

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NO.156

MARCH 1964.

**EDITORIAL.** A perusal of the last four bulletins reveals that in the Depot Reports section Harrogate has an average of 6 lines. Grassington, Ilkley, Malton, Pateley Bridge, Skipton and Wetherby fare even worse, but these are of course smaller depots and consequently there are not so many newsworthy events happening. Harrogate is however the headquarters of the Company and extensive town services are operated. We would like therefore to ask if any members are willing to supply us with regular news of Harrogate and the other depots mentioned. Whilst on the subject of depot reports and other news sent in by members, whilst not wishing to put anyone off sending us news could members please make every effort to check the accuracy of their reports and thus avoid us having to issue corrections.

**PERSONAL.** Our congratulations and best wishes go to [redacted] on the occasion of his marriage to [redacted] at Bridgend on 3rd February 1964. [redacted] who lived at [redacted] prior to moving to South Wales has been a member for many years and was at one time Depot Correspondent for Keighley. His Father [redacted] is also a member of the Service and it will be recalled that he gave us a very enjoyable talk at our last meeting.

### FORTHCOMING EVENTS.

SATURDAY 11TH APRIL 1964

TALK BY [redacted] ENTITLED 'ODDS AND ENDS IN THE BUS WORLD'.  
WELLINGTON STREET BUS STATION CAFE, LEEDS - 7.00PM.

As announced in last month's bulletin the above illustrated talk by [redacted] who is Area Traffic Superintendent covering York/Leeds area, will take place on Saturday 11th April at 7pm. This should be a very interesting talk and as this will be the last opportunity of reminding members via the Bulletin please make a note now of the date and time.

SUNDAY 10TH MAY 1964

DARLINGTON, REDCAR AND WHITBY TOUR.

Details of this tour have already been given in the January bulletin. To avoid disappointment members are requested, if they have not already done so, to complete and return the booking form to [redacted] as soon as possible. Please remember that the success of the tour depends on YOU.

**PRESS DAY** for the April issue will be Saturday 11th April 1964 and all items should be sent to [redacted]. Will members please ensure that reports are posted in order to reach me before or by Press Day and this helps considerably in compiling the bulletin.

### 1. FLEET CHANGES.

#### New Vehicles.

Further details of vehicles reported last month are as follows:-

|        |         |              |        |     |       |          |        |
|--------|---------|--------------|--------|-----|-------|----------|--------|
| SMG 33 | 699 FWW | Bristol MW6G | 213113 | ECW |       | B45F     |        |
| SMG 34 | 700 FWW | Bristol MW6G | 213224 | ECW |       | B45F     |        |
| DX 173 | 840 DYG | Bristol FS6B | 214118 | ECW | 13864 | H33/2TRD | 7-15-3 |
| DX 174 | 841 DYG | Bristol FS6B | 214119 | ECW | 13865 | H33/2TRD | 7-15-3 |

The U.W. of DX 114 not previously reported is 7-19-0.

#### Renumbering.

February/March 1964 ----- SUG 39-50 to SMG 39-50

#### Allocations and Transfers.

|         |      |           |    |                    |         |
|---------|------|-----------|----|--------------------|---------|
| DX 58   | from | HARROGATE | to | LEEDS (Correction) | 1/2/64  |
| DBW 7   | "    | BRADFORD  | "  | YORK               | 17/2/64 |
| KSGL 22 | "    | KEIGHLEY  | "  | (delicensed)       | 29/2/64 |
| EUG 83  | "    | HARROGATE | "  | "                  | "       |

1. FLEET CHANGES (Contd)

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Allocations & Transfers (Contd).

|                    |      |              |              |           |
|--------------------|------|--------------|--------------|-----------|
| CUG 18,23,24       | from | HARROGATE    | (delicensed) | 29/2/64   |
| YDG 56             | "    | YORK         | "            | "         |
| DGW 3              | "    | LEEDS        | "            | "         |
| DX 23,105          | "    | BRADFORD     | "            | "         |
| DX 98              | "    | HARROGATE    | "            | "         |
| KSGL 23            |      | (delicensed) | to           | KEIGHLEY  |
| SMG 39,40,50       |      | "            | "            | 1/3/64    |
| (ex SUG 39,40,50)  |      | "            | "            | YORK      |
| SMG 46,47,49       |      | "            | "            | "         |
| (ex SUG 46,47,49)  |      | "            | "            | LEEDS     |
| CUG 9,10,33-36     |      | "            | "            | BRADFORD  |
| CUG 16,17,25       |      | "            | "            | KEIGHLEY  |
| CUG 20,40,41       |      | "            | "            | HARROGATE |
| CUG 21,22,26,27,31 |      | "            | "            | LEEDS     |
| EUG 75             |      | "            | "            | KEIGHLEY  |
| DB 21              |      | "            | "            | BRADFORD  |
| YDB 81             |      | "            | "            | YORK      |
| DX 15              |      | "            | "            | KEIGHLEY  |
| DX 18              |      | "            | "            | ILKLEY    |
| DX 31              |      | "            | "            | LEEDS     |
| SBW 28             | from | KEIGHLEY     | "            | LEEDS     |
| SBW 35             | "    | BRADFORD     | "            | HARROGATE |
| SMG 4              | "    | BRADFORD     | "            | HARROGATE |
| SMG 29             | "    | KEIGHLEY     | "            | LEEDS     |
| SUG 21,22          | "    | YORK         | "            | LEEDS     |
| EUG 84             | "    | LEEDS        | "            | HARROGATE |
| EUG 87             | "    | LEEDS        | "            | BRADFORD  |
| DX 79              | "    | ILKLEY       | "            | HARROGATE |
| DX 80              | "    | KEIGHLEY     | "            | BRADFORD  |

- Notes: (a) All vehicles are relicensed at their former depots except SMG 39,40 (ex Bradford as SUG 39,40) and SMG 50 (ex Ilkley as SUG 50).
- (b) DBW 4 (B) spent some little time at HARROGATE during February but is now back on the BRADFORD depot strength.

Fleet Total.

|              | <u>C</u>  | <u>SD</u>  | <u>DD</u>  | <u>1/3/64</u> | <u>1/3/63</u> |
|--------------|-----------|------------|------------|---------------|---------------|
| Licensed :   | 22        | 165        | 300        | 487           | 452           |
| Unlicensed : | 13        | 32         | 9          | 54            | 68            |
|              | <u>35</u> | <u>197</u> | <u>309</u> | <u>541</u>    | <u>520</u>    |

2. VEHICLE NOTES.

Overhauls.

February 1964 : DX 31 (L): YDB 81: DX 18 (I): DB 21 (B): KSGL 23.

Repaints.

February 1964 : SBW 19 (L): SG 150 (L): SG 137 (Yk): SGW 1 (L):  
 BBW 31 (Yk): SG 135 (Yk): YDG 82: DX 56 (L)

General News.

The most newsworthy event of the month has been the reclassification of SUG 39-50 to SMG 39-50. These vehicles have been resealed to B45F and there has also been a livery change similar to SUG 17 described last month. DBW 6 (L) is another vehicle to have its indicators treated similarly to YDB 88, DX 12 and DBW 32 (See Issue 155). We are informed that SGW 1 has not in fact had its rear indicator painted as reported last month. SUG 15 (L) appears to have received a new indicator blind since it can now show 'YEADON (Hawthorne Road). DX 31 (L) was fitted with T type indicators on overhaul and has the offside fleet number in smaller figures than usual. SBW 35 (R) has had its rear route box completely removed similar to SGL 1. DB 21 (B) has also been fitted with a T indicator on overhaul as have YDB 78 and 81. KSGL 23 on overhaul has had the rear indicator blind removed and panelled over, whilst the front blind is now similar in style to that of DBW 31.

Stage Carriage.

The following applications have recently been granted.

SERVICE 43 LEEDS-YORK. To permit vehicles to be operated to and from the Caribbean Club at Colton Lane End at the request of the Proprietor.

SERVICE 43 YORK-SCARBOROUGH. On Sundays when the Whitby-Leeds (91) service is not being operated the 1.30pm Scarborough to York journey may be extended to Leeds.

SERVICE 43 BRADFORD-LEEDS-SCARBOROUGH When the through service between Leeds and Whitby is not being operated, through fares to and from points between Malton and Whitby as authorised on the Bradford-Whitby licence may be issued or accepted on these services. (See Service 91 below).

SERVICE 44 LEEDS-YORK-BRIDLINGTON. On Sundays only the 8.00pm Bridlington to York journey is now extended from Roughier Street, York to the Railway Station.

SERVICES 63/68 BRADFORD-ILKLEY-BEN RHYDDING Journeys from Ilkley to Bradford and  
SERVICE 76 HARROGATE-ILKLEY-SKIPTON. those from Skipton to Harrogate are now diverted via Railway Road and Mayfield Road instead of Leeds Road and Little Lane, Ilkley.

SERVICES 81/82 YORK-SHERIFF HUTTON. To operate the 12.30pm (Tues & Thur) journey from York direct to Sheriff Hutton as on Monday Wednesday and Friday when the return journey will in future be 1.15pm ex Sheriff Hutton.

SERVICE 91 BRADFORD-LEEDS-WHITBY. Official approval has been given by the Traffic Commissioners to discontinue the service between Leeds and Malton from the first Sunday in January until the last Saturday in February (See also issue 154).

SERVICES Y5/5A ELMFIELD AVENUE-DRINGHOUSES  
SERVICE Y5B PAVEMENT-MOOR LANE?DRINGHOUSES. (York Local Services).

Approval has been given to a revised route in Dringhouses consequent on the introduction of an experimental one way system at Eason View, Dringhouses. It affects vehicles working into York only which now turn left from Eason View into Turnmire Road, turning right onto a new extension of Thanet Road which brings them back to the foot of the St. Helen's Road railway bridge.

The following applications have been made to the Traffic Commissioners:-  
HARROGATE (Bus Station)-CARIBBEAN CLUB (A.64 York/Tadcaster Road)

To operate the above new service the route of which would be A.661, Wetherby, A.58, A.1, A.659, Tadcaster thence A.64. The service would be operated as required by the Proprietor of the Caribbean Club and one vehicle would normally operate the service with duplication if required.

SERVICES 23/24 HARROGATE-PATELEY BRIDGE.

To revise the timetable and to withdraw the 8.45pm journey from Harrogate to Pateley Bridge on Saturdays. The application does not make it clear which Service is referred to in either case as there is an 8.45pm journey on both routes.

SERVICE 28 HARROGATE-CRASSINGTON.

To revise the timetable - no further details are given.

SERVICE 32A LEEDS-YEADON.

To introduce an additional journey on Monday to Friday at 8.18am from Shaw Estate to Leeds and if granted the 8.27am from Yeadon to Leeds would be discontinued.

SERVICE 37 LEEDS-BARDSEY BRIDGE SERVICES 38/39 LEEDS-KNARESBOROUGH.

To revise the fare tables.

SERVICE 43 LEEDS-YORK.

To replace the 9.35pm and 9.55pm from Leeds to York with a journey at 9.45pm on Saturdays during the winter timetable.

SERVICE 78 LEEDS-HAWES.

To revise the timetable and the period of operation of the through journey from Leeds to Hawes.

SERVICE 79 SKIPTON-LEYBURN.

To retimc the 2.30pm Leyburn to Skipton - no further details are given.

3. SERVICE ALTERATIONS (Contd)

Stage Carriage.

The following applications have been made to the Traffic Commissioners.

SERVICE 81 YORK-STRENSALL-SHERIFF HUTTON.

To retime the 6.10pm York-Sheriff Hutton on Monday to Friday to depart at 6.15pm and operate 5 minutes later throughout.

SERVICE 99 SCARBOROUGH-FLINTON.

To introduce an additional journey at 6pm from Flixton to Scarborough.

SERVICE K6 FELL LANE-THWAITES (Keighley Local Service)

To withdraw the 6am Keighley to Fell Lane Mon to Fri and delete the 12.02pm journey from Binns Mill to Oakworth Road.

SERVICE K19 HEBDEN BRIDGE-KEIGHLEY (Joint with Todmorden Jt O.C.)

To retime the 6.30pm Sun's Hebden Bridge to Keighley and 7.22pm Keighley to Hebden Bridge during the Summer Period, to 6.40pm and 7.32pm and to run 10 minutes later throughout.

K.21 STOCKBRIDGE-BRACKEN BANK CRESCENT. (Keighley Local Service)

To withdraw the 6.20am (Mon-Sat) from Keighley to Bracken Bank Crescent and start the 6.28am from Stockbridge at Keighley at 6.35am.

K.22 STOCKBRIDGE-BRACKEN BANK AVENUE (Keighley Local Service)

To withdraw the 6.30am (Mon-Sat) Keighley to Stockbridge and to start the 6.38am from Stockbridge at Keighley at 6.45am.

K.23 UTLEY-BRACKEN BANK CRESCENT (Keighley Local Service)

To withdraw the 6.30am journey from Keighley to Utley (Mon-Fri) and to start the 6.37am from Utley at Keighley at 6.45am.

Y.10A BISHOPTHORPE-HAXBY (CALF CLOSE) (York Local Service)

To operate along Calf Close from its junction with York Road to its junction with Station Road, Haxby, then along Station Road to its junction with York Road.

SERVICE 64 SHIPLEY-WROSE.

Owing to road works this route had a temporary terminus at the junction of Plumpton Gardens and Westfield Square between the 8th and 17th February.

Express.

The following applications have been granted:-

LEEDS-YORK-BRIDLINGTON : BRADFORD-LEEDS-YORK-BIDLINGTON.

The 6.30am departure from Leeds and the 6.30am journey from Bradford will in future be retimed to 7.00am and will operate 30 minutes later throughout. In addition the 1.00pm Bradford-Bridlington and 5.00pm Bridlington-Bradford departures on Maundy Thursday are to be discontinued.

YORKSHIRE-BLACKPOOL.

The service from Leeds at present terminating on the last Saturday of Blackpool illuminations will in future end on the last Saturday in September. The terminal point on the Huddersfield-Blackpool service has been amended to read "Pine Street, Huddersfield".

KEIGHLEY-SKEGNESS.

To operate an additional outward journey on Saturday 16th May 1964 and an additional return journey on Saturday 23rd May 1964 two vehicles being permitted on each day.

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

X98 NEWCASTLE-LEEDS-LIVERPOOL.

To alter the timing of the 10.30am Newcastle to Liverpool journey to depart at 10.10am and operate 20 minutes earlier throughout.

HARROGATE-CLITHEROE-BLACKPOOL.

To retime the 3.00pm from Blackpool to Harrogate to 2pm and operate 1 hour earlier throughout.

3. SERVICE CHANGES (Contd)

Excursions and Tours.

Application has been made to the Traffic Commissioners to operate the following:-

From Keighley (Lawholme Crescent)

1. Seaton Carow (Day) at a fare of 14/- to operate throughout the year.
2. Whitty (Half Day) at a fare of 11/- to operate throughout the year.
3. Manchester Airport (Half Day) at a fare of 8/9d to operate throughout the year.
4. Adlington Hall (Half Day) at a fare of 9/6d to operate throughout the year.
5. Selby and York (Half Day) at a fare of 7/6d to operate throughout the year.
6. Fewston and Skipton (Aft or Evning) at a fare of 4/6d to operate throughout the yr.

From Bradford (Morley Street).

1. Stapleford Park (Day) at a fare of 16/6d to operate throughout the year.
2. Ribor Castle (Half Day) at a fare of 10/- to operate throughout the year.
3. Totton Hall (Half Day) at a fare of 9/- to operate throughout the year.
4. Nostell Priory (Aft or Evning) at a fare of 5/3d to operate throughout the year.
5. Ulloskelf (Aft or Evning) at a fare of 5/6d to operate throughout the year.
6. Wighill and Hoelough (Aft or Evc) at a fare of 5/6d to operate throughout the year.

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4. OPERATING DETAILS.

Depot Reports.

Bradford. In connection with the notes on routes 56/57 last month it was stated that Car 3 was usually worked by SMG 17 and 18. This should have read SMG 16 and 17 although SMG 20 has appeared recently on occasions. The duty operated by Keighley depot which works the 8.10am Brown Cow to Bradford (56) was stated to then work a duplicate to Keighley on 67 at approx 8.45am. It is understood however that this vehicle works to Bingley at about 8.25am and then operates a school special. Several times recently due to a shortage of conductors at Keighley depot this car has worked N.O.S. from Keighley to Brown Cow and Bradford depot have sent a conductor to the Brown Cow to pick up the duty from there. Bradford depot are using SBWs on the Bingley-Gilstead (62/62A) duties as most of these vehicles have Gilstead on the destination blind. On Sat 1 Feb SBW 16 (B) was noted in Saltaire on 67 (Bradford-Keighley). Each Saturday there are four vehicles leaving Bradford at 1.15pm - one is the service car on 63, another is the duplicate to Ilkley on 63, whilst the other two are specials to High Royds Hospital. These latter vehicles show either 'High Royds Hospital', 'Henston Hospital' or 'White Cross'. Vehicles noted have been:-

|        | Service Car | Duplicate | Specials to Hospital |        |
|--------|-------------|-----------|----------------------|--------|
| Jan 18 | DX 23       | SMG 17    | DBW 31               | DX 117 |
| Jan 25 | DX 21       | SUG 36    | DBW 31               | DGW 1  |
| Feb 1  | DX 16       | SUG 13    | DBW 10               | DB 44  |
| Feb 8  | DX 53       | SUG 53    | DBW 3                | DBW 11 |
| Feb 15 | DX 22       | SGL 11    | DBW 3                | DX 111 |
| Feb 22 | DX 16       | SMG 4     | DBW 3                | DX 3   |
| Feb 29 | DX 119      | SUG 35    | DBW 14               | DBW 20 |

All vehicles were allocated to Bradford at the time. The 12.55pm Bradford-Harrogate (53) was worked by SUG 59 (I) on Tue 11 Feb and SMG 34 (H) on Thur 5 Mar. Service 66 (Canal Road-Shipley) had DBW 22 (B) on Sat 22 Feb and DX 8 (B) on Tue 18 Feb and Thur 20 Feb. The Canal Road-Shipley (58) short workings previously worked by SBWs have been taken over by SGLs from the end of January. We understand that these vehicles show 'Forster Square' when working to Canal Road as do Service 66 cars. Two unusual vehicles noted on 50 (Bradford-Otley) on Wed 4 Mar were DGW 8 (B) working the 1.05pm Otley to Bradford and SUG 52 (B) working the 9.05pm ex Otley, 10.10pm ex Bradford and 10.45pm ex Yeadon. EUG 87 (B) recently transferred was noted duplicating 53 service from Bradford on Tue 3 Mar.

Harrogate. SMG 33 new to Harrogate on 1 Feb was seen duplicating 53 (Harrogate-Brad) on Thur 20 Feb whilst DX 150/1 are now noted frequently on this route.

Random observations whilst passing through Harrogate on Sat 7 Mar revealed the following: DB 48/61 (H) on 12 (Bilton-Woodlands): SMG 15 (PB) on 44 (Harlow Hill-The Avenue): DX 173 (H) on 36 (Leeds-Ripon): DB 5 (H) and DX 109 (H) on 1 (Bacholor Gardens-Starbeck): SUG 34 (H) on 8 (Harrogate-Knaresborough Park Lane): SGL 13 (H) working the 12pm to Sicklinghall (21): DBW 26 (H) working the 11.55am to Knaresborough (16): and SBW 35 (H) recently transferred working the 11.30am to Beckwithshaw (5). Service 51 (Harrogate-Yeadon-Bradford) usually DX operated had DBW 26 (H) working the 2.20pm ex Harrogate and 3.40pm ex Bradford on Sat 29 Feb, whilst SMG 34 (H) worked the 2.20pm Harrogate-Bradford (51) on Wed 4 Mar. A further report of a DBW working a DX duty was on Sat 15 Feb when DBW 18 (H) worked the 3pm Ilkley-Tadcaster (76).

Ilkley. DX 5 (K) worked for Ilkley depot on 19/20/21 Feb on Ben Rhidding-Bradford (63) and was also noted working the 1.15pm Bradford-Ilkley (53) on 20 Feb. SMG 10 (K) has been noted working the 5.50pm Ilkley-Skipton (76) duplicate.

Keighley. On Wed 19 Feb SMG 30 (G) worked the Keighley-High Royds Hospital journey instead of the usual KDX. SMG 9 (H) was noted working on most town

#### 4. OPERATING DETAILS (Contd)

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#### Depot Reports.

Keighley (Contd) services during February and on Sat 15 Feb KDB 12 appeared on Keighley-Leeds (31). SGL 11 (B) and SGL 3 (B) worked the Keighley-Bradford school special duties for most of February. For some time the 4.08pm Keighley-Haworth (K12) has been duplicated usually by KDBs and KDXs, although recently DX 100/117 (B) have been noted. Throughout February SMG 25/26 (K) have worked Keighley-Thwaites Brown (K20) instead of the usual KSGLs. SUG 13 (B) also worked K20 for a short period during the first week in March. CUG 16/17/29 and EUG 75 (all K) worked an outing on Wed 4 Mar.

Leeds. DX 172 new to Leeds last month worked the 9.35pm Leeds-York (43) on Sat 22 Feb. DX 82 duplicated the 8.40am Rawdon-Leeds (33) from Horsforth (Old Ball) to Leeds on Mon 24 Feb and Fri 28 Feb. During the same week it worked the 5.34pm Leeds-Yeadon (32A) showing 'Yeadon (Hawthorne Road)'. On Sat 29 Feb it was back on Leeds-Ilkley (34). On Tue 25 Feb DX 45 (Yk) was noted at Leeds displaying 'Leeds 42' whilst later in the week on Thur 27 Feb it worked the 6.05pm Leeds-Dyneley Arms (34) showing 'Leeds 34' - it and DX 33 (Yk) were both on loan to Leeds at the time whilst York had DX 56/61 for Loadmeter checking. SG 107 (L) has been noted on Leeds-Guiseley (32A) several times during the month. DB 6 (L) was noted on 31 (Leeds-Keighley) on Thur 27 Feb. EUG 89 (L) was noted in Leeds on Sat 15 displaying 'Yeadon Airport'.

Skipton. On Sat 7 Mar SGL 8 (Sk) was noted working the town service 73A (Greatwood Avenue-Horse Close Estate).

York. It will be recollected that the licence for the Naburn Hospital service operated by Burley t/a Majestic of Camood, using vehicles hired from the Company was for an experimental period of 3 months. Application has now been made in N & P for the service to continue. On Thur 13 Feb YDX 132 worked the 1.15pm Nother Poppleton and return (Y.13). At lunch time on Mon 17 Feb two of the earlier DXs stood together at South Bank terminus - DX 6 was working the South Bank-Rowntrees Works (Special) whilst DX 9 was working the Y.4/4A service. On Tue 18 Feb YDX 149 worked the 7.45am Wetherby to York (96). DBW 31 (Yk) on its return to York has reverted to its former duties. It worked the 2.25pm York-Wetherby (97) on Sat 22 Feb. This route is interesting in that it meanders along narrow country lanes from York to Hunsingore and at Cattall crosses the River Nidd on a narrow bridge barely wide enough for 8 foot wide vehicles - however from Hunsingore Lane End to Kirk Deighton Turn it traverses the A.1 - this being the longest stretch of A.1 covered by a West Yorkshire stage service - and it is quite a sight to see DBW 31 showing its paces on the A.1 clearway. SUG 22 (Yk) worked the 1.00pm York-Copmanthorpe (Y15) and return on Fri 28 Feb a journey usually worked by SBW s. DX 56/61 (L) (see also Leeds notes) were on loan to York for a fortnight commencing Mon 17 Feb for the purpose of Loadmeter checking. The first week they spent on 74 (York-Harrogate) and during the second week DX 61 was noted in York depot displaying '97'. On Sat 29 Feb DX 61 worked a Works Special from Terry's Factory. SCW 7 (Yk) was noted on the Naburn Hospital service on Wed 26 Feb. DX 55 (B) worked the 12.30pm York-Harrogate (74) on Thur 27 Feb. On Mon 2 Mar YDX 132 worked the 5.50pm York-Wetherby (97). SMG 50 (Yk) was observed on York-Scarborough (43) on Tue 3 Mar. On Fri 7 Feb YDG 88 worked the 6.10pm York-Sheriff Hutton (81). DBW 7 (ex B) was transferred on 19 Feb whilst DX 112 was away at Harrogate for attention at works. On Thur 20th Feb it was noted in Rougier Street showing the blue ministop blind but by the end of the month the blind had been changed. DBW 33 transferred in November still retains a Leeds intermediate blind and permanently displays 'West Yorkshire'.

Long Distance. For the last few Saturdays CUG 24 (H) has been noted passing through Pannal displaying 'Blackpool' presumably working the 9.30am Harrogate to Blackpool. CUG 23 (H) has also been noted. Yorkshire Woolen LTD 820 worked the 9am Newcastle-Coventry on Sat 7 Mar.

#### 5. SOLD STOCK NEWS.

It is understood that three of the SBWs have been sold to Pemberton of Upton. SBW 7 is believed to be in service and the other two are thought to be SBW 8/9 but confirmation is awaited.

#### 6. OTHER INFORMATION.

#### INDICATOR BLINDS.

by G.W.D.

Almost the whole of the West Yorkshire fleet appears to be receiving new indicator blinds, with the exception of the older single deckers, some of which contain destinations not previously on. The destination blinds are receiving the thin type lettering of 41 inch width, whilst the intermediate blinds are being dispensed with. The two piece indicator (i.e. the oldest type) are having a central number fitted and the rest painted out, whilst the triple indicators are having the word 'SERVICE' fitted to the intermediate blind and later, on overhaul, receive T type indicators. The SUGs

INDICATOR BLINDS (Contd)

having run for many years with little used destinations such as Torquay, Glasgow, Mucker, are now being fitted with new blinds with more appropriate destinations to their depots. At both ends of all blinds a black and white triangular warning appears to prevent crews overwinding and thus tearing the blinds. York, Malton and Scarborough depots which were fitted with one universal blind now have separate blinds giving more local destinations and when Malton and Scarborough vehicles work on York City routes they generally show 'SERVICE' on the destination blind. An example of the Malton blind is that fitted to SUG 17 which is as follows:-

|                       |                  |
|-----------------------|------------------|
| PRIVATE               | HIGH HUTTON      |
| SCHOOL SPECIALL       | SERVICE          |
| TELVERTHERPE          | SCARBOROUGH      |
| WINTERTINGHAM         | FLIXTON          |
| SCHEPSTON             | SHERBURN         |
| BLANK WHITE           | RILLINGTON       |
| MILTON                | NORTON           |
| BARTON LE STREET      | YORK             |
| SLINGSBY              | THIRSK           |
| HOVINGHAM             | RANCLIFFE        |
| STONEGRAVE            | ROWNTREE'S WORKS |
| NUNNINGTON            | NEW ERSWICK      |
| WIPLEFORTH            | HAXBY            |
| HALTHORNE AVENUE      | TANG HALL LANE   |
| BEVERLEY ROAD         | WHITE BLANK      |
| MILTON (MARKET PLACE) | LEEDS            |
| WELHAM ROAD           | HRROGATE.        |

Bradford and Leeds depot SUGs have also been fitted with stage carriage blinds.

Numerous variations seem to appear during the transitional period, YDG 87 and YDB 87 being fitted with a rear intermediate blind showing 'West Yorkshire'.

During the short period DB7 31 was at Bradford it carried the following short blind:-

SERVICE  
SCHOOL SPECIALL  
LEEDS  
OTLEY  
HRROGATE  
BILDON  
BRADFORD  
WHITE CROSS  
HIGH ROYDS HOSPITAL  
BURLEY  
ILKLEY  
WHARFEDALE MILLS  
KEIGHLEY.

YDB 78 and DB7 25 have both been fitted with new blinds at the rear. Prior to this both were fitted with extremely old blinds with such obsolete destinations as ALCUIN AVENUE not used since the terminal was altered to Tang Hall Lane.

DB 21 which was fitted with T indicators on overhaul has the numeral indicator in one piece and shows all Bradford depot route numbers apart from 64 Shipley-Wrose, plus routes 10, 16, 32 and 76 which are worked by Bradford depot from time to time.

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7. TEN YEARS AGO

From the March 1954 bulletin  
"Operating Details - Leeds".

Recent pantomime specials have included:-

12.2.54 661 (SB 12), 663 (SB 14) (both H) and 667 (SB7 2) (Yk).  
13.2.54 417 (SGL 17), 418 (SG7 1), 425 (SG7 4), 426 (SG7 5) (all Yk)  
19.2.54 666 (CB7 1), Y.799 (YDB 77) (Both Yk).

780/81 (DB 42/3) are regularly used on services 41 and 42. The three KS vehicles 804 (DB 58), 805 (DB 59) and 813 (DB 63) still appear.

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SERVICE 76 by J.E.W.

Service 76 (Tadcaster-Skipton) has existed in its present form since July 1957 when route 20 (Tadcaster-Harrogate) was linked with route 76 (Harrogate-Skipton) to form the through service. Apart from the East Coastal services it is the longest regularly worked stage service having a journey time of 2hrs 27 mins. (79 although longer is very infrequent whilst 76 maintains an hourly headway Monday to Sunday) It is also of interest that somewhere along the route vehicles of all depots can be seen. It is still not possible to book the entire journey from Tadcaster to Skipton it being necessary to rebook at Harrogate. On Saturday the 7th March the writer covered the whole of this route leaving Tadcaster at 10.55am which was worked by DX 65 (I). All vehicles working the route were observed as follows:-

|                    |            |
|--------------------|------------|
| 9.30am ex Skipton  | DX 65 (H)  |
| 10.30am ex Skipton | DX 46 (H)  |
| 11.30am ex Skipton | DX 47 (Sk) |
| 12.30pm ex Skipton | DX 83 (I)  |

whilst DX 65 (I) then worked the 1.30pm journey from Skipton. On Saturdays there is a short working from Skipton to Otley at 12pm and 1pm and these journeys were operated by SBW 15 and SBW 17 (both I). Leaving Tadcaster the route follows the Wharfe to Boston Spa and here connection is awaited with route 41 working to Leeds and route 42 working from Leeds. The Wharfe is then crossed by the bridge linking Boston Spa and Thorp Arch which was closed last year and necessitated the re-routing via Moor End and A.1. After serving Thorp Arch and Walton, Wetherby Bus Station is reached where at most times of the day connection can be made with practically all services. From Wetherby the Wharfe is left climbing to Spofforth and on to Harrogate. Leaving Harrogate by the Leeds Road through Spacey Houses, the route then forks for Wootton to Pool where the Wharfe is rejoined and it is then but a short run along its banks to Otley Bus Station which is also served by Lodgard vehicles. Burley is next served and at Ben Rhydding the main road is left for a short while prior to entering Ilkley. Between Ilkley and Addingham a new road has recently been opened but West Yorkshire vehicles continue to use the old road. Climbing begins in earnest from Addingham where a 1 in 12 hill is tackled and from Draughton there is a gentle fall into Skipton (Waller Hill Bus Station) where connections are made with Ribbles and Pennine services as well as smaller independents such as Ezra Laycock of Barnoldswick.

ONE FINAL REMINDER

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DO NOT FORGET TO MAKE A NOTE OF THE NEXT MEETING WHICH WILL BE HELD  
ON SATURDAY 11TH APRIL 1964 AT WELLINGTON STREET BUS STATION CAPE? LEEDS  
AT 7.00PM.

JEW/GWD  
12.3.64.