

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 192.

MARCH 1967.

HARROGATE MEETING - SATURDAY 4TH MARCH 1967.

Unlike our previous Winter meetings, which are usually snowbound, we had an excellent day weatherwise, and an excellent day in all other respects.

Some 30 members assembled at the Works in East Parade at 15.00 where we were introduced to our hosts for the afternoon, [REDACTED], who had so kindly given up their time to entertain us.

The party was split into two and first call was the Body Shop. Here we visited the Stores and the method of ordering was explained. In the Body Shop we inspected SRG 23, the dual door vehicle, which had just been fitted with a safety device to prevent passengers being trapped by the Centre door. Here too we learned that all the Companies vehicles are brush painted, there being no spraying, and we also inspected bench units which were made in the Shop. We were then shown the work done in Daric on the premises, this consisting of queue signs, air intake scoops for the Cave-Brown-Cave heating system and timetable cases, a number of which are made for other Transport Holding Companies. Finally we learned that running boards were altered in this shop and it was explained to us how indicator blinds were altered.

We then moved on to the Chassis Shop. Here it was explained how a vehicle coming in for overhaul was put on the pits and was then stripped and the parts cleaned before being reassembled. We learned that brake shoes were relined here for all depots and examined the cylinder liner which fitted chrome cuffs.

From here we proceeded to Grove Park Depot where we met [REDACTED], the Depot Engineer. The party was split into three and we inspected the Depot. Here we examined the paint shop, inspection pit and tyre store, and much interest was aroused at the sight of the new MWs which were in the Depot. Here we learned that each vehicle before being parked up for the night was washed. All too soon it was time to leave and our thanks must go to [REDACTED] for giving up his time for us.

We then proceeded to the Moss Grange Conductors Training School where an excellent buffet tea awaited us. Our grateful thanks must go to the Company for providing this tea and also to the staff who came in to serve us.

There then followed a short business discussion when our Tours Secretary gave details of our forthcoming tour. Our Secretary and Treasurer informed us that our membership stood at 85 and that we had just broken even despite a loss on our tours.

[REDACTED], one of our Vice-Chairmen and a founder member, then introduced [REDACTED] who had kindly consented to be our President and his installation then took place.

[REDACTED] in his Presidential Address spoke of vehicle trends and spoke of the time he had spent with United Welsh. He concluded with inviting members to ask questions.

[REDACTED], the Company's Traffic Manager, then addressed and we were very pleased to have [REDACTED] join us. [REDACTED] prior to moving to West Yorkshire had been with the Brighton, Hove and District for 10 years and Transport in Brighton and District was the theme of his talk this being illustrated by slides.

We learned that the first motor bus was introduced in this area in 1903, this being a Milnes-Daimler. The Corporation had started electric tramway operation rather late in 1901 but prior to this there had been various other tramways such as the Volks Tramway along the sea front and the peculiar tramway nicknamed 'Daddy Longlegs' which had run through the Sea. In 1914 Thomas Tilling came on the scene and by 1916 an agreement had been reached with Southdown that Tilling would operate within a certain area, Southdown operating outside. In 1935 the Tilling Company became Brighton, Hove and District and in 1939 the Corporation abandoned their trams substituting trolley buses therefor.

...Another

Another agreement was entered into, this time between the Corporation and B.H. & D. in which the Corporation were obliged to operate 80% of their mileage with trolleybuses, the Company being obliged to operate 20% of their mileage also with trolleybuses. In 1961 yet another agreement was reached which is still in force to this day. This time the agreement was between B.H. & D., who had a 50% interest, Southdown who had a 30% interest and the Corporation who had 20%. We are indebted to [redacted] for this very interesting and enjoyable illustrated talk.

Finally our thanks must go to [redacted] and his Staff for the hospitality shown on this day, one which will be talked of and remembered for a long time to come and thanks must also go to [redacted] who made the arrangements with the Company.

FORTHCOMING EVENTS.

Spring Tour. County Durham Independents.
Sunday 21st May 1967.

Details of this were given in our last bulletin and are repeated below. The aim of the tour is to visit independent operators in County Durham some of whom operate ex West Yorkshire vehicles and these are shown with an asterisk although it is realised that this situation could change by the time of our visit. Although some replies have been received favourably others are still awaited and those which we shall visit or hope to visit are as follows:- Summerson Brothers, t/a The Eden, West Auckland: F. Loeckey & Sons Ltd., St. Helen's Auckland: O.K. Motor Services, Bishop Auckland: J.F. Nicolson, Hunwick*: Bond Bros Motor Services, Willington: Cosy Coaches, Meadowfield: R.J. Bleach, Hetton le Hole*: Gillett Brothers Ltd., Quarrington Hill: S. Blenkinsopp t/a Scarlet BanR, West Cornforth*: G.E. Martindale, Ferryhill: W.A. Voy, Newton Aycliffe. Timings for the Tour are Brafford (Chest Street Bus Station) dept 09.15: Shipley (Market Square) dept 09.30: Leeds (Vicar Lane Bus Station) dept 10.05: Harrogate (Bus Station) dept 10.45. As usual we shall await a reasonable time at Leeds and Harrogate for connections, but if any member knows they will be late or has any difficulty, please say so when booking. It is hoped to arrive back in Bradford at 21.15 approx.

Provisional Fares are: From Bradford and all points to Leeds £1 (under 16 15/-): From Leeds and all points to Harrogate 17/6d (under 16 12/6d): From Harrogate 15/- (under 16 10/-). The vehicle to be used will be EUG 70.

Members are asked to complete and return the booking form to [redacted] as soon as possible. As with all our tours we make our customary plea for your support. This is of particular importance in view of the loss sustained on our last Tour. Forthcoming Tours are therefore in the balance and you are asked to give this tour all the support you can on what should be an interesting tour and on what could well be our last!

Brighton Run.

[redacted] will be taking part in this with his TDI and this will take place during the weekend 6/7th May. Any members interested are asked to write to [redacted] for details, not forgetting to enclose a S.A.E.

PRESS DAY.

For the April issue will be Tuesday 4th April 1967 and all items should be sent to [redacted] on or before that date.

FLEET CHANGES.

New Vehicles.

CUG 46	NWW 735 E	Bristol MW6G	233144	E.C.W.	C39F	16327	U.W.	7-5-1
CUG 47	NWW 736 E	Bristol MW6G	233145	E.C.W.	C39F	16328	U.W.	7-5-1
CUG 48	NWW 737 E	Bristol MW6G	233146	E.C.W.	C39F	16329	U.W.	7-5-1
CRG 1	OWT 241 E	Bristol RELH6G		E.C.W.	C47F	13736		

...Allocations and Transfers

Allocations and Transfers.

CUG 7/8/18/19/26/27/31/44/45		(delicensed)	to	LEEDS	1.12.66
SMG 55	from	LEEDS		(delicensed)	28.2.67
DBW 15	"	LEEDS	"	"	"
DX 2	"	HARROGATE	"	"	"
DX 4	"	BRADFORD	"	"	"
SUG 21		(delicensed)	to	LEEDS	1.3.67
SUG 31		"	"	HARROGATE	"
EUG 70/73/74		"	"	BRADFORD	"
EUG 71/86/87		"	"	YORK	"
EUG 75/83		"	"	HARROGATE	"
EUG 80/81		"	"	KEIGHLEY	"
ERG 3		"	"	LEEDS	"
ERG 4		"	"	BRADFORD	"
ERG 7		"	"	KEIGHLEY	"
CUG 6/13		"	"	YORK	"
CUG 8/18/19/26/27/31/36/44/45		"	"	LEEDS	"
CUG 11/28/30/32/33/34/35/38/40/41		"	"	BRADFORD	"
CUG 15/17/20/29		"	"	KEIGHLEY ¹ / ₂	"
CUG 24/25/37/39/42/43		"	"	HARROGATE	"
DBW 27		"	"	BRADFORD	"
DX 10		"	"	LEEDS	"
DX 21		"	"	HARROGATE	"
CUG 46/47/48		(new)	"	HARROGATE	"
ERG 1		(new)	"	HARROGATE	"
ERG 5	from	KEIGHLEY	"	BRADFORD	"

Notes:-

1. All vehicles are relicensed at their former depots except EUG 86 (ex Scarborough), CUG 6 (ex Scarborough), CUG 36/40/41 (ex Harrogate) and DX 21 (ex York).
2. This month sees the first moves since new for ERG 5 (new 1.10.64) and CUG 40/41 (new 1.5.63).
3. CUG 36 is the first new-type CUG ever to be allocated to Leeds.
4. DBW 15 had been at Leeds since new on 1.3.52.
5. The relicensing of DBW 27 to Bradford is of interest, as is the delicensing at Harrogate of DX 2, one of the pre-production lodekkas.
6. The withdrawal of CUG 7 comes as rather a surprise, as this vehicle was only overhauled and re-upholstered in March 1966.

Fleet Total.

	G	SD	DD	1.3.67	1.3.66
Licensed:	42	191	296	529	492
Delicensed:	1	11	6	18	47
	43	202	302	547*	539

* The fleet total excludes CUG 7.

Sales and Disposals.

February 1967: KDB 33/34, YDB 73/76/77/78/79/80/81 to Hartwood Finance, Barnsley.

2. VEHICLE NOTES.

Overhauls. February 1967: SUG 21, YSMA 11 /YDX 74, EUG 71/86/87.
Repaints. February 1967: DBW 18, DX 46, DX 124, SRG 8. CUG 5 Green
 March 1967: DX 99. only.

General News. DX 59 on repaint received small fleet numbers, but retains black outlining and a front fleet number to the rear of the drivers door.
 DBW 18 on repaint received a small rear fleet number to go with the small front one it already had. Last months note about full indicators shd read YDB 88 & 91.
 DX 10 on overhaul received T indicators front and rear and lost its black outlining. The rear number plate gained a cream rubber surround. With the fitting of T indicators to this vehicle DX 27 is the only one now at Leeds with full blind display to the front.
 SUG 21 on overhaul received flashers and a number below the front windscreen. It has been re-upholstered and still remains DP41F.
 CUG 14 has flashers small fleet numbers and a rear wheel trim.
 DX 65 has a small front fleet number on the offside of the radiator grille, but still retains a large rear number.
 ...DX 170

DX 170 has now had its Cave-Browne-Cave covers replaced. SMC 41 now has flashers. SRG 8 on repaint in works received a slight livery change. Extra beading has been added round the front end and the vehicle now has a cream band below the windscreen. The "West Yorkshire" name is now on the waistband to the rear of the door and in the equivalent position on the offside - as on CUG 44/5 and the ERGs. The overall effect given by the increase in cream is very pleasing. The vehicle has also lost its black outlining and has its front fleet number below the offside windscreen. The seating capacity transfer at the rear has now been moved to a position above the number plate.

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SERVICE CHANGES.

3.

Stage Carriage.

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

- S. 365 New Service. HARROGATE (Bus Station)-THIRSK (Market Place).
The above service is to be jointly operated with United between Harrogate and Thirsk over two routes: 1. Hutton Moor, Melmerby, Wath, Ripon and A.61, 2. direct via Ripon and A.61. It actually came into effect on Mon 6th March and is a limited stop, peak hour rail replacement service.
- S. 366. K12 HAWORTH-ILKLEY.
On Mon-Fri to retime 07.50 Keighley to Silsden to 07.43 and the 07.00 Ilkley to Silsden to 06.45.
- S. 367. 31 KEIGHLEY-LEEDS.
To delete the additional Mon-Sat journey at 19.20 from Keighley to Shipley.
- S. 368. 30 LEEDS-BRADFORD.
To amend the Sunday 07.35 Leeds-Bradford to 07.20.
- S. 369. 71 SKIPTON-BUCKDEN.
To retime 15.10 Grassington-Skipton Monday-Saturday to 15.20.
- S. 370. 16 HARROGATE-KNARESBOROUGH.
On Mon-Fri to delete 22.45 ex Harrogate and 23.05 ex Knaresborough and retime 22.45 ex Knaresborough to 22.50.
- S. 371. 82 YORK-POSTON.
To retime 16.10 Mon-Fri York to Poston to 16.20 and return journey to 17.05.
- S. 372. 81 YORK-SHERIFF HUTTON.
To retime 16.20 York-Sheriff Hutton Mon-Fri to 16.10 returning at 16.50 which is as they were prior to being recently altered.
- S. 373. 72 ILKLEY-GRASSINGTON.
To delete the 20.30 ex Ilkley on Sats and return journey.
- S. 374. 47 LEEDS-CORONATION TREE.
To introduce an additional journey on Sats from Leeds to Coronation Tree at 18.10 returning at 18.40.
- S. 375. Y12. ACOMB HOTEL-STRENSALL (York Local).
To delete the note that the 08.28 Mon-Fri ex Acomb starts from Stuart Rd at 08.26.
- S. 376. Y5 ELMFIELD AVENUE-DRINGHOUSES (York Local).
To extend the 07.55 ex Elmfield Avenue Mon to Sat to Fox Wood Lane.
- S. 377. New Service. BINGLEY (Railway Stn)-COLLEGE OF EDUCATION.
This new service is to operate via Wellington Street, Park Road and Lady Lane and will operate Mon-Fri during College Terms only.
- S. 378. K7 KEIGHLEY-LAYCOCK (Keighley Local).
To withdraw the 10.10 Keighley-Laycock and return on Suns and to introduce a 09.50 Keighley-Braithwaite returning at 10.30.
- S. 379. K4 KEIGHLEY-BRAITHWAITE (Keighley Local).
To retime the 10.30 ex Braithwaite on Suns to 10.00.
- S. 380. K16 KEIGHLEY-OLDFIELD (Keighley Local).
To withdraw the 06.25 ex Keighley and return journey on Sats only.
- S. 381. 53 HARROGATE-BRADFORD.
To withdraw 05.40 Otley to White Cross Mon-Sat.
- S. 382. 27 PATELEY BRIDGE-MIDDLES Moor.
On Suns to retime 13.15 ex Pateley Bridge and return to 11.15 the journey to operate from Easter Sunday to last Sunday in September only.

S. 383.65 BRADFORD-HAWKSWORTH.

To operate the 07.38 ex Shipley from Bradford at 07.23.

S. 384. 94 AMPLEFORTH-MALTON.

To retine 07.33 ex Hovingham Mon-Sat to 07.23.

S. 385. 38 LEEDS-KNARESBOROUGH.

To withdraw all the late night extensions from Wetherby to Kirk Deighton.

S. 386. 43 BRADFORD-SCARBOROUGH.

To retine the 07.00 Scarborough-Leeds Mon-Sat to 06.50.

S. 387. 38A LEEDS-RED HALL LANE.

To retine 08.15 ex Leeds and return to 08.10.

S. 388. 34A LEEDS-ARTHINGTON.

Arrival time on all journeys from Arthington to be 2 minutes earlier than at present.

S. 389. 76 TADCASTER-SKIPTON.

To introduce additional journeys on Mon-Fri at 22.38 Wetherby to Boston Spa via Thorp Arch returning at 22.50 via Moor End and on Sundays at 22.25 Wetherby to Boston Spa via Thorp Arch returning at 22.40 via Moor End.

Amended timetables are also applied for in respect of 70 Leeds-Hawes: 70A Skipton-Leyburn: 91 Leeds-Whitby: 34 Leeds-Ilkley: 92/92A Hawthorn Road-Beverley Road/Whitewall (Malton Local): 28 Harrogate-Grassington.

Although the high pressure gas main laying in Bridge Street, Leeds, which necessiated the diversion described in Issue 187, was completed by December, vehicles have continued to use therevised outward route from Vicar Lane, no doubt due to continuing roadworks in Eastgate.

Express Carriage.

The Yorkshire-Torbay Pool application has now been granted.

Excursions & Tours.

T.17 From Low Harrogate.

On Tour 101 to Brimham, Dallowgill Moors and Grewelthorpe to call at Swinton Castle, Masham when it is open to the public.

4.

OPERATING DETAILS.

Depot Reports.

BRADFORD. Further to the note which appeared last month about SRGs on 43, it appears that these have also been noted during the week as well as on Sundays. The 17.40 51 dup (see last month) was originally worked by a Harrogate - Bradford work this with a DX car 47 as follows:- 06.30 Bdfd-Ilkley 63: 07.15 Ilkley-Wharfedale Mill 76: 07.32 Wharfedale Mill-Ilkley 76: 07.45 Ilkley-Bradford 63: 08.40 Bradford-Harrogate 51: 10.40 Harrogate-Bradford 53: 11.55 Bradford-Harrogate 53: 13.20 Harrogate-Bradford 51: 14.40 Bradford-Harrogate 51: 16.10 Harrogate-Bradford 53: 17.40 Mon & Fri Bradford-Hepworth & Gradage 51 dup: 18.20 Hepworth & Gradage-Bradford 50 dup, then to Depot. The following observations were made on Sun 19 Feb:- Ser 30 - DX 107(L): Ser 58 - DX 187, DX 109(H): Ser 59 - DX 48: Ser 60 - DX 155: Ser 61 - DX 99/111: Ser 63 - DX 215(I), DX 83: Ser 64 - DX 48: Ser 66 - DW 20: Ser 67 - DX 202. Tue 21 Feb:- Ser 30 - DX 30/123: Ser 50 - DX 161: Ser 51 - SMG 11(H): Ser 53 - DX 167, SRG 32: Ser 55/60 - DX 118: Ser 56/57 - KDX 144: Ser 59 - DX 102: Ser 61 - DX 79/119: Ser 63 - DX 202: Ser 64 - DX 26: Ser 66 - DW 1: Ser 67 - DX 201, DX 157(K), DX 156(K), DX 188, DX 103(K), DX 18/122: Ser 68/68A - BCT 185, BCT 235. Noted on loan from Keighley DX 125, SEW 32, Ser 43 - SRG 21: 09.30 to Birmingham EYMS 773. SUG 16/22/32 (all Leeds) were noted on loan to Bradford for Private Hire on Sat 25 Feb. On Sun 26 Feb SUG 16/22/32 worked an excursion to Linton and were then returned to Leeds. SUG 14 was noted in Shipley on Private Hire, SUG 26 worked 13.45 Skipton dup then private from Kettlewell-Bdfd. ERG 8 (K loan B) worked Elslack Moors excursion. Noted on hospital services:- 13.45 Middleton Hospital, 17.50 High Royds - DX 97. 15.55 Woodlands Hospital - SBW 17/23. The canteen at Bradford was decorated during the period Mon-Wed 27Feb-1 Mar and during this time SBW 26 was used as a temporary canteen - the seating was removed and wooden chairs and tables provided. The vehicle was delicensed and was brought to and from the garage on Trade Plates.

HARROGATE. On 14 Feb SMG 43(H) worked from Otley to Skipton at 20.30 a journey normally worked by SRG 6(Sk). On Sun 19 Feb SRG 30(H) worked the 15.05 to Leeds(36) and SRG 5(H) the 15.35. SRG 14(H) worked the 14.40 Bradford-Harrogate(51). On Sun 12 Feb noted on 51 were DX 184(B), DX 200/208(H). On the same route on Sat 18 Feb was DX 110(B) whilst the following day on 53 was DX 189(B). On Sat 25 Feb DX 53 was noted on 16 whilst in Ripon on Sat 4 Mar on 36 SRG 8/27 were noted.

LEEDS. SRG 8(L) worked to Ripon(36) on Sat 25 Feb having been exchanged at Harrogate following repaint. A survey at Vicar Lane on Sat 13 Feb found SMG 22 working the 06.15 ex Wetherby(39A) whilst in the afternoon the following were noted:- Ser 30 - DX 108,119(B); Ser 31 - IDX 94, DX 115, DX 17(W). Ser 32 - DX 5/179; Ser 33 - DX 127; Ser 35 - DX 27/59, DGW 3/9; Ser 36 - SRG 8/10/27, SRG 18/31(H); Ser 38 - DX 171/186; Ser 35A - DGW 5, DBW 23; Ser 39 - SMG 39(W); Ser 39A - SMG 55; Ser 41 - DX 176; Ser 42 - SMG 60, DX 206; Ser 43 - DX 170, SRG 11; Ser 44/45 - BYMS 802, SMG 25; Ser 46 - SMG 27; Ser 47 - DX 177/213, DX 124(W); Ser 48 - SMG 52; Ser 48A - DGW 7; Ser 49 - DX 150/178, DBW 5; On hire to Aer Lingus - EUG 79. On 14 Feb SRG 7 worked the 20.10 Ilkley-Leeds(34) a journey usually worked by DX 82 although some of the answer DXs have been noted. On 25 Feb DX 122(B) was noted working for Leeds on 30/31. In its last month of allocation to Leeds it was on loan to Bradford. The same day SUG 15 replaced SMG 23 at Wetherby and still worked for Wetherby the following Tuesday. On 3 Mar SMG 12 worked the 08.10 Farsley-Leeds(49) duty. This duty is usually performed by SMGs or SUGs whilst EUGs have been noted on odd occasions and have also duplicated on 32 during the day. The duties of Car 41 were given last month - its Saturday workings are the same as Mon-Fri except that the 05.50 Seacroft and return(47) is not worked and an additional duty is the 22.25 Leeds-Horsforth(33 dup) and 22.50 return. DX 36(B loan L) worked Leeds-Bradford(30) on Tue 14 Feb. On Tue 21 Feb SMG 21(Yk loan L) worked a peak hour duplicate to Guiseley(32). Working on Leeds-Bradford(30) on Thur 23 Feb was DBW 22(B) whilst working on Leeds-Hull(46) the same day was SMG 23(W). Working on Leeds-Keighley during the week 27 Feb-3 Mar was DX 37(Sk loan K). On Tue 28 Feb SMG 41(M loan Sc) worked the CMO turn on Leeds-Scarborough(43) usually worked by SRG 17 but with a two man crew. On Wed 1 Mar DX 10 fresh from overhaul worked on Leeds-Guiseley(32) whilst SUG 21 remained in the depot. An unusual sight on Thur 2 Mar was EUG 88 duplicating DX 52(W) on Guiseley-Leeds(32) at 08.25. The turn on which the EUG worked then continues to Wellington Hill on a private hire before returning to depot. DX 52 itself was later replaced by DX 59. Duplicating on Guiseley-Leeds(32) with DBW 5/DX 206 at 17.15 was SMG 12(Yk loan L). On Fri 3 Mar SRG 15 the vehicle with special seats was working on Leeds-Harrogate (36).

SKIPTON. On Sun 26 Feb SMG 26 was noted at Pool at 16.35 duplicating SRG 2 (H) on 76.

YORK. This depot report will appear towards the end of the bulletin.

LONG DISTANCE. CRG 1(H) was noted on Harrogate-Blackpool on Sat 4 Mar. Noted in Harrogate on Sun 19 Feb working the 12.00 Y.S. to Coventry was Yorkshire Woollen 860. Long Distance observations in Ripon on Sat 4 Mar were 13.55 X99 to Middlesbrough - United UE 10/523, 14.10 X99 to Liverpool - EUG 72 and duplicating to Ripon United U578, 14.40 X97 to Newcastle - Northern 1916 and CUG 22.

5. SOLD STOCK NEWS.

JWU 872
Noted in York 3/67 with Amey's Floor Covering.

DBW 9, SBW 18.
Both to Smith, Amble 2/67

JWU 883 (ex SGL 13)
Returned to Norths 11/66 ex Derwent, Swalwell.

JWU 895 (ex KSGL 18)
Now owned by Waldron and Henegham, Batley for Staff Transport.
Still in sale livery.

BWU 867/79 (ex YDE 40, DB 52)
Sold J.W. North 12/66.
To Johnson (breaker) South Elmsall 12/66 together with KDE 28/32,
YDE 36/41/72/75, DB 51/8 and were broken up 1/67.

6.

TEN YEARS AGO.

The March 1957 bulletin ran to four pages. Details were announced of our forthcoming tour which was to be held in May and consisted of a visit to United and Durham District. This was to be held on a Sunday and on the Saturday evening was to be a talk in Harrogate by [redacted] the then traffic manager.

There were no new vehicles entering service and there were very few Allocations and Transfers.

Depot Reports recorded that the two SUGs allocated to Grassington were having to be garaged overnight at Skipton owing to the low entrance of Grassington Depot. At York it was reported that York-West Yorkshire double deckers were operating on 80 York-Thirsk and an early turn on 43 York-Leeds. YSG 124 had been noted on 43 Leeds-Scarborough (dup).

Service Changes found some slight alterations in the timetable to 1 Starbeck-Outlands and the X99 Limited Stop Service.

A full page was devoted to a report on EG 7-12 "White Ladies" which had been withdrawn on 7th March 1957.

7.

OTHER INFORMATION.

Bradford Bus Stops.

The 'Compulsory' signs at John Street have now been repainted. A new bus stop sign has been placed at Busby's (outward journeys) and the joint stop at Saltaire has received a 'Compulsory' sign. Route 31 where West Yorkshire and Bradford City Transport had stops on the same post have now replaced by joint stops (Saltaire-Thackley section).

(See Overleaf).

(Please tear off)

WEST YORKSHIRE INFORMATION SERVICE?

BOOKING FORM.

COUNTY DURHAM INDEPENDENTS TOUR - SUNDAY 21ST MAY 1967.

To [redacted] From

PLEASE RESERVE FOR ME _____ SEAT(S) FOR THE ABOVE TOUR.

I UNDERTAKE TO PAY TO THE WEST YORKSHIRE INFORMATION SERVICE THE SUM OF

£ s. d. BEING _____ ADULT AND _____ HALF FARE. I WISH TO

JOIN THE TOUR AT _____

PLEASE COMPLETE AND RETURN THIS FORM AS SOON AS POSSIBLE.

YORK

DX 114 worked on Y10 on Mon 27 Feb whilst the following day DX 112 worked on Y9/9A and SBW 24 (M loan Yk) worked the 12.33 Rowntrees-Huntington, normally a West Yorkshire DX turn. On 1 Mar DX 22 worked the 12.33 Rowntrees-York Station Y10. CUG 18 (H) was on loan for a day during the month for a journey to Aldershot. SMG 28 was on loan for the whole of February when it was used on OMO work with the change giving device. YDG 91 has been used on the driver school. Normally this was worked by a DBW (usually 12) but now York has no DBW allocated. It is understood that SRGs are banned from 84 York-Harrogate due to the fact that they have a large overhang whilst crossing the intersection on the A.1. CUG 5 which was stored at York Depot has been painted Maroon-Green and has been bought by Archbishop Holgate's Grammar School. Below is the rota for Car 115. 06.15 Garage-Rougier St 06.20: MO 06.20 Rougier St-Malton 43 07.04: MX Dup 06.20 Rougier St-Rowntrees Y10 06.30: MX 06.30 Rowntrees-Malton Bus Station 43 07.15: 07.15 Malton Bus Station-Sherburn 43 07.46: MO Dup 07.46 Sherburn-West Heslerton 43 07.54: MO Dup 07.54 West Heslerton-Scarborough 43 08.33: MX Dup 08.04 Sherburn-Scarborough 43 08.33: 10.00 Scarborough-York Rougier St 43 10.55: 10.55 Rougier St-Garage 43 11.00:11.50 Garage-Tang Hall School 12.00: 12.00 Tang Hall School-Byland Avenue via Malton Road 12.07: 13.15 Byland Avenue-Tang Hall School 13.22: 13.22 Tang Hall School-Rougier Street Y1 13.32: 13.32 Rougier Street-Garage 13.39: 16.08 Garage-Rougier Street 16.15: 16.15 York Rougier Street-Leeds Vicar Lane 43 17.18: 17.30 Leeds Vicar Lane-York Rougier Street 43 18.33: 18.33 Rougier Street-Garage 18.38:.

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09.03.67.