

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 187.

OCTOBER 1966.

Hon. President :  
Hon. Vice-Presidents :  
Hon. Chairman :  
Hon. Fleet Historian :  
Hon. Secretary :  
Hon. Publications Officer :  
Hon. Tours Secretary :  
Hon. Editor :

### PERSONAL.

[REDACTED], who for the past three years has acted as Joint Editor, has owing to other commitments relinquished this post. We would like to thank [REDACTED] for all he has done for the Service in the past and we are pleased to know that he will continue to act as our York Depot Correspondent.

### FORTHCOMING EVENTS.

#### LEEDS MEETING, Saturday 26th November 1966.

This will be held on Saturday 26th November 1966 at Wellington Street Bus Station Cafe at 19.00 by kind permission of the Company. It is hoped to show members' colour slides. PLEASE MAKE A NOTE OF THE DATE.

### PRESS DAY

for the November issue will be Tuesday 1st November 1966 and all items should be sent to [REDACTED] on or before that date.

#### BRIDLINGTON TOUR, Sunday 2nd October 1966.

This took place as planned and the vehicle used was DGW 1 (B). Some 23 members and friends took part and our driver was Driver E. Gratton. The vehicle left Bradford for Shipley and over the 31 route to Leeds, and on to York via route 43 where the last picking up was made. We then travelled over the 44 route to Bridlington. Here a break was made for lunch and we then assembled at the Promenade Bus Station for a tour of the town on E.Y.M.S. 577 (MKH 86) a Leyland Titan PD2/12 with Roe FH28/26RD body. This was driven by [REDACTED] gave us a running commentary on places of interest. We travelled out to the South Sands, then through the West Hill Estate, Old Town, Bempton Lane and Sewerby and then returned to Bridlington Depot. Here we looked round and Apprentice [REDACTED] kindly answered our queries. From Bridlington we travelled North along the coast through Cayton Bay to Scarborough where we traversed the Marine Drive before arriving at Northway Bus Station where a break was made. From Scarborough we used 43 route to Leeds and then returned over the outward route to Bradford.

We would like to express our grateful thanks to West Yorkshire and East Yorkshire who made the tour possible and in particular would like to thank our [REDACTED] and Apprentice [REDACTED] for making our visit to Bridlington so enjoyable; and last but not least our thanks go to [REDACTED] for all their work in organising the tour.

### 1. FLEET CHANGES.

#### New Vehicle.

SRG 24 MYG 929D Bristol RELL6G BCW B54F

Further details of vehicles are to hand:-

SRG 18	Chassis Number	238005	Body Number	15965	U.W.	7-11-2
SRG 19	Chassis Number	238006	Body Number	15966	U.W.	7-11-2
SRG 20	Chassis Number	238007	Body Number	15967	U.W.	7-11-2
SRG 21	Chassis Number	238008	Body Number	15968	U.W.	7-11-2

.../Allocations & Transfers.

Allocations and Transfers.

SGL 16	from	BRADFORD	(delicensed)		30.9.66
SUG 16/21	"	LEEDS	"	"	"
SUG 18	"	YORK	"	"	"
SUG 19	"	BRADFORD	"	"	"
SUG 64	"	HARROGATE	"	"	"
CP 1	"	YORK	"	"	"
DEW 4	"	BRADFORD	"	"	"
DEW 9	"	MALTON	"	"	"
DX 116	"	KEIGHLEY	"	"	"
DX 152	"	ILKLEY	"	"	"
SRG 24		(new)	to	YORK	
DX 57/121		(delicensed)	"	HARROGATE	21.10.66
DX 115/23		"	"	LEEDS	"
SBW 16	from	YORK	"	BRADFORD	"
DEW 2	"	HARROGATE	"	BRADFORD	"
DEW 12	"	YORK	"	MALTON	"
DX 31/5/6	"	LEEDS	"	BRADFORD	"
DX 173	"	HARROGATE	"	ILKLEY	"

Notes.

1. All vehicles are relicensed at their former depots.
2. There are now no SGLs running in the main West Yorkshire fleet, but SGL 16 remains in stock for the moment.
3. All the original batch of DEWs are now allocated to Bradford.
4. DX 31 had been at Leeds since 1.8.60 and returns to its original depot which it left on 1.5.60.
5. This is the first move of DX 173 since new on 27.1.64.

Fleet Total.

	<u>C.</u>	<u>SD.</u>	<u>DD.</u>	<u>1.10.66</u>	<u>1.10.65</u>
Licensed:	39	190	303	532	526
Delicensed:	1	8	8	17	11
	<u>40</u>	<u>198</u>	<u>311</u>	<u>549</u>	<u>537</u>

Stored Vehicles.

DB 51/52/58: KDB 28/32: YDB 36/39/41: YDG 57 and YDB 73 are stored in the field at the rear of York depot in sale livery whilst CUG 5, YDB 40 and YDB 75 are stored inside the depot not in sale livery.

2. VEHICLE NOTES.

Overhauls.

September 1966 - YDX 91

Repaints.

August 1966 - CUG 22(L)  
 September 1966 - CUG 26(L), SUG 16(L), SMG 5(Yk),  
 SMG 12(Yk), YDG 85 (lower half)  
 DX 80(K).

General News.

YDX 91 and YDX 219 have both been fitted with covers over the air intakes of the C.B.C. system. YDX 91 also received a T indicator.

CUG 26(L) has received a rear wheel trim and offside front number.

SMG 12(Yk) which was reported last month as being adapted for OMO has in fact been used on OMO duties since it arrived at York from Harrogate in 12.64.

YDG 85 repainted this month was the last YDG to have large fleet numbers and now has small ones.

SBW 16(Yk) now has a small rear fleet number and has had its rear boot doors sheeted over.

CUG 16 now has a rear wheel trim.

CUG 22 carries its front number below the windscreen and sports a rear wheel trim.

...SGW 5(Yk)

SCW 5(Yk)  
 front fleet  
 SMG 4/1  
 windscreen  
 by...

SGW 5(Yk) now has small fleet numbers, whilst SMG 10(K) has small front fleet numbers.

SMG 4/10/30/1/2/57 and SMA 14 now have OMO boards in the nearside windscreen, as have SMA 15, SMG 41/53.

DX 80(K) carries an intermediate blind at the front and on repaint lost its black lining out and now carries small fleet numbers front (offside) and rear.

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### 3. SERVICE CHANGES.

The following applications have been made:-

#### S.302. New Route, Keighley (Bus Station)-Barley Cote,Riddlesden.

via Queen Street, Lawkholme Crescent, Cavendish Street, Bradford Road, Granby Lane, Banks Lane, Ilkley Lane to Barley Cote to be operated Mon-Sat. At present this is being operated under a short period licence and commenced operation on Monday 26 Sept 1966 being numbered K.13A.

#### S.303. K.8 Skipton-Silsden.

To introduce an additional journey at 14.05 on Saturday only from Bradley to Skipton. This actually commenced on Saturday 1st October 1966.

#### S.304. 71 Skipton-Grassington.

To discontinue the Monday-Friday journey at 17.45 from Skipton Railway Station to Skipton Bus Station.

#### S.305. 33 Leeds. Mon: 34 Leeds-Ilkley: 35 Leeds-Arthington.

To revise the inward route to Leeds so as to operate to Woodhouse Lane then Blenheim Walk, New Woodhouse Lane, Woodhouse Lane and as authorised.

#### S.306. 73 Bus Station-Short Bank Road (Skipton Local).

On Mon-Sat the 22.15 ex Bus Station to leave at 22.10 and operate 5 minutes earlier throughout.

#### S.307. 70 Leeds-Hawes.

To revise the timetable.

#### S.308. 22/22A Harrogate-Forest Moor.

The 07.25 Harrogate to Forest Moor will not be extended to and from the Operations Building at Kewth Hill Camp, but the return journey will leave Forest Moor at 07.48 and this will be extended to and from the Ops Building and will leave the Camp Entrance at 08.05.

#### S.309. 76 Tadcaster-Skipton.

To discontinue the 16.32 Mon-Fri Wetherby to Harrogate journey.

#### S.310. 13 Harlow Hill-Forest Lane (Harrogate local).

To vary the route so as to be as authorised to Skipton Road then Grove Road, Franklin Road, Mayfield Grove, Station Parade and as authorised.

#### S.311. 17 Harlow Hill-Heathfield Drive (Harrogate local).

On Mon-Fri to introduce an additional journey at 19.22 from Heathfield Drive to Knaresborough Bus Station and one at 21.32 from Plantation Road to Heathfield Drive, returning to Harrogate Station Square at 22.09.

#### S.312. 17B Crossways to Harlow Hill (Harrogate local).

To discontinue the 22.01 Crossways to Station Square and to vary the route as authorised to Meadow Road then Hawthorn Avenue, Blind Lane, Halfpenny Lane and Meadow Road and with consent of Knaresborough Urban District Council to amend the terminal point to be Blind Lane, Stockwell Estate.

Commencing Saturday 1st October 1966 the 07.40 from Grassington to Litton (71A) and 08.15 Litton to Grassington (71A) were discontinued. New journeys were introduced as follows:- 10.40 Grassington to Litton (71A) which connects with the 09.40 Skipton to Grassington on which through fares are available, and 11.15 Litton to Skipton via Conistone. The 16.40 Skipton to Litton and 17.45 Litton to Skipton continue as before (S.284).

As a temporary measure due to the laying of a high pressure gas main in Bridge Street, Leeds, the outward route for eastbound routes from Vicar Lane was amended as from Mon 26th September to run as follows:- Edward Street, Templar Street, Vicar Lane, Eastgate, then as normal route instead of Edward Street, Templar Street, Bridge Street, Eastgate.

S.301 (Issue 186) came into operation on 14 August and is worked by a Wetherby double deck vehicle as follows on Mon-Fri:- Wetherby 20.30, Leeds 21.07 (38): Leeds 21.10, Aberford 21.43 (47): Aberford 21.45, Leeds 22.18 (47): Leeds 22.35, Wetherby 23.28 (41). The Saturday journey at 21.10 to Aberford is worked by a Wetherby S14 which works on 39/39A then Aberford return and

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DX 87 work  
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SRG 17 was no  
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22.30 Leeds-Wetherby 39A. The double decker lies over at Vicar Lane between 21.07 and 22.35. Prior to 14 Aug the Wetherby SMG worked the Aberford duties on Mon-Fri as well as Saturday but from that date the 19.15 Leeds-Wetherby and return appears to have been operated by Leeds depot. The 22.30 Leeds-Wetherby on Mon-Fri is operated by a Wetherby SMG which arrives at Vicar Lane at 21.25 (ex 41) an untimetabled journey. The 21.30 Satrday Leeds-Wetherby (39) is worked by a Leeds vehicle which works off 46 at Wellington Street at 20.40.

Whilst road improvements are being made to Heworth Road, York, Y.6 now travels via East Parade, Heworth Village, Hempland Lane and Stockton Lane whilst Y.14 uses Layerthorpe, Mill Lane, Heworth Green and Stockton Lane in a similar manner to what they did early in 1965 when Heworth Road was closed for the laying of new drainage pipes for 4 months.

Express Carriage.

E.52. Harrogate-Blackpool.

To vary the period of operation to be daily from the last day of Illuminations to end of October, then on Friday, Saturday, Sunday and Monday only until the Monday preceding Easter, then on the Tuesday and Wednesday preceding Easter inclusive. In the week which includes Christmas Day the service to operate daily except on Christmas Day.

E.53. Yorkshire Services. Keighley/Halifax-London.

To vary the route to be as authorised to Mansfield then A.60, A.611 to Bulwell, B.600A, A.613 to Nuthall to join the M.1.

4. OPERATING DETAILS.

Depot Reports.

Bradford. On Sat 24 Sep DX 103(K) worked the 08.40 Ben Rhydding to Bradford and DX 215(I) the 08.30 Skipton-Tadcaster(76). In the evening DX 168(Sk) worked the 20.15 Bradford-Ben Rhydding(63) and DX 17(B) the 20.45 to Ilkley. Noted on 67 were:- 20.15 - DX 100(K); 20.25 - DX 160(B); 20.35-DX 202(B); 20.45 - DX 187(B); 20.53 - DX 152(I).

Grassington. Observations at Grassington on Sun 25 Sep found the following:- In Depot - SMG 10(K)/31/2(G), SMA 14(G). On Service 71 - SMG 30(G), Service 72 - SMA 15(I).

Harrogate. The following observations have been made in Harrogate during the past month:- Sat 10 Sep:- Ser 24 - SMG 45(H)/4.9(PB), Ser 36 - DX 204/206/214(allL); SRG 3/5(H); Ser 76 - DX 215(I) whilst DGW 4(W) worked the 14.05 76B Harrogate to Spofforth. Sun 25 Sep:- Ser 36 - SRG 18(H), Ser 53 - DX 180/2(B), DX 33/174/208 (allH), Ser 76 - SRG 16(W) whilst CUG 39 (H) was noted in Broughbridge returning to Harrogate on an excursion. Sun 2 Oct - Ser 9 - DX 65(H), Ser 9A - SMG 34(H), Ser 11 - DX 55(H), Ser 15A - SMG 15(PB), Ser 16 - SMG 43(H), DX 33(H), Ser 23 - SMG 34(H), Ser 36 - SRG 2(H)/10(L), Ser 51 - DX 182(B), Ser 76 - SRG 5(H), Ser 84 - YDX 191 whilst CUG 39(H) was noted on an excursion in North Yorkshire.

Ilkley. Ser 76 was altered again on 14 Aug. Basically the alteration provides through journeys once more on Mon-Sat evenings and Sundays. A new feature of the Sunday journeys is that during the morning and early afternoon cars have a 68 minute lay-over in Skipton. As a result of this alteration the only Ilkley journeys on 76 are 16.50 Ilkley-Skipton returning at 17.30 to Ilkley. DX 215 new on 1 Aug is a regular vehicle on 63 Sunday to Friday but usually works on 76 on Saturdays. SRG 21/22 the Bradford cars are regulars on the 06.45 and 07.15 Bradford-Ilkley(63) journeys on Mon-Fri. SUG 67(I) is regular duplicate car on X88 Leeds-Morecambe. The following have been noted during September - SUG 67(I) on 34 Otley, DX 103/157 (both K) and DX 168(Sk) on 63. DX 18(K) on 63 for Bradford depot, DX 28/125 (both K) on 76 for Skipton depot, DX 52(L) on 63 for Bradford depot. On Sat 24 Sep the two Ilkley cars on K12 Ilkley-Haworth were DX 151/153(both I) whilst KDX 139(I) was working K9 Keighley-Cowling and KDX 140(I) was parked in Ilkley depot. Also noted working K12 for Ilkley depot in Sept have been KDX 162/165/225 (all K).

Leeds. SBW 16(Yk) worked 12.55 Thwmer(42) on Wed 7 Sep and was also seen showing Blank/36 during its stay suggesting that it had worked the early morning DBW journey to Alwoodley Gates. SRG 8 was noted the same day showing Leeds/34A a very unlikely route for this type. EUG 89 worked 11.55 Horsforth(33 dup) the same day and SRG 18(H) was noted on Ripon(36). During the evening of Thur 8 Sep DBW 26 replaced DX 1 78 on Otley-Leeds(34) On Fri 9 Sep DX 200(H) worked to Scholes(48) for Leeds depot, and EUG 76 was ...noted on

ted on Bridlington(44). During a strike by EYMS drivers on Mon 12 Sep DX 87 worked the 12.05 ex Wellington Street to Hull(46) an EYMS journey, as far as York. On Tue 13 Sep an unidentified York EUG was noted on Airport duties for Leeds depot. The same day DGW 1(B) returned to Leeds on 30 and SRG 17 was noted on Scarborough(43) with a full crew. That evening SGW 5 (Yk) worked to Leeds at 19.05 on 43. On Wed 14 Sep 2 out of the three turns on 38 were worked by KSWs, DGW 7(W) worked 12.15 to Wetherby(38) and DBW 23 13.15 to Wetherby whilst the other turn which includes 12.45 Knaresborough was worked by DX 176. The same day DBW 22(B) worked on Leeds-Guiseley(32) whilst SRG 20(M) was on Leeds-Scarborough(43). A very unusual appearance, possibly unique, was SRG 7(L) on Leeds-Bridlington(45) on Fri 16 Sep, though SRGs have been noted on the 44 route to Bridlington during the summer. DBW 5 made an appearance on Leeds-Bradford(30) on Mon 19 Sep. On Wed 21 Sep SBW 27 worked 12.30 Leeds-Wetherby(39A) with full blind display to front and rear. An SBW is infrequent on 39 nowadays and one with full blinds even rarer. On Thur 22 Sep DX 82 worked to Keighley(31) during the evening peak. The following morning SRG 21(B) was noted in the Headrow showing Bradford/63A (see Ilkley notes). The same day SBW 24(M) worked on 43. DX 122(L) has spent about 2 months on continuous loan to Bradford and has been working regularly on 30. It was still on loan on this route on 30 Sep. On Sun 25 Sep DX 108 was noted on a High Royds Hospital special at Guiseley at 18.03. On Wed 28 Sep DX 175 (H) worked on Leeds-Harrogate(36), Harrogate DXs being unusual on 36 these days. At 13.45 two very unusual vehicles worked a High Royds Hospital Special (32) - SRG 7 and DX 82! A Harrogate SRG was used on this service for a short time last winter but a Leeds SRG has never been seen before on this route. On Thur 29 Sep SBW 25(M) worked on 43 and the same day SMG 4(M loan Sc) worked the OMO duty on Leeds-Scarborough(43) in place of SRG 17 and was again on this duty the following day. Also on Thur 29 Sep DX 82 returned to the all day Leeds-Ilkley(34) rota, and DBW 17 worked Leeds-Arthington(34A). On Sun 11 Sep the 17.15 Leeds-Whitby(91) was worked by United UE 544 and the 16.30 Bridlington to Leeds(44) was worked by EYMS 691. On pages 2/3 of the August issue reference was made to Leeds including Scotton on their blinds. A Leeds vehicle works the following duties on Saturdays: Leeds 20.45, Knaresborough 21.48(38); Knaresborough 22.05, Scotton 22.17(19); Scotton 22.20, Knaresborough 22.32(19), Knaresborough 22.35, Leeds 23.37(38). This vehicle works on 38 all day starting 06.45 Vicar Lane. It is possible also that the Mon-Fri 21.50 Knaresborough-Scotton and return journeys are operated by Leeds depot but this has not been confirmed. In early Sept DGW 1 or 2 regularly duplicated the 08.03 Shaw Estate-Leeds(35) on Mon-Fri possibly only over part of the route. On 20 Sep DX 97(B) was on this duty, 22 Sep - DGW 2, 27 Sep & DGW 10, 28 Sep - DGW 1. The latter vehicle showed School Special/33P on its blinds. DBW 22(B) regularly duplicates the 08.06 Leeds-Guiseley(32) on Mon-Fri. On 22 Sep SUG 38(L) worked for Wetherby on the 13.00 Leeds-Wetherby(39) DX 65(H) worked 13.15 Leeds-Ripon(36). On 27 Sep DBW 23 worked 12.00 Knaresborough-Leeds but was replaced for the 13.15 Leeds-Wetherby(38) by DX 27. The vehicle working this duty later works the 20.30 ex Wetherby(38) etc., SRG 10 worked the 13.00 Leeds-Harrogate and SMG 39(W) the 21.45 Leeds-Harrogate, whilst SUG 38 was noted on 21.30 Leeds-Wetherby(39).

Malton. The observation by our Leeds correspondent of an SBW on Leeds-Scarborough(43) does not appear to be as rare as was first thought (See also Leeds/York reports). This seems to be a regular daily working (at least on the summer rotas) by Malton depot and has been noted several times in York at around 17.50 returning on the 19.05 Leeds for Scarborough.

Skipton. On Sat 17 Sept the North Western and Yorkshire Branch of the Omnibus Society held a study tour by service bus in the Skipton Area. They left Skipton on the 13.00 67 to Cross Hills and DX 212(K) was able to accommodate the party although the Company had very kindly laid on a duplicate which was not required. At Fieldhead Drive they changed onto the 13.30 K9 to Colne this duty being worked by B.C.N. who had also provided a duplicate which was required and was 42 an East Lancs bodied PS2.

Wetherby. SBWs have made a re-appearance on 39 during the past month. Noted have been Wed 7 Sep SBW 28, Wed 21 Sep SBW 27 and Fri 30 Sep SBW 21. On Tue 27 Sep a DBW was noted showing Leeds/39 but it is presumed that this vehicle was working on 29/38A in view of the single deck height bridge at Collingham. On Wed 14 Sep DGW 7 and DBW 23(L) worked Leeds-Wetherby(38) a doubly rare occasion. On Fri 16 Sep SMG 23 worked a Leeds turn on 39.

York. On Wed 28 Sep DBW 9 was noted on the 12.33 Rowntrees-Beckfield Lane. This turn was formerly a YDG 55-65 series stronghold but since their withdrawal the turn has been mainly worked by YDXs rather than a YDB although they do appear but this is the first observation of a DBW on this for some ...time.

time. Despite YDX 72 being so fitted, DBW 12 has been noted on the driving school during September at York again as it has done in the past. On Thur 22 Sep YDX 130 was noted working the 18.15 to Sheriff Hutton(81). At the same time YDB 90 was noted entering York from the Leeds direction showing York/43. The following day DBW 28(Yk) worked the 08.36 Station to Chapel Fields(Y11A). A study of 43 Leeds-Scarborough during the past month shows more REs being used with the arrival of the two at Malton. On Sun 25 Sep SRG 11(L) and SRG 19(M) were both noted in York - 11 working the 08.35 Leeds-Scarborough and 19 the 09.10 Malton-Leeds. SRG 12(Sc) is of course a regular performer and usually returns from Leeds at 11.35 having worked through from the coast earlier in the day. SRG 20(M) was noted on Sat 1 Oct as was SRG 22(B) the latter working the 08.55 Bradford-Scarborough a duty it performed the following day. Other vehicles do appear however some of these being as follows:- Mon 26 Sep YDX 92 worked the 17.30 York-Leeds: SBW 24(M) was noted on Tue 27 Sep working into York from the Leeds direction at 12.35 and later the same day worked the 17.35 York-Malton: the following day it again worked into York at 12.35 from the Leeds direction showing York/43; Tue 27 Sep SMG 3(Yk) worked the 16.10 Scarborough-Leeds: Sat 1 Oct SBW 25(M) was noted working into York from the Malton direction: Mon 3 Oct YDB 81 worked a Romtrees-Tadcaster(43) special. On Sat 1 Oct YDX 148 appeared on 80 York-Thirsk whilst DX 210(Yk) was working on Y3/3A/11/11A. On Sun 2 Oct SMG 5(Yk) worked the 10.40 York-Bishopthorpe(Y15), the vehicle returns to York on Y.10. The previous week this duty was performed by a YSMA. On Mon 3 Oct DX 112(Yk) worked on Y13/13A. YDX 230 was noted in Thirsk on Sun 2 Oct on 80 York-Thirsk. On Wed 5 Oct SUG 22(L), SUG 63(Yk) and CUG 6(Yk) were noted on Race Specials, and the following day SBW 29(Yk), SMG 6(M) and CUG 6(Yk) were thus noted. On the 6th also EUG 88(Yk) worked the 12.35 York-Harrogate(84) but SUG 62(Yk) performed this duty the following day.

Long Distance. On Sat 17 Sep Timpsons Weyman Fanfare coach VXP 505 was noted in Wellington Street on hire to the Company working the 23.00 to London. The new northbound X95 Potteries-Tyneside service was noted in Leek on Sun 4 Sept and consisted of two Northern General vehicles. Although all the X97 Pool Companies plus Potteries are licensed to operate on the service it appears that initially it is being operated by Northern General and Potteries only. Northern work South on Friday nights returning North on Sunday, and Potteries work vice versa. Vehicles are timed to meet at Leeds City Station on Saturday mornings and at Wellington Street on Sunday evenings and it is understood that the crews change over at Leeds returning to their respective home depots. Another point of interest in connection with this service is that the backing in the West Midlands Traffic Area is being opposed by Berrésfords of Cheddleton who have made a counter application for a service between Newcastle under Lyme and Mansfield which would connect with Hall Brothers Newcastle upon Tyne-Coventry service. The demand for such services arises from the closure of a number of pits in North East England and the subsequent transfer of miners to pits in the Potteries. On Sat 10 Sep the following were noted in Harrogate: 11.30 X99 Middlesbrough - United UE 4: 11.40 X97 Northern 2601 to Leeds, Northern 2521 to Liverpool, North Western 834 to Manchester: 15.55 X97 CUG 18(L) to Liverpool, Northern 2605 to Leeds: 16.15 X97 Newcastle Northern 1687/2519: 18.15 X97 Newcastle Northern 2605 & Y.W.D.765. Noted in Keighley on Sun 25 Sep working the 12.50 J1 Blackpool-Bradford was CUG 9(B), whilst Ribble 714 and EUG 89(L) worked the 14.50 J2 Leeds-Blackpool. The same day United UE 14 worked the 15.55 Newcastle-Leeds (X97). On Thur 8 Sept Ribble 984 was noted working to Fleetwood(J1) in the hands of Driver Ballance of Leeds depot who drove us on our Leeds area tour last October. On Sat 19 Sep EUG 85(H) was noted in Kendal en route for Keswick on X87. Near Ripon on Sun 11 Sep Eastern Counties LS 776 was noted on hire to United en route for Leeds on 250. On Tue 13 Sep Sunderland District 347 (HUP 947C) was noted in Leeds on X97.

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5. SOLD STOCK NEWS.

SGL 12 and KSGL 23.

Both with Bleanch, Hetton le Hole.

CUG 1/4

Both with Allenways, Birmingham as reported last month. They are still in West Yorkshire livery and are used in Allenways Contract fleet.

SGW 8

Now with Silverwing, Hull.

CUG 3

Now with Service, Bebside.

SGW 9

With Reliance Motor Services, Crayke as previously reported. It has now been fitted with a clock on the front bulkhead.

JHN 359 (ex SG 156)

Still with showman (P Fleming, Bradford), noted at Woodhouse Moor Fair Sep 23-27 and has now been completely repainted red with maroon wings and white wheel nuts.

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6. TEN YEARS AGO.

The October 1956 bulletin ran to six pages. DX 47-49 entered service to Leeds and were being used on 36 Leeds-Ripon consequent upon the introduction of the Winter timetable. The number of pre-war SGs stood at 15 being distributed as follows:- Bradford (2), Harrogate (6), Keighley (3) and York (4), whilst Malton and Scarborough's winter depot allocated had been revised.

Depot Reports found DX 6/7 being transferred from Leeds to Ilkley in order to work on 63 Bradford-Ilkley. At Leeds DG 6/15, DB 22 and DBW 29 had worked specials to Elland Road Football Ground on hire to Leeds City Transport. At Skipton EWG 3(K) had been on loan and had been used on specials to Kilnsay Show. At York DBW 31 had been working on York-Thirsk(8c), and Leeds-Bridlington(44).

Service Changes found four journeys on 1 Starbeck-Oatlands being extended to and from Halstead Road/Hookstone Road junction on Mon-Sat from 3 Sep 1956, whilst on 8 Harrogate-Seriven all journeys operated via Hyde Park Road, Seriven from 13 Aug 1956.

Two pages were devoted to a Brief History of Transport in Keighley and District during the first half of the Twentieth Century written by [REDACTED]

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7. OTHER INFORMATION.

Rail Closures.

Decisions have recently been announced by the Minister of Transport. The York-Harrogate line is to remain open, but the Harrogate-Northallerton line, together with stations at Melmerby and Ripon are to be closed. Additional bus services are to be provided but in the main she considers that existing services are adequate. As far as the Company are concerned these are listed as being 36 Leeds-Ripon and the X97/99 services.

Earls Court Commercial Motor Show.

For the first time since 1948, Bristol and Eastern Coach Works, both of which can now be sold outside the Tilling Group, took stands at the Commercial Motor Show held at Earls Court. The Bristol stand featured the new VR model and an RELL. The E.C.W. stand featured an 80 seat double deck body on the V.R. chassis and a 50 seat single deck body with front entrance and centre exit on an RELL chassis for United Automobiles. A similar vehicle for West Yorkshire SRG 23 was on the demonstration park.

East Yorkshire Motor Services.

Members may be interested to know of the depot allocations by East Yorkshire in respect of services working into Leeds for the month of October. Bridlington depot have 791 and 801 for Service 44, Hull have 802 for Service 46 whilst Pocklington depot have 789 for Service 46 and 788 for Services 44/45.

Old Bristols.

In the notes concerning old Bristols in Leeds in last month's bulletin, two corrections are necessary. Cooper and Woods MHN 161 is an LL5G (not L5G) and DB 7 does not run on trade plates - the note referred to FJN 167. A further Bristol has appeared, this being Sir Alfred Mc Alpine's ex North Western BJA 428.

Arrive  
On Thur  
at the same  
York/1/3  
1/11/1

New Leeds Blinds.

More information is now to hand about the new Leeds blinds. Further New destinations are 'Thorp Arch Hospital', 'Ycadon (M.O.D.)', and 'Works Special'. In addition two School Specials appear, the first after 'Private' and the second after 'Thornor'. A strange feature is that Farsley now appears after Aberford instead of near the beginning as hitherto. As Red Hall Lane is still near the beginning much winding is necessary when working on 29/38A.

Publicity.

ERG 7, unregistered and showing 'Private/---' was featured in a photograph on the Gardner stand at the Commercial Motor Show, as part of a feature on the application of Gardner engines.

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=LEEDS AND DISTRICT  
=TRANSPORT NEWS=  
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If you are interested in other operators, the above, which gives details of operators, including Leeds City Transport, Sheffield Corporation, Sheffield J.O.C., Samuel Ledgard, West Riding Auto Co., Yorkshire Woollen District, Kippax and District and Farsley Omnibus should be obtained.

Send 9d in stamps for a specimen copy and details of membership to [REDACTED]

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MAKE A NOTE OF OUR NEXT EVENT WHICH WILL BE A MEETING TO BE HELD IN THE BUS STATION CAFE AND WELLINGTON STREET BUS STATION, LEEDS ON SATURDAY 26TH NOVEMBER 1966 AT 19.00 HOURS BY KIND PERMISSION OF THE COMPANY. MEMBERS COLOUR BLINDS WILL BE SHOWN. PLEASE MAKE VERY EFFORT TO ATTEND THIS MEETING.

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JEW  
08.10.66.