

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 269.

AUGUST, 1973.

### AUTUMN TOUR, - SUNDAY, SEPTEMBER 30th.

For our Autumn Tour this year, as briefly announced last month, we hope to visit the Huddersfield and Bradford areas. Further details are as follows :- Depart Leeds (Vicar Lane), 9.30 (a connection will be made with the 08.25 from York, which is due at 9.31); depart Bradford (Chester Street) 10.15. Then via route 64 to Huddersfield, where we will visit the Bus Station, and it is hoped, the Huddersfield Depot, before returning via route 64 to Brighouse Bus Station. From here, our route will take us over route 70, back to Bradford (Chester Street) where the lunch break will be taken. Both routes 64 and 70 were formerly Hebble operated, and their operation by West Yorkshire broke new ground for the Company, although in the 1930's an Ilkley-Huddersfield service was operated. After lunch, a visit to Hammerton Street Depot is being arranged, following which our route will be another ex-Hebble one, this time 69 to Bingley. From Bingley, various routes will be followed, consisting of 67, 62, 66A, 60A & 60. At Shipley, a visit is being arranged to Smith's Coaches (Glen), who run a variety of second-hand double-deckers. From Smith's, our route will be to Baildon, but any number wishing to travel on the Shipley Glen Tramway can alight at the bottom of the Glen and rejoin the bus at the top, at Lucy Hall Drive. From Shipley Glen, our route will be to Eldwick and then up to Dick Hudson's, formerly served by route 62/62A (later renumbered 68/68A), but now without a service. Leaving Dick Hudson's we return to Bingley, for the tea break. After tea, the homeward route will be back to Bradford on 56/56A, then up to Shipley on 58, Shipley to Ring Road, Rodley on 31, Ring Road, Rodley, to Horsforth at 30A (formerly 54), and then Horsforth to Leeds on 55. Time of arrival in Bradford is scheduled at 6.15, and Leeds 7.25. For this Tour we hope to use Lodekka 1805 (formerly DX.205) of Leeds Depot; this is one of the last four Leeds Depot Lodekkas to remain at their original Depot, having operated from Leeds since new on 1/12/65. The fare will not exceed £1, dependent on the support received.

A booking form is enclosed with this issue, and should be returned as soon as possible to [redacted]. Remember that the success of this, and all our Tours, depends on support from YOU.

### PERSONAL.

Our congratulations and best wishes go to [redacted], formerly Mechanical Inspector and NOT driving examiner, on his recent appointment as Assistant Traffic Superintendent, York.

Our best wishes for a long and happy retirement are extended to Inspector [redacted], who retired on the 4th August, after nearly 44 years service.

It is with regret that we have to record the death on the 8th July, of [redacted], after a long illness. [redacted] came from Scarborough, and joined West Yorkshire in 1932 as a driver when he moved to Ilkley. In 1948, he moved to the Traffic Section at Head Office, and from there was promoted Manager of Ilkley Depot, from where he retired due to ill-health in 1970. [redacted] leaves a widow and one son, and to both we extend our sympathy.

### KEIGHLEY - WEST YORKSHIRE SERVICES, LTD.,

The following item appeared in the Bradford "Telegraph and Argus" for July 30th., 1973 :-

"KEIGHLEY JOINT BUS COMPANY TO BE WOUND UP. The joint company which has run bus services in Keighley & District for more than 40 years is to be wound up, and the assets disposed of. The Company was formed in 1932, when Keighley's own municipal transport undertaking was taken over by the West Yorkshire Road Car Co. The joint company, on which the local authority and the bus company had equal representation, was set up to run the bus services at Keighley. With local government re-organisation, this arrangement has got to end, and discussions have been held on how to dispose of the assets. It is proposed that Keighley Corporation should transfer to the West Yorkshire Road Car Co. Ltd., its interests in the vehicles, garage and other assets, and that the freehold of the bus station be transferred to the Corporation. The West Yorkshire Road Car Co., would then pay rent to the Corporation for the use of the bus station. Bradford Metropolitan District Council's Management Special Sub-Committee has not objected to this proposal."

P.T.O.

1. FLEET CHANGES

LEDGARD BLIND.

Our York Depot Correspondent, [redacted] has a Ledgard destination blind, for which he wishes to find a good home. Will anyone interested in this blind please write to [redacted], enclosing an S.A.E.

TRANS-PENNINE RUN.

As in previous years, I would like to thank all members of the V.Y.I.S., who played a part in this event, either as marshalls or programme sellers, and also the Company for making the Information Bureau available as the Control Vehicle.

FORTHCOMING EVENTS.

H.C.V.C., YORKSHIRE SECTION. The next meeting will take the form of a visit to the Motor Museum of [redacted], which is situated off Lawkholme Lane, Keighley, on Thursday, the 6th. September, at 7-30 p.m.

P.S.V.CIRCLE. The next Social Meeting will also be on Thursday, 6th. September, in the Bradford City Transport Staff Canteen, Forster Square, from 7-00 p.m.

V.Y.I.S. Members are welcome to attend either of the above meetings.

PRESS DAY for the September Issue will be on Saturday, 1st. September, and all items should be sent, to arrive on or before that date, to [redacted].

1. FLEET CHANGES.

NEW VEHICLES.

1413.	NWT 701 M	Leyland National	1151/1R/0401.	00724	B52F	8-12-0.
1414.	NWT 702 M	Leyland National	1151/1R/0401.	00725	B52F.	8-12-0.
1415.	NWT 703 M	Leyland National	1151/1R/0401.	00726	B52F.	8-12-0.
1416.	NWT 704 M	Leyland National	1151/1R/0401.	00727	B52F.	8-12-0.

RENUMBERING.

1st. August, 1973 :- 2328-31 to 3328-31, and 3101-4 to 2101-4, resulting from the exchange of these vehicles between the Keighley and York fleets and vice versa.

ADDITIONAL INFORMATION.

All of 1413-6 were delivered by Leyland National drivers, using Cumberland trade plates (one being 331 RM), to Grove Park, during July, (1414/5 arriving on the 12th). The first National for West Yorkshire, 1411, arrived on the 26th. June, and not the 27th., as stated last month. All of 1413-6, as with 1411/2, arrived without fleet-name or fleetnumbers, and in all over red livery, but had the chassis number displayed on the route number blinds. 1411/2 have now been greatly improved by having a white band added below the windows, and 1413-6 have been similarly treated. 1413-6 were originally allocated registrations XNY 303L, but they arrived unregistered, and were first licensed as shown above. In addition, all six received so far showed a standing capacity of 22, but this is being deleted before entering service, and they just have a seating capacity of 52. These vehicles are 3.259 metres (10 ft. 8-5/16 ins.) high, and 11.3 metres (37 ft. 0-7/8 ins.) long. Although the "0401" in the chassis type signifies a four-speed gearbox, 1416, at least, and presumably the others, has a five-speed gearbox. They do not have any inferior luggage racks, and are therefore, unlikely to appear on Express service reliefs. The gear selector is on the right-hand side of the steering column; they have micro switches controlling the doors, and have smaller road wheels than the SRG's. All are being fit up for OMO in Works. The vehicles are of unitary construction, supposedly for weight saving, but at 8-12-0 they weigh more than VR's 1901-49! The Nationals carry an illuminated PAYE sign at the nearside of the indicator, reading "Pay on Entry, Exact Fare please", and another illuminated sign to the rear of the entrance. They do not carry their seating capacity externally. The chassis numbers of 1411/2 are 00722/3, and the type 1151/1R/0401.

Further to last month, the two latest YVR's are the last two of the five YVR's reported as being on order for 1972 in Issue 253, and there should, therefore, be a further two YVR's to come for the 1973 order. The unladen weights of 3961/2 are confirmed as 8-15-1.

The return to NWR for new registrations, having reached YYG --- M, of West Riding will be noted; it is understood that this is in connection with the computer at Swansea, and all licensing authorities will commence with A... (AMR, ANW, AAK, etc.) on the 1st. January, 1974.

1. FLEET CHANGES.

ALLOCATIONS AND TRANSFERS.

1121.	from HARROGATE	(Delicensed)	31.7.73.
1123.	" BRADFORD	"	"
1132.	" KEIGHLEY	"	"
1156.	" MALTON	"	"
1224/47.	" LEEDS	"	"
1269/74.	" BRADFORD	"	"
1697.	" BRADFORD	"	"
1155.	(Delicensed)	To MALTON	1.8.73.
1218.	"	" LEEDS	"
1349.	"	" LEEDS	"
1801.	"	" BRADFORD	"
1911.	"	" KEIGHLEY	"
1413/4.	( New )	" LEEDS	"
1415/6.	"	" HARROGATE	"
1010.	from LEEDS	" KEIGHLEY	"
2101-4, (ex.3101-4)	" YORK	" KEIGHLEY	"
1131.	" KEIGHLEY	" BRADFORD	"
1138.	" KEIGHLEY	" HARROGATE	"
1305/6.	" HARROGATE	" KEIGHLEY	"
1307/8.	" LEEDS	" BRADFORD	"
3328-31 (ex.2328-31)	" KEIGHLEY	" YORK	"

- Notes :- 1. All vehicles are relicensed at their former Depot, except 1218 (ex. Ilkley), and 1911 (ex. Skipton).
2. These are the first moves since new for 1305/6 and, obviously for 2101-4 and 3328-31.
3. This month sees a start made on the withdrawal of the 1963 batch of SMG's, and this is the second time 1697 has been withdrawn. 1132 is still 10 years and 1 month old.

STORED VEHICLES.

HARROGATE. Behind Grove Park by 16/7 were 1062/85, 1195/8, 1221/33, 1668/78/83 & 1710, of which only 1683 is in Sale Livery. On the same evening, 1219 & 1137 were on the spare land opposite Works. 1709, reported as being at both Harrogate and York last month, was behind Grove Park in early June, but was later moved into York field. 1646 is still down the side of Grove Park. By the 1st August 1283 had gone, but 1221 was still there.

LEEDS. Inside the Depot on the 2nd August were 1222/4.

YORK. Further additions to York field mean that it is now occupied by 1651/9/64/6/7, 3672/3/86, 1709/11/5/6/9, 1185/96 & 1147-50, with 3691/2 inside.

There are now a total of 36 vehicles withdrawn in the Held in Reserve / Held for Disposal categories.

WITHDRAWALS.

31st July, 1973 :- 1121/3/32 & 1697 all to Held in Reserve.

FLEET TOTAL.

	W.Y.	K.W.Y.	Y.W.Y.	1.8.73.	1.8.72.
Licensed :-	390	52	80.	522.	510.
Delicensed :-	11	-	-	11	22.
	<u>401</u>	<u>52</u>	<u>80.</u>	<u>533</u> *	<u>532.</u>

\* The Fleet total excludes 1121/3/32 & 1697 (as above).

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

July, 1973 :- 1154/5, 1218, 2743, 3838 & 1911.

REPAIRS AND TUV'S.

June, 1973 :- 1338.

July, 1973 :- 1065/74/94, 1129, 1229/59/88/91, 1305/61, 3329/31, 2765, 1783/6 & 1901/12.

August, 1973 :- 1349.

PAINT DATES.

1073 - Du. 3/62; 1411 - 6 None; 3962 - W. 5/73.

CERTIFICATES OF FITNESS.

1085 - 24/2/74; 1370 - 26/7/79; 1412 - 25/6/80; 1760 - 14/5/75; & 3962 - 23/5/80.

## 2. VEHICLE NOTES, (cont.)

- 4 -

### LIVERY CHANGES.

New Red Livery :- 1129/54/5, 1229/59/88/91, 1305/49/61, 3329/31, 2743/65,  
1783/6, 3838 & 1901/11/2.  
1218 was already in new red livery.

Dual Purpose Livery :- 1065/94 & 1338.

Just to contradict our presumption last month, 1094 (H) appeared during July in this livery. There are thus two EUG's in this livery, and for in the old. 1094 may have a slightly longer future than 1095, since it has a Certificate of Fitness until 7/3/76.

Dual Purpose SRG's 1333-5 are still in cream with a red band, but all the rest, 1336-44 are now in the new livery.

The only old type CUG's not in Dual Purpose livery are LS6G, 1084, MW6G's 1061/3, and possibly 1066, although the last may have been done by now.

National White :- 1074.

### GENERAL NEWS.

1770 (L) was fitted with new pistons and sleeves in February, 1973.

1807 (B), and it is understood several other newish DX's, although retaining their CBC heating on overhaul, have been fitted with a heater/demisting unit in the cab.

Several newly overhauled DX's have emerged with new black plastic cab seats in place of the dark green leathercloth variety.

1378 (L) is one Leeds SRG with illuminated PAVE board that does not have a hinged yellow plastic board as well.

The display in cabs of the date of overhaul appears to have now ceased again; it may be recalled that this ceased several years ago, but later recommenced.

3927/8/9 were all fitted up for fare box operation during July, and 1902/24 (now York) have been similarly equipped.

Regarding fare box operation, from August 5th., this system was introduced on buses in the Keighley area, and 2924 & 1912 were so equipped on services 1/2 (Bracken Bank, and 3 (Guard House) on the 6th. August. (See also note later.)

Further to last month's note about 1214/32 seating "53" passengers, an examination of 1214 shows that it displays "to seat 53 passengers" inside as well as at the rear, though the P.S.V. disc still shows 54. No modification appears to have been made to the seating.

1700 (L) was fitted with new pistons and sleeves on 8/6/73.

At least 1716/74 of the Leeds Lodekkas carry larger, SRG type, mirrors at the offside only.

Of the Leyland Nationals, 1414 entered service without a destination blind, whilst 1411-3/6 were all equipped with blinds.

1924 (Yk.) was fitted for fare box operation during July.

1786 carries a label next to the filler cap, reading "Stop engine when filling with water".

1913 is a further vehicle noted with a three-piece engine cover.

1256 (B) has had "Yeadon Airport" added to its destination blind immediately before "Otley".

### ADVERTISEMENT NEWS.

Several Leeds VR's, and possibly others, have been displaying upper rear adverts. for the Lancashire Show at Kirkham.

A paper side advert. on Leeds and Bradford double-deckers is for Inter-Rent (Rent-a-Car).

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## 3. SERVICE CHANGES.

### N. & P. 1107.

The York applications have now been made, to the Traffic Commissioners, and appear as follows :-

### STAGE CARRIAGE.

#### New Services.

S,264 (B,190/136. DERAMORE DRIVE (Field Lane) - ELN PARK WAY (Woodlands Grove)).

As per schedule. Number of vehicles 8.

On grant, B,190/1, B,190/105 (11A) will be surrendered.

S,265. (B,190/137). CLIFTON (Eastholme Drive) - MURTON (The Green).

As per schedule. Number of vehicles 4.

On grant, B,190/57 (9), B,190/92 (16) will be surrendered.

p.t.o.

3. SERVICE CHANGES, (cont.)S.266. (BW.190/135). SOUTH BANK (Hotel) - ELMFIELD AVENUE (Sefton Avenue).

As per schedule. Number of vehicles 2.  
On grant, BW.190/8 will be surrendered.

S.267. (BW.190/134). TANG HALL (Constantine Avenue) - HUNTINGTON (North Moor).

As per schedule. Number of vehicles 6.  
On grant BW.190/98 (7), BW.190/99 (11) & BW.190/100 (3) will be surrendered.

S.268. (BW.190/133). STRENSALL (Railway Station) - HUNTINGTON (New Lane).

As per schedule. Number of vehicles 1.  
On grant, BW.190/100 & BW.190/113 (12) will be surrendered.

S.269. Variations of Conditions.

Revised timetables are to be introduced on :-

- BW.190/38. 4. SOUTH BANK - FULFORD.
- BW.190/186. 44. SOUTH BANK - BRADWAY.
- BW.190/114. 10. BISHOPTHORPE - WIGGINTON.
- BW.190/123. 9A. CLIFTON - HESLINGTON.
- BW.190/124. 20. WIGGINTON - WOODTHORPE.
- BW.190/126. 24. YORK - NABURN.
- BW.190/125. 13/13A. ASHLEY PARK - NEITHER POPPLETON.

S.270. (BW.190/61.) 1/8. TANG HALL - BURTON STONE LANE, via ACOMB.

To revise timetable and route.

S.271. (BW.190/169). 2. BUR DYKE AVENUE - CORNLANDS AVENUE.

To revise timetable and route.

S.272. (BW.190/18.) 14. YORK - WARTHILL.

Monday-Saturday: To re-time the 21.35 York - Stockton to 21.40.  
Monday-Friday : To introduce an additional journey York - Stockton at 08.00.

Other applications are :-

S.273. (BK.43/82.) K.19. KEIGHLEY - TODMORDEN.

To introduce a revised timetable.

S.274. (BW.25/324). 39/40. LEEDS - KNARESBOROUGH.

Saturdays only: To withdraw the 06.15 Leeds - Wetherby.

S.275. (BW.25/604.) 38. LEEDS - RED HALL.

Monday-Friday: To re-time the 07.30 Leeds - Red Hall to 07.25.

S.276. (BW.25/819.) LEEDS - OTLEY.

To revise timetable.

EXCURSIONS & TOURS.T.92. (BW.25/473.) From YORK, (Rougier Street).

To delete picking-up and setting-down at Georges Field Car Park, and substitute Tower Street Bus Stop on City Tour.

Wholesale re-organisation of services took place in Keighley, with effect from Sunday, August 5th., and these are summarised below. - New services introduced are 1/1A: Bus Station - Bracken Bank (Circular); 1B - Bus Station - Harewood Road; 2 - Spring Bank - Keighley - Braithwaite; 3 - Bus Station - Guard House, Traffic Island (Circular); 4 - Thwaites Brow - Keighley - Braithwaite; 6/6A - Fell Lane - Keighley - Thwaites; 13/13B - Fell Lane - Keighley - Riddlesden; 13 - Keighley - Stockbridge; 14/14A/14B/14M - Keighley - Morton - Bingley (Railway Station), and 17 - Keighley - Oakworth. Timetable alterations also took place on services 5/7/9/10/11/12/12A/13A/16/18/19/25/26/27. With the introduction of these services, existing services between Keighley - Braithwaite, Keighley - Guard House, Keighley - Fell Lane, Keighley - Riddlesden, Keighley - Morton, Spring Bank - Oakworth, Keighley - Thwaites Brow, Bracken Bank Crescent - Stockbridge, & Bracken Bank Avenue - Thwaites were discontinued. Services 1/1A/1B & 3 are operated by "One-man double-deck buses with exact fare boxes". Full details should appear in the new issue of the timetable, which is understood to be imminent. The Fare Box services require 1 vehicle on Sundays, 4 during the day and 5 at peak hours during the week and on Saturdays. The leaflet claims that the aim is to give "a prompt, efficient service ... in the interests of quick journeys and to avoid traffic delays". Many members will recall the days of open platform double-deckers, where loading was very much speedier than any modern system; no doubt in a few years' time the open rear platform will be re-invented to speed up loading!

An alteration to the alterations to the proposed York Service Changes in last month's Issue is that "In addition to Y.11/10/10A/20/20A" should read Y.7, etc. In the revised routes, Rowntree's will not have a connection with Leeman Road, apart from Works Specials.

3. SERVICE CHANGES, (cont.)

STOP PRESS. According to the Harrogate Herald for the 8th. August, the Chauffeur Coach service, the present licence for which expires on the 30th. September, could become permanent if an application early next month is successful.

4. OPERATING NOTES.

BRADFORD. On 27/7, 1906 (B.loan L or K) was on Leeds - Keighley (31). On 28/6, 1239 (B) worked the 2025 to Beildon (61), whilst 1392 was working on Car 10, which works routes 53/63 during the day, and then the 17.15 & 20.15 Bradford - Harrogate (53), and return. On 4/7, 1937 (I) was working on route 67 for Keighley Depot. On 6/7, an unusual vehicle on Bradford - Belmont Avenue at teatime was semi-luxury 1339, 1256 worked on X.67 (OMO), and then left shortly afterwards for West Royd (66a), as a crew operated vehicle.

HARROGATE. Working on Great Yorkshire Show duties on 10/7 were 1007/23/35/70 & 1121; on 11/7, 1006/7/28/70/9/91, 1141, 1207 & 1310, and on 12/7, 1018/9/20/3/6/1030/79/86/96, 1235 & 1778 were all used. On 10/7, 1135 spent all day on 11/11a, presumably in place of 1778, which was working to the Show Ground. On 12/7 & 13/7, 1220 (H) was working Harrogate Car 31, which works as follows :- 05.45 Garage - Bus Station (NoS); + 06.00 Harrogate - Ilkley (76); 07.10 Ilkley - Harrogate (76); 08.15 Harrogate - Ilkley (76); + 09.10 Ilkley - Harrogate (76); 10.15 Harrogate - Ilkley (76); 11.10 Ilkley - Harrogate (76); 12.20 Harrogate - Pateley Bridge (24); 13.15 Pateley Bridge - Harrogate (24); 14.15 Harrogate - Ilkley (76); 15.10 Ilkley - Harrogate (76); 16.10 Harrogate - York (Rougier St.) (84); 17.35 York (T.Row) - Harrogate (84); 18.55 Harrogate Bus Station - Garage (NoS).  
+ Picks up newspapers at Otley on Fridays. + Operates into Harrogate via Stray Rd. On 16/7, 1091 was working OMO on routes 10/7 at teatime. National 1411 was used on driving training on 17/7, 18/7, 19/7 & 30/7. On 19/7 & 20/7, semi-luxury 1343 (H) worked the 16.20 to Pateley Bridge (24) and return, and the 18.15 to Ilkley and return, which are part of Car 51. On 20/7, 1342 (H) was noted on Harrogate - Thorp Arch (W.78). On 6/8, 1094 (H) was in Pannal on a service 7 duplicate during the evening peak. On 16/7, 1091 (H) was working on service 8 at teatime. On 5/7, United 1252, of Jesmond Depot, was at Grove Park, and on 26/6, United 1229 of Blyth Depot was similarly noted; both are RELH6G/C43F. On 11/7, 1007 (H) was an unusual vehicle doing several turns on service 11A. On 18/7, whilst 4026 was off the road, 1805 (L) was used in Harrogate on Learner duties, and was noted heading back towards Leeds at about 5.20. The Maiden journey for 1415 on 1/8 was the 07.10 Harrogate - Ilkley (76), and this vehicle was still on 76 at teatime. Sister vehicle was on Harrogate service 3 by teatime, having been in the body shop earlier in the day. Also on 1/8, 1417 was still in Grove Park, with 1412, whilst 1418 was in the body shop. The whereabouts of 1411 on 1/8 is not known. On 2/8, 1415 was on Pateley Bridge - Harrogate (24) and on 3/8 was working Harrogate - Bradford (53). Working on Harrogate - Tadcaster (78) have been 1802 (H) on 10/7; 1938 (H) on 12/7; 1702 (H) on 17/7; 1948 (H) on 18/7; 1720 (H) on 19/7; 1802 (H) on 21/7; 1714 (H) on 25/7, and 1948 (H) on 27/7. On 19/7, 1094 (H) was on X.99 in place of the usual 1342/3, and 1720 (H) worked on routes 5/78 at teatime. On 20/7, 1230 (H) was on route 24 all day for the Pateley Bridge Depot, and 1134 (H) spent the day on routes 10/78. United vehicles on 36 recently have included 6078 (RELH/DP) on 30/7, and 2701 (MW6G) on 2/8. 4187, the regular RELL, continues to appear. SMG's were used on SRG rotas on 30/7 with 1134 on routes 6/7/12/3, and 1139 on routes 10/78, both on full day rotas. On the same day, 1220 was on Leeds - Ripon (36), and on the following day went to Scarborough on 84. Quite well travelled for an early SRG! On 31/7, 1091 worked the 16.05 & 17.45 journeys on routes 22/22a, 1141 was on route 9 in place of the usual LH, and United 1277 was in the Bus Station on an Excursion. On 2/8, 1916 (H) worked the afternoon duties on routes 5/78, and 1158 (P.B) was on the 16.45 Oatlands (Hirst Corner) - New Park (9a).

KEIGHLEY. The 08.43 Keighley - Leeds and 10.00 Leeds - Keighley (31) on Sundays is on a single-deck (small) rota, and on Sundays and evenings the vehicles arriving from Leeds at 9 minutes past the hour, instead of lying over until 43 minutes past to Leeds, work the 20 minutes past the hour to Thwaites, on route K.6, returning by 35 minutes past. This will, of course, involve Leeds Depot, but it is likely that the Thwaites journey will be worked by a Keighley crew, using the Leeds vehicle. On 1/8, vehicles in Keighley Depot included 1201/79 (both B) and 4026, whilst 1776 (L) was noted returning to Keighley after Works Special duties on K.6. 2101 arrived on 24/7, and was on K.13A (Barley Cote) on the following day, and 2103 was noted on the 08.07 Bingley - Keighley (K.14) on 28/7. Both vehicles continued to display York advertisements, at least initially.

4. OPERATING NOTES.

LEEDS. 1161 (V) was on Leeds - Tadcaster (42) on 10/7. The maiden journey for the Leyland Nationals on 1/8 were the 07.05 Leeds - Ripon (36) for 1413, and the 06.35 Leeds - Harrogate (36) for 1414. 1413 was taken off later in the day, but 1414 continued on 36 on 2/8. On 15/7, 1264 (I) was on Leeds - Ilkley (33). On 12/7, 1143 (L) was on 40/1 Leeds - Wetherby, and on 25/7, 1143 (L) and 1923 (L) were both on this route.

OTLEY. 1093 (L) worked the 17.25 Leeds - Ilkley (34) on 9/7. This journey, which returns from Ilkley at 18.30 on route 33 has become an OMO duty from the beginning of July, and 1093 was working OMO. 1130 (O) worked the 17.55 Leeds - Skipton (34) on 10/7, but at Otley was replaced by 1265 (O).

YORK. On 7/7, Leeds Corporation 415 was in York on Private Hire, as was Doncaster Corporation 19, a Caetano-bodied coach. Noted on Leeds - Scarborough (43) recently have been 1276 (Yk.) on 5/7; 3298 (Yk.loan M) on 7/7; 3104 (Yk.loan M) on 11/7, and 1276 (Yk.loan M) on 28/7. Noted on Leeds - York (43/4) have been 1124 (Yk.) on 3/7; 3173 (Yk.) on 4/7; 3104 (Yk.) on 17/7, and 1125 (Yk.) on 24/7. On 6/7, 1096 (Yk.) was on York - Tadcaster (43), and on 18/7, 3792 (Yk.) was so noted. Working on York - Wetherby (79) have been 1163 (M.loan Yk.) on 4/7; 3101 (Yk.) on 12/7; 1128 (Yk.) on 18/7 & 23/7; 1096 (Yk.) on 24/7; 1129 (Yk.) on 25/7, and 1125 (Yk.) on 29/7. On 28/7, 3328 was on Y.7 and 3330 on Y.13, whilst on 29/7, 3328 was on Leeds - Scarborough (43). 3328/30 were exchanged in late July for 3101/3 (now 2101-3), and 3329/31 were exchanged for 3102/4 (now 2102/4) in early August. 1924 was on Y.9/9A on 7/7; this is unusual in that it is the only double-decker at York with the large fleetname. The solitary DX, 1761, was also on Y.9/9A on 21/7, but is usually used on the "Safari" duty, involving the East Yorkshire Motor Services 94A route, although YDX's have been noted. They all carry a paper "Pocklington" sticker in the nearside window. A D.P.SRG was noted on Y.3 or Y.9 on 15/7. 3176 was on Y.5 on 26/7, whilst on the following day new arrivals 3328 was on Y.7, and 3330 was in the Depot showing service "4" (possibly a duplicate, as it would not be used as a fare box vehicle). On 30/7, 1902 was on Y.9/9A; 3172 on Y.7, formerly the YSRG (long and short) domain. On the same day, 1129, newly repainted, was heading for Scarborough on 43.

LONG DISTANCE. On 30/7, United 1065 (3565 UP), an ex-Wilkinson Leyland/Plaxton was working on Harrogate - Ripon, and on 1/8 was on Grove Park forecourt, carrying an "On Hire to West Yorkshire" sticker. Also on Grove Park forecourt, this time on 31/7, have been United 1277 of Jesmond Depot, and Crosville CRG.31. Two further Crosvilles, CRG.105/6, were in Harrogate Bus Station on 2/8. Harrogate vehicles have been noted on X.91 Whitby, as duplicates, e.g. 1087/91 (both H) on 14/7, and 1094 (H) on 21/7.

5. SOLD STOCK NEWS.

863 DYG, (Ex.YSMA.11, SUL4A, sold Norths, Sherburn, 5/72.)  
To Turriff-Taylor (Contractor), No.95 A14, by 3/6/73, noted at Coupar Angus, Perthshire. Left Norths, 3/73.

LWR 433, (Ex.SMG.3, LS5G, sold Norths, Sherburn, 1/71.)  
To S.McCullough, (Contractor), Birtley, Co.Durham, 4/71.  
Still running for McCullough in Co.Durham 10/6/73. This would mean that if the vehicle mentioned in Issue 263 is ex West Yorkshire, it must be ex.SMG.2, (LWR 432).

EWY 407, (Ex.KDG.49, K5G, sold Barrett, Baildon, 11/59.)  
This was always a "mystery" bus, as it was never seen after sale. Apparently Mr.Barrett kept it for only about six months, and then sold it for scrap to Lockey, Bingley. The firm of Lockey is the one now known as Autospares (Bingley) Ltd., which is still run by the two Lockey brothers.

BWT 801, (Ex.107, J05G, sold Fowlers, Harrogate, 10/54.)  
Arising from the above, the location of the Lockey (Breaker), referred to in Issues 211 & 212, is at Bingley.

MWY 227, (Ex.SUG.16, LS5G, sold Reliance, Sutton-on-the-Forest, 7/70.)  
Further to last month, the vehicle with Bleanch, carrying registration MWY 227 is in Hedingham and District livery, so it is not ex-SUG.16. As RWW 978 (Ex.SMG.53) was sold by Hedingham to Sykes, Blacker Hill, in 3/73, it may be this vehicle which is carrying the plates of MWY 227.

7905/2/3 WY, (Ex.1092/8/9, MW6G, sold Lincolnshire Road Car Co.Ltd., 5/73.)  
A report in the August Issue of Buses states that these are to be re-numbered 2275-7 in the Lincolnshire fleet. It has to be confirmed, however, that they are numbered in that order, as a more logical numbering would be 7902/3/5 WY.

6. TEN YEARS AGO.

The August, 1963, Bulletin was a 4-page Issue.  
New vehicles entering service comprised YSMA.9-12, SMG.27/8 & DX.160/1, whilst YSG.121/2/6/30 had been withdrawn.

DB.38 had been transferred from Bradford to Ilkley, and was the first DB at Ilkley for some years.

SGW.6/7/8/11/2 had their rear indicators painted over on 2/8/63, and details were given of an upper deck seat counter fitted to DX.159.

Sold Stock News reported that SB.1 was still with Cosy Coaches, Meadowfield, 7/63, and the new mobile booking and enquiry office had appeared, having been seen in Vicar Lane on 9/8/63; this is, of course, now 4028 in the Service Stock list.

A survey had been carried out at Vicar Lane on 30/7/63, and it must be noted that the reduction in surveys published in the Bulletin in recent years must be due to the diminishing variety of buses today. In 1963, the survey had noted such vehicles as DB.19/62/3, DEW.28, DB.7/44, SGW.1, DB.1.24/9, DB.22, DGW.4, DEW.32, DGW.2/9, DEW.1/21/3, & Ledgard LLU 803.

7. OTHER INFORMATION.

OTHER BRISTOLS. Perhaps a little different from the normal items under this heading was the appearance in Leeds on the 16th July of a Bristol HG6L lorry, double axled at the front and single at the rear. This had probably been cut down from an ex-B.R.S. eight wheeler, and was being used as a recovery lorry, on trade plates 1141 B. ("B" is Lancashire County Council.)

Noted in Harrogate on the 2nd August was Hants and Dorset new type M166G coach 1021 (FRU 876D) in National white, showing "Harrogate and Yorkshire Dales".

In the evening of the 14th July, ex-Red and White Lodekka, L.157 (SAX.63) was noted on the Malton-York road, with no indication of ownership. It was still in red and cream, and appeared very smart.

BUS STOP. An additional bus stop is being provided in Silsden Road, Addingham, between the junction of the Silsden/Skipton roads and Turner Lane, to be used on service K.5. Temporary bus stop signs appeared from the week commencing the 9th July.

KEIGHLEY BUS STATION. Resulting from the revised services in Keighley, minor stand alterations took place from August 5th. These are understood to be as follows :-  
Stand 1 - Blackpool, Morecambe (no change); Stand 2 - Services 13/13A/13B, Riddexon, Barley Cote, Stockbridge (formerly 13/13A); Stand 3 - 14/14A/14B/14M (formerly 14/14A); Stand 4 - 31 (no change); Stand 5 - X.67, London, Birmingham, East Coast Expresses, (no change); Stand 6 - 67 Bradford (no change); Stand 7 - 1A (formerly 22)  
Stand 8 - 1 (ex.21); Stand 9 - 10/11/67 Skipton, (no change); Stand 10 - 5 Ilkley and Silsden 12, (no change); Stand 11 - 4 (formerly 20); Stand 12 - 2 (formerly 17); Stand 13 - 9 (no change); Stand 14 - 6/6A, Thwaites; 57 Bradford and Halifax services (formerly only Bradford); Stand 15 - 17 (no change); Stand 16 - 12 Haworth, Mytholmes, (no change); Stand 17 - 18/19/25/27, (no change); Stand 18 - 7/26 (no change); Stand 19 - 2/4, (formerly 3/4); Stand 20 - 3 (formerly 2); Stand 21 - 6/6A/13/13B, Fell Lane (formerly 6, Fell Lane).

REGISTRATION NUMBERS.

HWW 867 C is a maroon Austin Mini, (H/W 867 was DB.40).  
OWX 175 K is a DAF Estate car, (OWX 175 was DX.51.)  
FWX 833 J is a VW car, (FWX 833 was KDB.12.)

RECRUITMENT.

An item in the York Evening Press on Friday, the 3rd August, announced that a mobile recruiting office would be in St. Sampson's Square, York, on Saturday morning, the 4th August, to recruit Drivers, Fare Box Drivers, etc.  
This was 4028, the Booking Office

7. OTHER INFORMATION, (cont.)

31" EXPRESS BLIND, (BLACK & WHITE) - NO DATE.

≡ Leeds/Bradford Airport; Private; Excursion; Whitby; Bridlington; Filey; Hull; Scarborough; Skegness; Yarmouth; ≡ Blackpool/Fleetwood; Blackpool; Blackburn; Burnley; Preston; Southport; Morecambe; Kendal; Keswick; Edinburgh; Glasgow; Leeds; Bradford; ≡ Leeds/Bradford; Harrogate; White Blank; Keighley; Ilkley; Otley; York; Skipton; Liverpool; Manchester; Middlesbrough; Newcastle; Rhyl; Llandudno; London; ≡ Northampton/Luton; Northampton; Leicester; Nottingham; Birmingham; Coventry; Cambridge; † Hull - Bradford - Pontefract - Leeds; White Blank; ≡ Margate/Ramsgate; ≡ Folkestone/Dover; White Blank.

≡ These exposures are tapered.  
† This exposure is on two lines.

BRADFORD DEPOT CAR ROTA.

CAR ROTA No.83 (MONDAY-FRIDAY). TYPE: S/D.

07.20 Garage - Chester Street (NoS); 07.26 Chester Street - The Tyres (NoS); 07.28 Bradford (The Tyres) - Huddersfield, (6H.dupl.); 08.12 Huddersfield - Bradford, (The Tyres); (6H.dupl.); 08.52 - The Tyres - Chester Street, (NoS); 09.00 Chester Street - Clayton Heights (Stocks Lane), (NoS); 09.15 Clayton Heights (Stocks Lane) - Ice Rink (Little Horton Lane), (P.H); 09.30, Chester Street - Garage (NoS);

SCHOOL TERMS (Monday-Thursday): 15.19 Garage - Chester Street (NoS); 15.25, Bradford - Crossflatts (67)dupl.; 15.50 Crossflatts - Bingley Grammar School (NoS); 16.02, Bingley Grammar School - Eldwick (412); 16.15, Eldwick - Bingley (68);

SCHOOL HOLIDAYS, (also Fridays during School Terms): 16.09, Garage - Chester Street - (NoS); 16.15 Bradford - Bingley (67 dupl.);

DAILY : 16.40, Bingley - Sowden's Mill (52); 17.02, Sowden's Mill - Bingley (69); 17.35 Bingley - Cottingley (Hope Hill View), (52); 17.45, Cottingley (Hope Hill View) - Bingley (52); 17.55, Bingley - Duckworth Lane (52); 18.20, Duckworth Lane - Chester Street (NoS); 18.30 Chester Street - Garage (NoS).

HARROGATE ROAD CAR COMPANY, 1912 TIMETABLE.

The following Timetable has recently come to light, and makes interesting reading :-

- TO Oatlands Mount from Station Square: every half-hour, 8 a.m. to 12 noon; every 20 mins., 12 noon to 8.45 p.m. returning same frequency from 8.25 a.m.
- TO Bilton and New Park, from Station Square: every half-hour from 8.30 a.m., to 8.30 p.m., return from 8.15 a.m. to 8.45 p.m.
- TO Starbeck, from Station Square: every half hour from 9.15 a.m. to 8.15 p.m., return from 9.30 a.m., to 8.30 p.m.
- TO Knaresborough (weather permissive), from Station Parade: every half hour from 10 a.m., to 6.30 p.m., return from 10.30 a.m. to 7 p.m.
- TO Duchy Road, the Moor, Harlow Hill, and back to Harrogate from Station Parade (opposite Methodist Free Church): every half hour from 10.30 a.m. to 6 p.m., leaving the Moor every half hour from 10.40 a.m., to 6.10 p.m.; from Harlow Hill, every half hour from 10.50 a.m., to 6.20 p.m. Then 6.35, 7.0, 7.30, 8.0 and every half hour to 10.0 p.m., on Saturdays.
- TO Pannal Golf Club, from Station Parade: every hour from 11 a.m., to 6 p.m., except 1 p.m., returning every hour from 11.20 a.m., to 6.20 p.m., except 1.20 p.m.

The times are not guaranteed, and are subject to alterations, but these cars run a regular and punctual service.

DON'T FORGET TO BOOK FOR THE AUTUMN TOUR.