

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 244.

JULY, 1971.

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

EDITORIAL. This Issue may be slightly later than usual, but this is due to Editorial holidays. On the subject of late delivery, whilst every effort is made to produce the Bulletin early each month, it is possible for unavoidable delay to occur at some point along the production line. However, if your copy of the Bulletin has not arrived by the beginning of the next month, the chances are that it has gone astray, and in this case, please notify the Hon. Secretary, [redacted], at the above address, who will supply a replacement. (The Editor does not hold any spare copies.)

The fleet is to be renumbered, on a date not yet decided, to enable records to be computerized. Although many vehicles now carry the new numbers inside, some have not yet been dealt with, and whilst we now have details of most classes, there are still a few gaps. Specific vehicle numbers will not be given until it is known officially that these numbers are to be adopted, since changes may take place. The broad outline of the new scheme, as at present envisaged, is given under "Fleet Changes". (T.M.L.)

### FORTHCOMING EVENTS.

TRANS-PENNINE RUN. As announced last month, this will take place on Sunday, 8th August, and both Programme Sellers and Marshals are still needed, both en route and at Harrogate. If you are able and willing to help, and have not already offered, please contact (as soon as possible) either (for Programme sellers): [redacted], or for (Marshals): [redacted].

H.C.V.C. YORKSHIRE SECTION. The next meeting will be on Tuesday, 20th July, at the L.C.T. Sports and Social Club, Concordia Street, Leeds, 1, at 7.30 p.m. After the usual business meeting, a visit has been arranged to the L.C.T. control room, where the two-way radio and closed circuit television systems are administered. All members of the W.Y.I.S., are welcome to attend these meetings, whether H.C.V.C. members or not.

P.S.V. CIRCLE SOCIAL MEETING. The next meeting will be on Thursday, August 5th., from 7-00 p.m., in the Bradford City Transport Staff Canteen, and all W.Y.I.S. members are welcome.

PRESS DAY for the August Issue will be on Saturday, 31st July (please note the date), and all items should be sent, to arrive on or before that date, to [redacted]

### 1. FLEET CHANGES.

#### NEW VEHICLES.

SRG.119.	FWW 394 J. Bristol	RELL6L.	3/1441	ECW 18627	B53F.	7-10-0.
YSRG.122.	JWU 340 J. Bristol	RESL6G.	8/236	ECW 19561.	D47F.	7-7-2.
YSRG.123.	JWU 341 J. Bristol	RESL6G.	8/237	ECW 19562	D47F.	7-7-2.

#### ADDITIONAL INFORMATION.

YSRG.122/3 were both delivered in early June to Grove Park, and arrived at York on June 17th. Both show "YSRG/310" inside, instead of the full "YSRG 122/3102", etc. SRG.119 is a further vehicle fitted with a Leyland National engine.

1. FLEET CHANGES, - Additional Information, (cont.)

The main event of this month, however, is the introduction of a new fleet numbering system, reverting to a numerical-only system. This is similar to the scheme abandoned in 1954, in that types of vehicles are segregated into "hundreds". In addition, the first figure of the number shows whether the vehicle belongs to the Main Fleet, Keighley or York - West Yorkshire, thus :-

- First figure - 1 = Main fleet.
- 2 = Keighley - West Yorkshire.
- 3 = York - West Yorkshire.
- Subsequent figures - 001 - 100 = Semi-coaches and coaches.
- 101 - 200 = Short saloon buses.
- 201 - 400 = Long saloon buses.
- 401 - 600 = Spare ?
- 601 - 900 = DX's.
- 901 - 999 = VR's.

Thus 1279 will be main fleet SRG.79, but 2280 will be Keighley - West Yorkshire KSRG.80, and 3296 will be York - West Yorkshire YSRG.96.

\*  
plates  
The new numbers first started to appear on the vehicles during the week ending June 11th., being added to the existing internal number above the windscreen on VR's, above the door on SRG's, and on the staircase of DX's. In addition, both old and new numbers were stencilled on to the "step" on the roof of DX.cabs, the first time the vehicle number has been displayed as such in the cab (except on the Certificate of Fitness plate, of course). The old and new numbers were displayed in the form "DX.79/1679", or more occasionally, with the new number under or over the old. One exception noted was VR.15, which carries "VR.15, VR15/1915". For the record, the first vehicle noted with its new number was VR.22 (1922) on June 11th. At present, the new fleet numbers are not being displayed externally.

\*  
Details of an early staff car have recently come to light: this was KWR 703, an Austin A40 Devon, new in 1951.

The unladen weight of 1030 is now 2-1-2, (ex.1-18-0 when new).

ALLOCATIONS AND TRANSFERS.

YSMA.9/11.	from YORK	(Delicensed).	30.671.
SMA.18.	" HARROGATE	"	"
SRG.22.	" LEEDS	"	"
SRG.92.	" BRADFORD	"	"
SMA.16.	(Delicensed) to YORK		1.7.71.
SRG.27.	" " LEE.3		"
SRG.119.	( New ) " HARROGATE		"
YSRG.122/3.	" " YORK		"
(DX.32.)	( Rebuilt ) " HARROGATE		"
SRG.25.	from HARROGATE	" BRADFORD	"
SUG.79.	" YORK	" HARROGATE	"

- Notes :
1. All vehicles are relicensed at their former Depots.
  2. YSMA.9/11 had given continuous service since new on 1/8/63.
  3. DX.32, although allocated to Harrogate, like DX.37 could be found at any main Depot, where Learning is in progress. As with DX.37, although retaining its original fleet number, it is not included in the fleet total, but is more appropriate to the Service Stock.

STORED VEHICLES.

HARROGATE. On 17th. May, SUG.62/4/75/7/8, SMG.35 & DX.10 were on the spare ground, near Works; these were joined on the following day by DX.25 (ex. Bradford), but SMG.35 was soon back in service. EUG.95 & CUG.19/42/43 have also been on the spare land during May/June, possibly for seat exchanging, and in the case of EUG.95 for an engine change.

LEEDS. The only stored vehicles still here on 7th. July were SMG.52 (outside) and SRG.22 (inside).

YORK. In the field are SUG.21/61, SMG.55/60, YSMA.7 & DX.19 (in Sale livery), and SUG.19, SMG.56 & YSMA.9/11 (not in Sale livery). Inside are SML.3/4, and these have received their new numbers inside, above the door.

WITHDRAWALS.

30th. June, 1971 :- SUG.67 & YSMA.9/11.

FLEET TOTAL.

	C.	S.D.	D.D.	1.7.71.	1.7.70.
Licensed :-	48	229	251.	528.	545.
Delicensed :-	2	17	11.	30	30.
	50	246	262.	558 *	575.

\* The fleet total excludes SUG.67 & YSMA.9/11.

1. FLEET CHANGES, (cont.) TEMPORARY LOANS.

1025 was still at York on 4th July, and on 28th May was seen in Alcuin Avenue (Y.11 route) attending to YVR.34.

2. VEHICLE NOTES. OVERHAULS AND HEAVY DOCKS.

May, 1971 : YDX.90.  
June, 1971 : SMA.16, SMP.17, SRG.5 (previously shown as 12/69), SRG.27 & KDX.93.

REPAIRS.

May, 1971 : ERG.8/9, CUG.35 & YDX.221.  
June, 1971 : VR.35, SRG.74/6/7/90, EUG.83/4/5, YVR.27, DX.122, YDX.236 and SUG.61 (Sale livery).

REBUILDING.

DX.32 has been rebuilt to a permanent Learner bus, as with DX.37.  
EUG.95 lost its Gardner engine 6HLW to SUG.80 during June, in exchange for the latter's 5HLW, making them LS5G & MW5G respectively. Only SUG.81 of the 1961/2 batch now remains as an MW5G. EUG.95 is now most unlikely to re-enter service.  
Y.1032 was fitted with a crane during June. This leaves only the unfinished 1041 without this feature. The fitting of a crane to a towing vehicle eliminates the need for plating and testing.

GENERAL NEWS.

YDB.83, sold recently, was the last bus in the fleet not fitted with a heater.  
DX.212 on recent overhaul, had its CDC heating removed.

This year's SRG's have screen-washing equipment, with double fillers at the side of the cab.

DX.49, which as reported last month had to be towed from Otley to Harrogate, has now received the engine out of delicensed DX.53, which is now engineless.

DX.21, during its service with West Yorkshire, covered 747,256 miles.

VR.5/7/8/9/10 have all recently been fitted with periscopes.

SMA.16, after overhaul, now has the top and bottom thirds of the indicator blanked off.

A number of new type SRG's are also now receiving additional beading along the side panels, to stop drumming, etc.

SUG.72 was fitted with a new engine on 17th June; DX.176 was so fitted on 25th February, and SRG.53 on 22nd March.

DX.212, on overhaul, had the polished surround to the radiator grille painted red, just leaving the grille centre silver, with a consequent detracting from the frontal appearance.

ADVERTISEMENT NOTES.

A new lower rear advert. at Leeds is for "WASS is Wallace Arnold Sales & Service, Ltd.,"

DX.160 & YDX.130 are the only two vehicles at York with a "Bus it into the Country" side advert, which seems to have ceased at other Depots.

YSRG.96 has received a near-side panel with a painted advert. for "Leak & Thorpe".

A new side advert. at York is for Scott of Metchley, for Hans.

YSRG.97 & SRG.115 have now received advert. panels at the nearside, but these are blank at the moment.

There being no Race Meetings in the near future, the "Racing at Wetherby / Beverley ...." target adverts. have temporarily ceased.

The "Tetley Bitter" side advert. appears to have ceased, at least at Leeds, where DX.179 & VR.18 have lost this advert. from the offside.

KIX.227 carries a paper lower rear advert. for "Our Cars fit your Pocket - Jacksons' Motor Service, Silsden".

3. SERVICE CHANGES. STAGE CARRIAGE.

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

S. 984. 7/7A. CORNWALL ROAD - BURN BRIDGE / PANNAL, (Harrogate Local).

Monday-Saturday. To withdraw the 07.47 Rossett Green - Burn Bridge, and introduce an additional journey at 07.39 from Bus Station to Burn Bridge.

S. 985. 76. HARROGATE - TADCASTER.

Saturdays only: To introduce additional journeys at 06.20 Harrogate to Wetherby, and 07.10 Harrogate to Boston Spa.

S. 986. 17. HARROGATE - SCOTTON.

Saturdays only: To introduce additional journeys at 14.15 Knaresborough (Bus Station) - Thistle Hill Hospital, and 15.20 return.

YDX 87

7

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

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S. 987. 16. HARROGATE - KNARESBOROUGH.

Monday-Friday. To introduce an additional journey at 22.45 Harrogate to Knareborough.

S. 900. Y.13/13A. ASHLEY PARK - NETHER POPPLETON. (York Local).

Monday-Saturday: To re-time the 22.35 ex.Rougier Street to 22.45, and the 23.03 ex.Nether Poppleton to 23.13.

S. 909. K.8. SKIPTON - SILSDEN.

Saturdays only: To re-time the 19.10 Skipton-Bradley to 18.25, and the 19.20 Bradley-Skipton to 18.35.

S. 990. Y.4. SOUTH BANK - FULFORD. (York Local).

To revise the timetable, and route schedule on Sundays. This is the formal application in respect of OMO, and on Sundays vehicles now turn at South Bank by using Knavesmire Crescent, Link Road, Knavesmire Road and Knavesmire Crescent, and thus avoid reversing.

S. 991. 80. YORK - THIRSK.

To revise timetable.

S. 992. 67. BRADFORD - KEIGHLEY.

Sundays: To withdraw the 07.15 Bradford-Keighley and the 08.15 Keighley-Bradford.

S. 993. 69. BRADFORD - BINGLEY.

On all journeys from Bradford to Bingley, to amend time point at Wilsden to read Wilsden, Ling Bob, and on all journeys from Bingley to Bradford to amend the time point at Wilsden to read Wilsden, Birchlands Avenue. Both time points to be advanced by 5 minutes.

S. 994. 5. BUS STATION - BECKWITHSHAW. (Harrogate Local).

This application has been amended to read "To re-time the 13.35 ex.Bus Station to 13.45, and the 13.50 ex.Beckwithshaw to 14.00.

S. 995. 27. PATELEY BRIDGE - MIDDLESMOOR.

This application also has been amended, and the departure from Pateley Bridge should read 09.50, and not 09.05.

S. 996. K.8. SKIPTON - SILSDEN.

To re-route in Bradley.

S. 997. K.12. KEIGHLEY - SILSDEN.

To re-route in Silsden.

S. 998. 22. HARROGATE - OTLEY.

To curtail the service at Elubberhouses on Saturdays as well as Monday-Friday.

S. 999. 36. LEEDS - RIPON.

Monday-Saturday: To re-time the 10.05 Leeds-Harrogate to 10.10, and the 10.20 Leeds-Harrogate to 10.30.

S.1000. Y.15. YORK - ASKHAM RICHARD.

Monday-Saturday: To re-time the 21.10 York-Copmanthorpe to 21.30, and the 21.34 Copmanthorpe-York to 21.54.

YORK LOCAL SERVICES. Contrary to last month's note, Y.3/3A/5/11/11A are all linked, as follows :-

-a) Y.3A, Tang Hall Lane to Askham Lane (then runs empty round the corner to)

-b) Y.5, Dringhouses to Elmfield Avenue; -c) Y.5, Elmfield Avenue to Dring-

houses (then back round the corner again to) -d), Y.11, Askham Lane to

Osbaldwick; -e) Y.11A, Osbaldwick to Chapelfields; -f) Y.3, Chapelfields to

Tang Hall Lane, then Y.3A, etc., again. The full cycle is 3 hours 51 minutes.

Typical times are a) Y.3A, 12.57 to 13.22 (lay-over 3 mins.); b) Y.5, (8)

13.25 to 13.59 (11 mins.); c) Y.5, 14.10 to 14.44 (10 mins.); d) Y.11,

14.54 to 15.24 (8 mins.); e) Y.11A, 15.32 to 16.02 (5 mins.); f) Y.3,

16.07 to 16.30 (10 mins.) - Y.3A again would be 16.40.

Total lay-over time = 47 minutes. 52

For the Lord Mayor's Parade on Saturday, June 5th., services were diverted from the City Centre between 2.00 & 4.00 p.m., Most services operated via Skeldersgate Bridge and Nunnery Lane, and not through Clifford Street, Low Ousegate, Rougier Street and St. Leonards. Haxby and Strensall services terminated in Lord Mayor's Walk, and Clifton, Bur Dyke Avenue and Durton Stone Lane services in Doatham Crescent.

p.t.o.

4-8-17

4 hours

LEEDS - YEADON AIRPORT, (X.35).

The operation of the service this summer is considerably more complex than in previous years. The general idea seems to be that most journeys connect with a particular plane departure from the Airport, e.g., the 07.10 arrival at Airport to connect with the 07.30 Belfast flight; the 07.40 for the 08.05 to London, and the 16.40 for the 17.15 to London, with the 10.15 departure from Airport to connect with flight from Belfast, arr. 10.00; 11.00 with London flight, arr. 10.50; 12.30 with Dublin flight, arr. 12.25, and 20.15 with London flight, arr. 20.10.

This connection does not appear to take place on all journeys, however, and no allowance can be made for late arrival of an aircraft, since the bus on arrival back in Leeds is often scheduled for a journey on another service.

Some of the workings (though by no means all) are covered by Leeds Car 66, and since this is nominally DX worked, these are usually used on this rota, the first regular appearance of double-deckers on X.35. The other journeys are worked by single-deckers of varying descriptions. Car 66 is as follows:  
(Monday-Friday): 06.35 Garage - Wellington Street (NoS), arr. 06.45; 06.45 Wellington Street - Airport (X.35), arr. 07.10; 07.10 Airport - Shaw Estate (35), arr. 07.20; 07.25 Shaw Estate - Hepworth & Grandage (35), arr. 07.35; 07.36 Hepworth & Grandage - Hawthorn Road (NoS), arr. 07.41; 07.56 Hawthorn Road - Leeds (Vicar Lane) (35A), arr. 08.30. Then (School Terms only), 08.40 (Vicar Lane - Horsforth (Sunnybank) (35 dep.) arr. 09.02; 09.05 Sunny Bank - Denton Park (570), arr. 09.15; 09.15 Denton Park - Airport (NoS), arr. 09.20. Or (School Holidays) 09.30 Vicar Lane - Airport (NoS), arr. 10.00. Then (Daily), 10.15 Airport - Wellington Street (X.35), arr. 10.40; 10.40 Wellington Street - Vicar Lane (NoS), arr. 10.45; 11.25 Vicar Lane - Wellington St. (NoS), arr. 11.30; 11.30 Wellington Street - Airport (X.35), arr. 11.55; 12.30 Airport - Wellington Street (X.35), arr. 12.55; 12.55 Wellington Street - Garage (NoS), arr. 13.05. Then School Terms (Monday-Thursday), 15.23 Garage - Vicar Lane (NoS), arr. 15.28; 15.28 Vicar Lane - Denton Park (NoS), arr. 15.50. Or (Friday only), 15.05 Garage - Wellington Street (NoS), arr. 15.15; 15.15 Wellington Street - Airport (X.35), arr. 15.40; 15.40 Airport - Denton Park (NoS), arr. 15.45. Then (Daily), 16.15 Denton Park - Sunny Park Avenue (570), arr. 16.25; 16.25 Sunny Park Avenue - Vicar Lane (NoS) arr. 16.42. Or, School Holidays (Friday only), 15.05 Garage - Wellington Street (NoS) arr. 15.15; Wellington Street 15.15 - Airport (X.35), arr. 15.40; 15.40 Airport - Vicar Lane (NoS), arr. 16.10. Or (Monday-Thursday), 16.30 Garage - Vicar Lane (NoS), arr. 16.35. Then Daily throughout the year, 16.45 Vicar Lane - Knaresborough (38), arr. 17.48; 18.00 Knaresborough - Vicar Lane (38), arr. 19.00; 19.00 Vicar Lane - Garage (NoS), arr. 19.05.

(N.B.- Now readers know why this covers two sides of the running board - does anyone know of a more complicated duty ?)

During May, this duty was worked by : 3rd. May, DX.170; 4th. May, DX.125; 5th. May, DX.185; 6th. May, DX.186; 7th. May, DX.177; 10th. May, DX.153 and later DX.81; 11th. May, DX.153; 12th. May, DX.125; 13th. May, DX.157; 17th. May, DX.125; 18th. May, DX.185; 19th. May, DX.176; 20th. May, VR.24; 21st. May, DX.125; 24th. May, SUG.70; 25th. May, DX.170 and later DX.44; 26th. May, DX.153; 27th. May, DX.83; 2nd. June, DX.205; 3rd. June, DX.44; & 4th. June, DX.176.

This duty works 5 of the 16 journeys on the service, and the remainder are covered mainly as "fill-in" turns on other services. One very interesting feature however, is the scheduled use of a Ribble vehicle on the 16.15 & 17.15 Leeds - Airport and 16.45 Airport - Leeds journeys. The vehicle is the one which arrives from Morecambe (X.88) at 13.54, and is not scheduled to return to Morecambe until 18.10. The following Ribble vehicles have been noted on these journeys : 4th. May, 894; 6th. May, 893; 11th. May, 819; 14th. May, 836; 18th. May, 818; 19th. May, 818; 23rd. May, 894; 26th. May, 818; & 7th. June, 819.

From the rota of car 66 it will be noted that there are certain journeys that are worked dead in one direction, and this occurs on several other journeys - vehicles work either dead from Leeds to the Airport, or vice-versa, covering a service journey in only one direction. An example of this is the 20.15 Airport - Leeds, which is covered by the vehicle which arrives in Leeds from Bridlington (44) at 19.41, and then works dead to the Airport. On arriving back from there at 20.40, it continues to Vicar Lane, to work the 21.22 Leeds - Boston Spa (42). On the two occasions this has been seen during May, it was worked by SRG.140 (12th. May), and SRG.141 (26th. May).

### 5. SERVICE CHANGES, (cont.)

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#### LEEDS - YEADON AIRPORT, (X.35), (cont.)

Of the duties not mentioned so far, the 09.15 & 10.15 Leeds - Airport, and the 09.45 & 11.00 Airport - Leeds are usually worked by a Leeds ERG, though SUG.74 was worked on this on 2nd. & 4th. June.

This leaves only three journeys unaccounted for during the week - at 07.15 Leeds - Airport and 18.15 & 21.30 Airport - Leeds. The first (too early for observation!) probably works a Works Special in the Yeadon area after arrival at the Airport at 07.40, and the 21.30 journey is probably worked by a vehicle which travels dead from Leeds (SRG.140 on 2nd. June). The 18.15 Airport - Leeds cannot be worked by the Ribble car that operates the 17.15 Leeds - Airport, since this is due to leave Wellington Street for Morecambe (X.80) at 18.10, and thus only just has time to return dead from the Airport. In all probability, the journey is worked by the vehicle which operates the 17.34 Leeds - Hawthorn Road (35A), arr. 18.08.

#### EXPRESS SERVICES.

As reported last month, certain changes have been made on the Express Services this Summer. The main points are given below :-

#### YORKSHIRE - BLACKPOOL.

Revised timings are introduced on J.3; the refreshment halt is at the Coronation Hotel, and vehicles operate via the new Whalley By-pass. The timetable on J.1 & J.2 remains the same, and there is only one journey from Leeds to Fleetwood, at 00.40 from Leeds, returning at 08.00 and 14.00. The 10.20 Fleetwood - Blackpool is discontinued. West Yorkshire crews are now operating through on almost all journeys.

#### LEEDS - MORECAMBE.

Revised timings were introduced on X.80 from 27th. May. The service car halts at Skipton for refreshments, but fully-loaded duplicates, whilst they must call at Skipton Bus Station, can use refreshment halts en route, usually at the new car park at Settle, or the Mason's Arms at Ingleton. The 19.10 journey from Morecambe now departs at 18.40.

#### LEEDS - KESWICK. (X.07).

A meal halt in Settle is now made on the Municipal Car Park, but otherwise there is no alteration to the service.

#### KEIGHLEY - SKEGNESS (X.01) and LEEDS - NORTH WALES. (X.35).

No alterations in 1971.

#### LEEDS - NEWCASTLE, (X.96).

The timetable on this section has been revised, and a 10-minute halt is now made at Leeming (though anyone who even gets served at Leeming in that time has done well!).

#### LEEDS - BRIDLINGTON (EXPRESS). (X.70).

This service has been revised, and a picking-up and setting-down point introduced at Driffield (East Yorkshire Motor Services Depot.)

#### KEIGHLEY - SCARBOROUGH (EXPRESS), (X.75).

This has been completely re-organised, and now operates from Keighley, via Bingley, Saltaire, Shipley, then via the main Harrogate Road to the junction with Hawksworth Lane, turn right here, down Park Road to the junction with the Leeds - Guiseley Road; then right as far as the junction with Kirk Lane; left up Kirk Lane to the new bus stand in Harper Lane; right into Yeadon High Street, to the junction at Yeadon fountain, then along the main Harrogate road, past the Dymeley Arms to Pool Village; right along Arthington Lane via Arthington to Harewood, & Collingham to Wetherby, (picking up and setting down at Wetherby Bus Station. Then via the A.1 to the Collingham intersection, turn left at this intersection into Boston Spa, picking up and setting down at Pine Tree Avenue, then into Tadcaster (no picking up nor setting down in Tadcaster). Then by normal route into Scarborough. The service will then operate via Filey Road to Filey Bus Station, then on to Filey Durlins' and picking up and setting down there, then on to the main road to Bridlington. The picking up/setting down point in Bridlington will be the Railway Stn. yard.

#### WHITBY EXPRESS. (X.91).

Only the Express service, of course, is operating this year. Between Malton and Whitby the picking up/setting down points are at Kirby Misperton, Flamingo Park, Pickering Bus Station, Goathland, Mallyon Spout, Sleights Railway Station, Ruswarp Bus Station and Whitby Bus Station.

p.t.o.

3. SERVICE CHANGES, (cont.)

EXPRESS SERVICES.

YORKSHIRE - LONDON/LUTON.

No re-tinings have taken place for the 1971 season.

YORKSHIRE - CAMBRIDGE.

Leeds Depot is this year working this service (hence CRG.9, with its sticker, see last month), and vehicles must not depart from Cambridge until the arrival of the Premier Travel service vehicle from Harwich. (This is for the benefit of passengers from the Harwich Ferry).

YORK - MALTON - SCARBOROUGH (43/84).

Commencing on Sunday, 20th June, certain service alterations took place, as a result of which revised route numbers are now in use - Service 43 operates via the main road, including all through journeys between Leeds and Scarborough. Service 43A operates via Wintringham, and Service 43B operates via High Hutton. These alterations replace the Malton - High Hutton (96) service, which is withdrawn. The changes are incorporated in the new timetable, but unfortunately, the latter does not refer to Services "43A" and "43B".

4. OPERATING NOTES.

BRADFORD. On 4th June, SMG.13 (P.B.loan B) worked the 12.10 Bradford - Harrogate (51). On 10th June, VR.10 (K.loan B) was on the 16.45 Bradford - Leeds (30), an unusual vehicle, and SRG.63 (I.loan B) was on the 16.50 Bradford - Dingley (69). On Bradford - Scarborough recently have been SRG.104 (5th June), SRG.42 (12th June) and SRG.39 (26th June).

HARROGATE. On 19th June, both VR.16/7 (L) were on 36, and on 30th June DX.59 (L) was on Learner duties here. SRG.104 (B) was on 51 on 5th June, with DX.82 on 13, and SRG.147 on 23A. On 16th June, Leeds City Transport Fleetlines 105 (?) and 142 were in Harrogate, and SRG.147 was on 36.

ILKLEY. On 14th June, SMG.10/9 (both B) were on 63, and on the following day the two Bradford cars on this route were SMG.14/5. On 16th June an unusual visitor to Ilkley now-a-days was DX.44 (L) on route 33. On the same day SUG.75 (I) worked the 07.55 Ilkley - Grassington as far as Bolton Abbey, and on the following day, this journey was worked by KSMA.1 (K.loan Sk.) With the introduction of the summer timetable on route 72, Ilkley Depot works the 10.10 Ilkley - Grassington (72) and return. On 4th June, SMG.25 was on 34 and on 10th June, KSRG.80 was on this route. On 11th June, DX.98 (B) worked the 9.55 Bradford - Keighley, via Denholme (57), 11.00 Keighley - Ilkley (K.5), the 12.00 Ilkley - Keighley (K.5) and the 12.50 Keighley - Bradford, via Denholme (57) and on 16th June, the 11.00 Ilkley - Keighley (K.5) was worked by SMG.22 (I), in both cases in place of an SRG.

KEIGHLEY. A further lady driver has now joined the ranks here, having recently passed her driving test.

LEEDS. West Riding PD2 Learner bus (DHL.664) has again been in Leeds on Learner duties, this time on 30th June. Noted on Leeds - Tadcaster (42) recently have been: 5th June, DX.153 & SUG.72; 8th June, SUG.74; 9th June, SUG.70; 11th June, SUG.74; 15th June, EUG.88; 19th June, VR.17/24; 26th June, SUG.71 and 29th June, SUG.74. On Leeds - Scarborough (43): 7th June was SMG.17 (Yk.loan M), and Malton have been using SRG.45 on this route, having been seen on 23rd, 24th, 26th, 20th, & 29th June, also 6th July. The Leeds - York (43) portion has seen LH.12 (W.loan L) on 12th June, SMG.35 on 24th June, and SMG.36 on 28th June. On Leeds - Bridlington (44) on 11th June was SMG.36, and on Leeds - Hull (46) on 26th June was East Yorkshire Motor Services 759, an A.E.C. Renown, in place of the usual Fleetline.

MALTON. YLH.22 (Yk.loan M) was working on Malton - Scarborough (43) on 5th June. Last month it was noted here on 20th May and 3rd June, so it could have been here for more than a week.

YORK. On 19th June, DX.176 (L.loan Yk.) was on York - Tadcaster (43). OMO SRG's are now working on 84 regularly, and double-deckers are uncommon. DX.160, officially at Malton, has spent much of its time at York on Local services during June. SMG.37 was noted on 27th June, showing "York/11"; "York" and "Blank" being regularly seen at present on main fleet vehicles used on Town Services, since they do not have the full range of local destinations.

4. OPERATING NOTES, (cont.)

YORK. (cont.)

EUG.07 worked the 20.35 York - Harrogate on 9th. May. A United DP bodied RE was seen on this date on their route 143 (York - Ripon), a change from red MW's. On 10th. May, EUG.05 worked the 10.35 York - Harrogate (04), and the 19.10 Harrogate - York was worked by YDX.237. YSRG.121 worked for a day or two on Y.9/9A when new, and then appeared on a variety of jobs, including Y.10 duplicate to Haxby at teatime on 10th. June, Y.13A & Y.7 before settling down to fairly regular use on Y.7. However, on 1st. July, at least, YSRG.121/3 were on Y.13A. On Sundays, YSRG.121 worked Y.9A on the 6th. & 13th., whilst on the 20th., it worked Y.3/3A/5/11/11A group. SMG.20 was on the latter (OMO) on Sunday, 27th. June. Further Sunday notes include at least one YDX on Y.9A on Whit. Sunday, 30th. May, possibly due to SRG's being used outside York, new SRG.145 was on the Y.3/3A, etc. group on 6th. June, and cream SRG.134 on this route on the 13th., to the consternation of prospective passengers awaiting a red bus. SUG.79 worked on Town services on Sunday, 13th. June. On Sunday, 4th. July, SRG.115 & YSRG.122 were on Y.3 group, YSRG.121 was either on this group or Y.9A, and YSMA.0 had also been out on OMO. SRG.66 was on Y.5 on 9th. June, whilst a similar vehicle was so noted the next day. SRG.144 worked on 46. (OMO) on Sunday, 13th. June. CUG.24 continues to work the City Tour. ERG.10 & EUG.04 were in York Depot on 4th. July, for Private Hire the next day. All YVR's now remain in the Depot on Sundays for brake checks, and therefore all double-deck duties on Sundays are YDX worked.

LONG DISTANCE.

On 29th. May, SRG.143 (H) was on Harrogate - Morecambe (X.00) and not to Blackpool as shown last month. Departures from London on the Motorway service during May/June have been as follows :- 12.10, London - Bradford: 24th. May, CRG.4 (B); 25th. CRG.3 (B); 26th. CRG.5 (K); 27th. CRG.5 (K); 20th. CRG.15 (B) with CRL.1 (K) as dupl.; 2nd. June, CRG.4 (B); 3rd. & 7th. CRG.5 (K); 8th. CRG.3 (B); 9th. CRG.4 (B); 10th. CRG.6 (B); 11th. CRG.3 (B); 14th. CRG.4 (B); 15th. CRG.3 (B); 17th. CRG.4 (B); 18th. CRG.10 (K); 14.30 London - Bradford: 26th. May, CRG.16 (B); 27th. ERG.6 (B); June 1st. ERG.6 (B) & ERG.7 (H) as dupl.; 2nd. ERG.11 (B); 3rd. CRG.16 (B), and ERG.11 (B) as dupl.; 10th. CRG.15 (B); 11th. CRG.16 (B); 14th. ERG.6 (B); 16th. & 17th. CRG.16 (B); 18th. CRG.15 (B). 14.30 London - Keighley: 26th. May, CRL.6 (K); 27th. CRL.2 (K); 1st. June, CRL.2 (K); 2nd. 3rd. 10th. & 11th. CRL.6 (K); 14th. & 15th. CRL.2 (K); 16th. & 17th. CRL.6 (K), and 18th. CRL.1 (K). On 3rd. June EUG.09. (L) was on Leeds - Blackpool. (J.2). On 4th. June, United 1141 from Whitby Depot worked the 00.50 Bradford - Whitby (X.91) in place of CUG.23 (B), which failed at Whitby, and EUG.07 (Yk.) worked on Scarborough - Liverpool (X.74).

On 5th. June, Ribble 752 & 760 worked St. Helens to Scarborough (Exp.) on 12th. June CUG.30 (B) worked the 00.50 Bradford - Whitby (X.91); SRG.42 (B) the 00.55 Bradford - Scarborough (43); SRG.139 (D) the 00.55 Keswick (X.07 dupl.) and SRG.130 (B) the 10.35 Bradford - Newcastle (X.97). In Vicar Lane on 24th. May was United 6017 (as West Yorkshire SRG.133-44). On 29th. May, Dailey's 5025 DT (Commer/Yeates) was on hire, near Gisburn, and in Blackpool Bus Station were SRG.133, CUG.27 and (on J.1), SUG.65 (the oldest saloon still running). On the following day (30th.) CUG.31/6/7 were all in Blackpool, the 1st. saw EUG.04/6 & ERG.6 there, and on 1st. June KSRG.99/100 ventured over the Pennines to Blackpool (the latter on J.2), together with SRG.42, SUG.70, SMG.32 and Lunn's 30 AYG on hire. It will be noted that though the days of using SG's & SGL's on Express may be over, the present-day equivalents manage to sneak on over Bank Holidays. Also on 1st. June, Bibby's 111 AYG (ex Longstar) and Bronte 641 UTD were both seen near Skipton on hire. On 5th. June, Ribble 762, showing X.72 Scarborough was parked in Harrogate. Here on 12th. June were United 1109 & 6022, North Western 150 (on hire to Northern), Venture 260 (on X.97), Lancashire United T.215 (Liverpool) and Northern 2622 ("Bournemouth"), with Ford R/Plaxton demonstrator FVW 705 H. Also in Harrogate on the 12th., SRG.51 was on X.97.

On 19th. June, Boddy's FJS 907 F was in Vicar Lane on hire, whilst in Wellington Street were North Western 217 (on hire to Northern) and Dobson's YAJ 664 & 747 BAJ, both on hire to West Yorkshire. On 4th. July, SRG.55 worked the 15.55 Leeds - Middlesbrough (X.99). On 25th. June, EUG.07 was outside York Station showing "Ilank/74". CRG.12 was in Victoria Coach Station, London, on 8th. May, and on 11th. May CRG.2 worked the 07.55 Harrogate - London at this time. SUG.79 was in York Depot on the 5th. June showing "Leeds/X.97". EUG.07 worked on X.74 to Bridlington on 26th. June. On July 5th. Sunderland District 352 (HUP 952 C) was in Leeds working on X.90, and on hire to Northern, whilst Lunn's OYG 453 E worked to Newcastle on hire to West Yorkshire. On 7th. July, Venture 278 (VUP 570 F) was also in Leeds on X.90, and on hire to Northern.

5. SOLD STOCK NEWS.

LYR.915 (A.E.C.Regent III, sold P.V.S.,Canvey Island, 4/60.)

To Isleworth Coaches, 6/60.

Continental Pioneer Coaches, Richmond, 22/5/69.

Withdrawn by 10/5/70.

We were a little premature in suggesting the demise of this vehicle in Issue 235, the vehicle concerned must have been an RTL. LYR.915 has now re-appeared at the Bus of Yesteryear Rally,London, on 23rd.May, as the only LTE.RT preserved bus in Country Area green livery,with roof route number box replaced,and full LT blinds. The livery is the early post-War one of cream stripe and cream upper deck window surrounds, and the vehicle now looks very smart, unlike its latter days with Continental Pioneer.

It is now owned by Philip Dale,of London.

NORTHS, SHERBURN-IN-ELMET.

Still at Sherburn on 24/5/71 were SDW.17/22/34; SMG.1/2/5/6/51/7/0/61, & 7; SUG.15/22/5/0/33/4/7/0/63, EUG.93/4, CUG.16 & DX.6/13/0/26/36/50. (Total 30).

Vehicles sold by Norths, for which no disposals are known are :-

SDW.25 (1/71); SMG.3 (4/71); SMG.40 (5/71); SMG.49 (4/71); EUG.90 (4/71); CUG.15/7/0 (all 5/71); YDG.06 (11/70); YDG.00 (?/70); YDB.03/4 (both 5/71); YDB.00 (1/71); YDB.07 (1/71); YDB.91 (11/70); DX.15/22/33/4/47/0 (all 5/71).

Of these,EUG.90 is believed to have been sold to a Grammar School,and a number of the rest will have gone for scrap.

Can anyone fill in any disposals for the above, please ?

ONX.165 (Ex.DX.21, LD6D, sold Norths, Sherburn, 6/70.)

An article in the "Bristol Magazine" recently devoted to this vehicle gave details of its use with Sanderson Fabrics (as described in Issue 234). The vehicle visited major towns throughout Belgium during its visit, together with Luxembourg, and the tour lasted for four months,ending in December,1970. Sanderson's hope to send DX.21 on a similar tour of Germany during 1971. In the article it is mentioned that North's have recently sent a Lodekka to Toronto,and two LS's to Hong Kong. By coincidence,these,too,are ex. West Yorkshire vehicles, being,as already reported,DX.29 & SMG.4/40 respectively.

SPILL IN USE.

Sold Stock noted recently still in use with their respective owners have included KSG1 20 (seen 20/6/71 near Micklefield on farm workers' duties), SDW.15 (noted 20/6/71 on the A.1 near Ferrybridge,with Dunns), CUG.9 (seen 29/6/70 in Tadcaster with West (Contractor), and SMG.39 (now used regularly on Reliance's York - Brandsby service instead of SUG.16.)

EWU 110 C. (Vauxhall Victor 101, sold Harrison, Starbeck, 12/70.)

Seen in Park Row,Leeds,on 6th.July, looking rather less immaculate than it did with West Yorkshire.

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6. TEN YEARS AGO.

The July 1961 Issue ran to 6 pages,and reported the entry into service of DX.109-13 at Harrogate. In their place four SG's, four SB's and six DG's had been withdrawn, but on the other hand YSG.120 (still with us as 1033) had been overhauled.

SB.7, shortly before withdrawal, had managed to work on Leeds - Fleetwood, and SG.151 & SB.5 had both worked to Blackpool.

Harrogate Depot report included the news that DG.4, with Freddie Knowles of Oulton, had managed to return to Harrogate on an excursion.

The then Annual Air Display at Yeadon had resulted in a large number of vehicles being employed from all the major towns,and details were given of 20 Leeds City Transport, 10 West Riding, 5 Bradford City Transport, 1 Southdown, 1 Liss and District, 1 Tidworth Coaches, 1 East Yorkshire & 64 West Yorkshire movements.

York had also a busy time with the Royal Wedding on the 8th.June.

West Yorkshire provided 15 coaches,to convey guests from the Minster to Hovingham Hall,and CP.1, specially repainted,carried the Gentlemen at Arms.

Sold Stock News reported on disposals of a TDI Titan, two Dennis Lancets, three Bristol G05G's, six SG's and 9 DG's, and the rather eventful issue closed with details of East Yorkshire route numbering.

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7. OTHER INFORMATION.LEEDS BUS STATIONS.

A new look has recently been given to Wellington Street Coach Station by the enclosure of the outside iron staircase to the Cafe (so familiar to W.Y.I.S. members) in a glass extension to the building.

Far reaching changes for Vicar Lane Bus Station are foreshadowed in a report in the Yorkshire Evening Post for 10th. June. This reported that "Outline application has been made to Leeds Corporation to demolish a large slice of the City centre for a redevelopment project which includes a covered-in bus station, an hotel, cinema and supermarket ... the scheme will give a new look to the area bounded by Vicar Lane, Harrison Street, Cross Harrison Street, Lady Lane, Templar Street, Templar Lane, Edward Street and New York Road, and will involve the building of a covered-in Express (sic) bus station, etc. To make way for the scheme, the Thorne's toffee factory, the West Yorkshire Bus Station, various shops and offices will be demolished. The application has been made by Trinette, Ltd., and the architects are John Brunton and Partners, of Leeds. The Chairman of the Leeds Planning Committee said that the area was ripe for redevelopment ... We support wholeheartedly this scheme, and hope to see its actual construction at an early date."

Further developments in the application are awaited with interest (and some trepidation).

The re-decorating of Leeds Depot appears to have finally been completed about Mid-Hune.

OTHER DISTRICTS.

On 12th. June, Grosville CRG.40, an RELH6G, was in the Car Park at the Parkway Hotel, Lawnswood, Leeds.

Eastern National (Tilling) 9404, AVX 965 D, an RELH, was in Skipton on 29th. May on a tour.

On June 15th., Eastern Counties MV 69/C39F LS.032 (APW 032 D) was in Ilkley on a Private Hire with a party of children from Lowestoft at Ilkley for the week-end, and presumably garaged at Ilkley or Harrogate Depot during its stay.

PUBLICITY.

Cream SRG's have done well on television recently - on 20th. June, one showing "43/Leeds" appeared passing the entrance to the Museum Gardens, where the Queen was visiting, a frontal and front offside view being given, whilst about a month earlier SRG.145 appeared as part of a sequence in Middlesbrough, showing "X.99/Leeds" with a front nearside view.

REGISTRATION NUMBERS.

JWU 069 J is a blue Vauxhall Victor. (JWU 069 was SG.149.)

JWY 227 J is a white Morris 1,000 Traveller (JWU 227 was DM.14.)

JWY 220 J is a blue BMC Mini, (JWY 220 was DB.60.)

NEW TIMETABLE.

A new timetable has now been published, dated 4th. July, the price, inevitably with bus company decimalisation, has risen to 0p. (from 1/6d. = 7½ p.) Most recent changes seem to be included, but the map at the back is the same, and includes various old route numbers (eg. 49, 54 & 64, but not surprisingly, 32A, whilst Keighley - Ilkley (K.5) is still shown as K.12. An interesting feature is that a copy bought in Bradford shows service 60/60A as "Bradford-Bingley-Eldwick-Dick Hudson's", and gives times for the latter, whilst an outwardly identical copy purchased in Ilkley has the 60/60A timetable as "Bradford-Bingley-Eldwick-Dick Hudson's, but no times for Dick Hudson's, and similarly one purchased in Leeds has the 60/60A timetable as Bradford-Bingley-Eldwick" only, also with no times for Dick Hudson's! (except Sat. & Sun.)

As from July 11th., vehicles cease to work up to Dick Hudson's.

HIRE VEHICLES, (cont.)DODDY, BRIDLINGTON.

AHD.020. A.E.C. Reliance / Meymann, C39F. Ex. Yorkshire 451, 5/70.

HUTCHINSON, HUSTHWAITTE.

UWF 193. Commer Avenger / Yeates C41F. Withdrawn, 9/70.  
 UUA 794. Leyland FSUC.1/2 / Durlingham C41C. To Dowsett (Contractor), 9/70.  
 9199 NW. A.E.C. Reliance / Plaxton C41C. To Bobs, Middlesbrough, 7/70.  
 NHH 807. A.E.C. Regal IV / Plaxton C41C. Ex. Doddy, Bridlington, 7/70.  
 1295 WE. A.E.C. Reliance / Plaxton C41F. Ex. Greenslades, Exeter, 6/70.  
 RWE 231. A.E.C. Reliance / Plaxton C45F. Ex. Brown, Helperby, 10/70.  
 SXT 307. Karrier Q.25 / Reading C14F. Ex. Viles, Haxby, 9/70.

KNOWLES, OULTON.

907 HTB. Atkinson / Plaxton C43F. To Dartle, Outwood, 4/70.

MAJESTIC (DURLEY), CAWOOD.

9940 WW. Bedford SH / Duple C41F. Withdrawn, 8/70.  
 EWW 064 H. Bedford SD5 / Duple C41F. New, 7/70.

(to be continued).

TLM/RJ. 12/7/71.