  
Sold for scrap 10/66.
- FWX 828 (ex DB 7, Bristol K6B sold Norths 12/63).  
To Fell Construction Co., Wakefield -/64.  
To Cooper & Wood Ltd., Wakefield 1/66.  
Still running for Cooper & Wood, noted in Wakefield 3/2/68.
- KWU 384 (ex SBW 24, Bristol LWL6B).  
Sold to Harrogate High School 1/68.  
This vehicle was featured in an illustrated article in the  
"Harrogate Herald" on 17th January, 1968. A party of 22 pupils  
and staff of Harrogate High School intend to use the vehicle for an  
eight-week educational holiday in Israel and Turkey, covering 8,000  
miles. Leaving Harrogate on July 6th, they will drive to Dover,  
and then through France, Belgium, Germany, Austria, Hungary,  
Rumania and Bulgaria to Turkey, which they expect to reach in about  
ten days. They then hope to spend two weeks in Israel and a  
similar time in Southern Turkey before returning by a more southerly  
route than that taken on their outward journey. They hope to return  
on September 1st. The vehicle is at present being modified for the  
journey, and some seats at the rear are being removed for storage  
space for camping equipment and other luggage. A roof rack is also  
to be fitted, and the party hope to paint the vehicle in the school's  
colours of blue and white.

JUB 29 (ex K451, Leyland TD1)  
CWX 671 (ex KDG 26, Bristol K5G).

These two vehicles, both now preserved, were also the subject of an illustrated newspaper article recently, this time in the "Yorkshire Post" on 22nd January. Brief details of both vehicles were given in the article, and the feature was headed with a photograph of K451 undergoing restoration prior to the 1968 season of Vintage Commercial Vehicle Rallies.

KYY 799 (Leyland 7RT sold Norths 1/68).  
To Stewart, Stevenston, Ardrossan (A.1 Service) 2/68.

LLU 873 (Leyland 7RT sold Norths 1/68).  
To P.V.S. (dealer), Upminster 2/68.

BCK 415 (Leyland PD1A sold Norths 1/68).  
To Derwent Coaches, Swalewell 1/68.

6. TEN YEARS AGO.

The February, 1958 Bulletin ran to 6 pages, and details were given of a meeting to be held in Harrogate, and also of the Summer Tour. Two new buses entered service, DX 65/66, both being allocated to Harrogate. A further vehicle to enter service was a new crane lorry on an ex-W.D. AEC Matador chassis, better known as 1022. Details of the disposal of SG 23, KSG 56/58/60 and DG 38-42 were given.

Under Operating Details it was reported that BUC 70 had been working on the Harrogate-Pateley Bridge route, and DGW 10 (L) had visited York, later replacing DX 2 (YK) on York-Leeds (43).

Sold Stock News gave details of CP 3/4 and 906/22/86, all of which were running in Cyprus. Details were also given of several Dennis Lancets and early SGs.

Other Information introduced the free Push-Chair service, which had been introduced on 5th December, 1957. The service still operates to this day, although receiving little publicity nowadays.

7. OTHER INFORMATION.

Trade Plates. General Trade Plates at present used by the Company include the following:- 024 C; 089 C; 100 C; 112 C; 113 C; 473 C; 475 C; 476 C; 477 C; 478 C. In addition, there is one set of Limited Trade Plates - 339 WR.

Weight Restriction. A weight restriction of 9 tons has recently been placed on the railway bridge at Dacre Banks, near Summerbridge. Permission is given, however, for buses up to 10½ tons to cross the bridge. Services 24/28 cross the bridge, but services are unaffected by the restriction.

Exors of S. Ledger. Articles on this company appear in the February issues of both the "Dalesman" and "Buses Illustrated". A recent visit to Armley depot showed that the stores, etc., from the garage have now been cleared, it is understood by S. Hughes Ltd., the dealer, and all vehicles have gone, with the exception of the Austin A35 van 1668 UA, which is lying in the garage off Armley Rd.

Other Operators. Various changes have taken place in the fleets of operators hiring to West Yorkshire. These changes will be published when space permits. In addition, we have fleet lists for several of these operators and these too will be given as soon as possible.

Final Tour of Routes of Farsley Omnibus Co. and Kippax and District.

An afternoon tour of the above routes is being arranged for Sunday, 24th March, starting at Central Bus Station, Leeds at 14.00 hours. Will any member wishing to come along please advise Mr. D.W. Bate, 11, St. Margarets Road, Horsforth, Leeds, not later than Saturday, 16th March, so that an estimate can be made of the number of passengers. It is expected that the fare will not exceed five shillings, which will be payable at the time of departure.

It is hoped to use a Kippax PD3 on the Kippax section of the tour and a Farsley Daimler on the Pudsey to Horsforth service.