

WEST YORKSHIRE

INFORMATION SERVICE

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JANUARY 1965.

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

EDITORIAL.

We would like to take this opportunity of wishing all our members and friends, a Happy New Year. We would also like to thank members for the increase in the number of reports this month and hope that they will be maintained. We are also grateful for the method of presentation of these reports which has helped considerably.

PERSONAL.

Our best wishes go to [REDACTED] on the birth of their Son, [REDACTED], on 4th January 1965.

[REDACTED], who was transport manager of the Upper Wharfedale section of the Company, retired in December after 41 years service in public transport. He had been with the Company since 1930, having been previously with C. Chapman Ltd., of Grassington until that firm was taken over by West Yorkshire in 1930.

[REDACTED] has been appointed Traffic Manager with effect from 1st December 1964 and we wish him every success in his new post. He was formerly Traffic Manager with Brighton, Hove and District.

[REDACTED], whose appointment as General Manager and Director of United Welsh Services Ltd., was announced in the November bulletin, was presented with a West Yorkshire bus stop sign from Blubberhouses Moor before he left.

PRESS DAY*

for the February 1965 bulletin will be Tuesday 2nd February 1965 and all items should be sent to [REDACTED] on or before that date.

SUBSCRIPTIONS.

Members are reminded that these are now due and no further copies of the bulletin will be sent after this issue to members who have not renewed their subscription for 1965.

1. FLEET CHANGES.

New Vehicles.

| | | | | | | | |
|---------|----------|---------------|--------|-----|-------|----------|-----------|
| DX 182 | DYG 222B | Bristol FS6B | 223105 | ECW | 14694 | H33/27RD | UW 7-15-1 |
| DX 183 | DYG 223B | Bristol FS6B | 223106 | ECW | 14695 | H33/27RD | UW 7-15-1 |
| YDX 191 | EWT 401C | Bristol FS6B | 223089 | ECW | 14697 | H33/27RD | UW 7-16-2 |
| SMA 13 | EWT 382C | Bristol SUL4A | | ECW | | | |
| SMA 14 | EWT 383C | Bristol SUL4A | | ECW | | | |
| SMA 15 | EWT 384C | Bristol SUL4A | | ECW | | | |
| SMA 16 | EWT 385C | Bristol SUL4A | | ECW | | | |
| SMA 17 | EWT 386C | Bristol SUL4A | | ECW | | | |
| SMA 18 | EWT 387C | Bristol SUL4A | | ECW | 14550 | | |

Stored at Grove Park is:

1031 334HLC Land Rover 28602836

U.W.s not previously reported are as follows:-

SMA 2/4 - 4.8.1 SMG 19/24 - 6.9.0. SMG 33/35 - 6.11.3. CUG 27/29/36/40/41 - 7.3.0. EUG 85/89 - 6.18.1. ERG 5 - U.W. 8.5.3.

Re-numbering

SUG 58 to SMG 58.

Allocations and Transfers.

| | from | (new) | to | BRADFORD (delicensed) | 7/12/64 31/12/64 |
|--------------------------|------|----------------|----|--------------------------|---------------------|
| DX 182/183 | | | | | |
| SG 107/137/139/146/150 | | LEEDS | | | |
| SG 135 | " | MILTON | | | |
| SG 147 | " | YORK | | | |
| SUG 51/53/55/56/57/60 | " | LEEDS | | | |
| SUG 52 | " | BRADFORD | | | |
| SUG 54/59 | " | HARROGATE | | | |
| EUG 73/74 | " | BRADFORD | | | |
| EUG 80 | " | KEIGHLEY | | | |
| CUG 4/5/11/28/30/32-35 | " | BRADFORD | | | |
| CUG 14-17 | " | KEIGHLEY | | | |
| CUG 20/24/25/29/36/38-41 | " | HARROGATE | | | |
| CUG 21/22/26/27/31 | " | LEEDS | | | |
| YDG 57 | " | YORK | | | |
| DX 8/21/102 | " | BRADFORD | | | |
| DX 35 | " | LEEDS | | | |
| SBW 28 | | (delicensed) | to | LEEDS | 1/1/65 |
| SMG 5 | | " | " | YORK | " |
| DBW 13 | | " | " | LEEDS | " |
| DX 100/103 | | " | " | KEIGHLEY | " |
| SMA 13 | | (new) | " | MILTON | " |
| SMA 14 | | " | " | YORK | " |
| SMA 15 | | " | " | ILKLEY | " |
| SMA 16/17 | | " | " | KEIGHLEY | " |
| SMA 18 | | " | " | PATELEY BRIDGE | " |
| YDX 191 | | " | " | YORK | " |
| SEL 6 | | " | " | HARROGATE | " |
| SGW 4 | from | PATELEY BRIDGE | " | LEEDS | " |
| SBW 14 | " | HARROGATE | " | LEEDS | " |
| SBW 15/17 | " | KEIGHLEY | " | LEEDS | " |
| SBW 35 | " | ILKLEY | " | LEEDS | " |
| SMG 41 | " | HARROGATE | " | LEEDS | " |
| DBW 2 | " | KEIGHLEY | " | ILKLEY | " |
| DX 11 | " | KEIGHLEY | " | HARROGATE | " |
| | | | " | BRADFORD | " |

Note: (a) All vehicles are relicensed at their former depots.

Fleet Total.

| | C | SD | DD | 1/1/65 | 1/1/64 |
|--------------|-----------|------------|------------|------------|------------|
| Licensed : | 13 | 177 | 198 | 488 | 468 |
| Unlicensed : | 28 | 29 | 8* | 65 | 70 |
| | <u>41</u> | <u>206</u> | <u>306</u> | <u>553</u> | <u>538</u> |

* includes YDX 192/193.

In the list of vehicles referred to as unlicensed last month YDB 89 should have read YDB 39.

Sales and Disposals.

The following vehicles were noted at Norths on 2nd Jan:- 1020/23/24, SG 106/19, DB 6/16/17/24/25, DBW 31 and SBW 1/12 and not SBW 1/3 as reported in the December bulletin. However the two vehicles carried registrations YYG 744/46 and it would thus appear that these have been changed. Inside the cabs the C of F plates read EBW 1, CBW 12.

2. VEHICLE NOTES.

Overhauls.

Nov 1964 : DBW 2, DBW 25, KDX 94.
Dec 1964 : SMG 5, SUG 58, KDB 56, DBW 13, DBW 25, YDX 85, DX 100

Repaints.

Nov 1964 : CUG 32/33/34/35, EUG 73/74.
Dec 1964 : EUG 70 (Red and Cream to Cream)
EUG 72 (Y), EUG 76/77/79 (all L), SGW 8 (Yk).
Jan 1965 : SBW 23 (Yk), DX 112 (Yk).

General News.

1031 is the same type as 1029/30 and was supplied by Glovers, but it is fitted with a canvas canopy on the truck part of the body.

SMG 13 (H) and one DK at H (believed to be 173) are fitted with single tyres on the rear wheels. SMG 13 was thus fitted when new and then reverted to twins - it would therefore appear to have been refitted with singles.

KDB 56 has been fitted with T indicators and small numerals. This is one of the two vehicles which were fitted with rear platform doors for use on the Colne (K9) route.

DBW 25 (L) was fitted with trafficators and T. indicators on overhaul.

The new SMs are fitted with the now standard small fleet numbers. The front one is placed centrally immediately above the radiator grille whilst that on the rear is to the left of the registration plate. The interior is similar to that of SMA 1 with bell cord, formica seat backs etc. They are not fitted for one man operation and differ from SMAJ-6 in not having a rear boot door and are thus similar to YSMA 7-12. The trafficators have been moved forward on the same level to in front of the door and are in a corresponding position on the offside.

DK 193 and DBW 2 both have their flashing trafficators placed above the wing mirrors as have YX 190/191. The latter two vehicles also have twin heaters on both decks.

Further vehicles with T indicators are: DBW 2 (K=) DBW 25, KDX 94, YDX 85.

DX 58 (H) has now been fitted with a rear destination blind showing "Service", prior to which it ran for about 2 months without a blind.

DCW 5 and SBW 27 have both acquired a fleet number at the rear in small numerals, the front numbers in both cases remaining the large type.

DK 82 has received its first advertisement since new on 4th May 1960.

DK 182/5, YX 190/91 are fitted with rear wheel trims.

In the October bulletin we reported that DBW 21 had been fitted with T indicators - this should have read DB 21.

Reference the November bulletin DCW 1 (H) was the first DCW to be fitted with flashing trafficators.

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3. SERVICE CHANGES.

Stage Carriage.

S.64. 73A Greatwood Avenue - Horse Close Estate (Skipton Local)

Application has been made to introduce a Sunday service between Skipton and Greatwood Avenue.

S.65. 56 HARROGATE-LEEDS.

Application is made to retine the 7.10am Mon-Fri Harrogate to Leeds journey to dept at 7.20am and operate 10 minutes later throughout and to introduce an additional journey at 7.05am from Harrogate to Leeds.

S.66. Skipton - Short Bank Road (Skipton Local)

Application is made to withdraw on Sundays the 4.20pm and 7.15pm journeys from Skipton to Short Bank Road and the corresponding return journeys at 4.25pm and 7.20pm.

S.67. 76 HARROGATE-THORP ARCH.

Application is made on Mon-Sats to introduce additional journeys at 7.25am from Wetherby to Boston Spa via Moor End and 7.40am and 4.40pm from Boston Spa to Wetherby via Thorp Arch, and on Sats only at 12.25pm from Wetherby to Boston Spa via Moor End and 12.40pm from Boston Spa to Wetherby via Thorp Arch. It is also proposed on Mon-Fri to operate the 3.55pm Harrogate to Boston Spa journey by way of Devonshire Place.

S.68. Cooke Street-Braithwaite. K.10 Keighley-Skipton. K.17 Oakworth-Spring Bank. K.24. Utley - Bracken Bank Avenue (Keighley Locals)

Application is made to revise the schedule of additional journeys - no further details are given.

S.69. X.67. BRADFORD-KEIGHLEY (Ministop)

Application is made to re-route buses on inward journeys to Bradford by way of Marlborough Road, Lumb Lane and Westgate.

S.70. 29A LEEDS-RED HALL LANE.

Application has been made to introduce a revised timetable which has been granted and details are given below.

The following have been granted:

- S.52 (165), S.53 (165), S.54 (165), S.55 (165), S.60 (165), S.61 (165), S.63 (165),
- S.56 (165), S.57 (165), S.58 (165).

Stage Carriage (Contd).

We understand from our Leeds depot correspondent that a revised timetable was introduced on 29. Leeds -Red Hall Lane (S.70) on 30th November last. There is now no lay over at Red Hall Lane, this being at Vicar Lane. Journeys are still alternately worked with 29 and the timetable is shown in the new timetable book.

The Fares increase to bring them into line with Leeds City Transport came into effect on Sun 29 Novr. The minimum fare within L.C.T. boundary has been raised from 7d to 8d.

The slip road the subject of S.56 application came into use on Sun 25 Oct when all traffic was diverted over it.

The Private Hire journeys at 8.10am from Bradford (Hall Ings) to Moorke, Johnston & Co (Dockfield Road) and 5.00pm return have been discontinued since Christmas.

The Nunnery Lane, York one way traffic system came into force on Tues 5th Jan when Y.4/44/15 and 88 commenced travelling via Prices Lane and Bishopgate Street on their outward journeys.

On Monday 4th January a one way system was introduced in Leeds City Centre which affects all services using Vicar Lane Bus Station and the revised routes are as follows: Services 29, 30, 31, 32, 32A, 35.

Inward from The Headrow, left at Odeon, New Briggate, right into Vicar Lane, left into Lady Lane and Bus Station. Outward No alteration.

Service 33 Inward from Woodhouse Lane, left along Merriion Street, left into New Briggate, right along Vicar Lane left into Lady Lane. Outward No alteration.

Services 43, 44, 45, 46, 91. Inward no alteration except for vehicles terminating at Vicar Lane which are to enter Bus Station by way of Vicar Lane and Lady Lane.

Outward from The Headrow, left at Odeon, New Briggate, right along Vicar Lane, left into Lady Lane and Bus Station. From Vicar Lane Bus Station up Edward Street, right down Templar Street, right along Bridge Street, left into Eastgate, along Eastgate and then right at the traffic island in New York Road.

Services 40, 41, 42, 47, 48. As for 43 from Vicar Lane Bus Station. Inward No alteration except that vehicles will enter Bus Station by way of Vicar Lane and Lady Lane.

Services 36, 37, 38, 39 Outward As service 43 from Vicar Lane to Eastgate then along Regent Street, Sheepscar Street South to Sheepscar Junction. Inward No alteration except that vehicles will enter Bus Station by way of Vicar Lane and Lady Lane.

Service 29A Outward as service 43 to Eastgate then along Regent Street, Cross Stamford Street and Roseville Road to Roundhay Road.

Express Services (except Northern Pool) will operate from Wellington Street Bus Station to Vicar Lane Bus Station by way of The Headrow, New Briggate, Vicar Lane and Lady Lane.

Northern Pool Services On northbound journeys the request stop at Vicar Lane Bus Station will be discontinued as coaches will operate by way of The Headrow, New Briggate and North Street. On south bound journeys there will be no alteration.

Express Carriage.

E.17. SKIPTON-SCARBOROUGH. SKIPTON-BRIDLINGTON.

Application is made to revise the period of operation so that the service operates on Sats from Whit Saturday instead of third Saturday in June.

E.18. J.1. LEEDS-BLACKPOOL.

Application is made by the Yorkshire/Blackpool Pool Companies to increase the special Illuminations return fare from Crosshills and Cowling to Blackpool from 5/9d to 6/-d to remove an anomaly consequent upon a recent revision of fares granted to Ribble Motor Services.

E.16 (165) has been granted.

Excursions & Tours.

West Yorkshire, acting on behalf of the Northern Pool partners, are among the objectors to an application by Gillards Tours Ltd., for E & T from Normanton.

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OPERATING DETAILS.

Owing to pressure of work and other factors (see Personal) it has not been possible to check the depot allocations given to us by our various correspondents and we therefore ask members to bear with us if any of these should happen to be incorrect.

Depot Reports.

BRADFORD. Further to the notes in the November bulletin regarding additional journeys on service 67, further duplication was introduced on 28th Novr. The extra timing were for Christmas shoppers and appeared on Sats 28 Nov, 5 Dec & 12 Dec. They were operated by SUGs and SMGs and worked at 12 and 42 mins past the hour from Keighley. Thus on the three Saturdays apart from the 7½ minute service on 67 and the ½ hourly service on X67, duplicates were operated every 15 minutes between Keighley and Bradford. There were some interesting workings on Mon 28 Dec when Keighley depot staged a one day strike. On 57 Keighley-Darholme-Bradford the Bradford car worked to Cross Roads only laying over there until its time to return. Timings which would have been operated by Keighley depot were not covered and therefore this service worked 2 hourly. On 67 Bradford depot vehicles operated as far as Granby Lane and Keighley depot timings were not covered so that the interval between vehicles varied from 10 to 30 minutes. Later in the day some Bradford vehicles worked through to Skipton but did not stop between Granby Lane and Utley and Keighley Bus Station was by passed. There are only four vehicles licensed for one man operation at Bradford these being SMG 16/17 and SUG 24/25 and the other SMGs do not appear on the Bradford-Scarborough (43) service. On Tue 29 Dec the 7.55am Bradford-Thornton (56) and return at 8.10am was operated by SUG 17 (YK) which was on temporary loan to Bradford. It did not however go on to work the 8.30am Bradford-Scarborough, SUG 25 taking over this duty. DX 81 (L) worked the 6.50am Bradford-Harworth (56) and return journey on 23 Novr and then spent the rest of the day on 30/31 working for Bradford depot. Observations on New Year's Day at Chester Street found: DX 183 (B) working the 8.45am Bradford-Skipton (67); KEX 139 (I) working the 8.45am Bradford-Ilkley (63) and DGW 10 (L) working for Bradford worked the 8.55pm Bradford-Leeds (30) and 9.50pm return from Leeds. Further observations of Leeds-Bradford (30) workings during the past month revealed the following: Wed 25 Nov DBW 27; Mon 30 Nov DX 5; Tue 1 Dec DBW 5/6; Wed 3 Dec DX 27; Mon 7 Dec DX 5; Tue 8 Dec DX 9, DB 37; Thur 10 Dec DX 19, DB 62; Fri 11 Dec DX 49/66; Mon 14 Dec DX 10. Referring to the note in the November bulletin about the extra vehicles on 67, our Bradford Depot Correspondent points out that these vehicles have been operating for some months - before motor buses were introduced on Saltaire, Bingley, Crossflatts which is at least 12 months ago. At first DXs were used but now only SUGs are used except on Saturdays. DX 180-3 are being used mainly on 67. DX 182/3 came into service on Mon 14 Dec. DX 182 first journey was the 4.25pm Bradford-Keighley (67) whilst DX 183 worked the 8.45am Bradford Skipton that day. The earlier DXs 155/9/60/1/67/9 are now appearing more frequently on the Harrogate and Baildon services.

HARROGATE On Sat 12 Dec observations on York-Harrogate (74) found DX 60(H) and 114 (H) working Harrogate-York and DX 33 working Harrogate-Scarborough. Observation of routes in Harrogate found the following vehicles working thereon: Services 1/2 DBW 26, DB 59/60/61. Service 4 SMG 4; Service 5 SGL 17; Service 6 SUG 34; Service 7 SMG 19; Service 8 SMG 15 (PB); Service 9 DB 48, DBW 1, DX 2. Services 11/12 DB 52/58/63; Service 16 DX 57, SMG 11; Service 22 SGL 15; Service 23 SMG 1; Service 24 SGL 4 (Birstwith) and SUG 27; Service 36 SRG 2, DX 176/177/178/179; Service 51 DX 63; Service 53 DX 119; Service 76 DX 64, SUG 27 (dup), DX 18. Ledgard MX 148. In connection with the following notes for members who do not know we should explain that United have adopted a new numbering system which in the main consists of dropping the B from the present system now that the fleet is practically all Bristol. On Christmas Eve United lodekka L.72 failed on Ripon-Harrogate (36) and was replaced by DX 174 being replaced later in the day after the repair of L.72. United S.2 (AHN 902B) Bristol SUL4A was noted working the 5.35pm Harrogate-Ripon (36) on Thur 31 Dec with a United front entrance lodekka. United only had two SUL4As in service by 31 Dec (S.1/2 - AHN 901/2B). The other three of the former S.3-5 (CHN 3-5C) should be in service by early 1965 the allocation being 2 to Ripon, 1 to Scarborough and 2 to Carlisle. A casual observation in Harrogate on New Year's Day between 11.05am and 1.00pm revealed the following: Services 1, 2, 3. DB 42/43/46/48/54, DBW 1. Service 1A - SGL 15. Services 4/4A - SMG 4/6, SGL 8. Service 5 - SGL 13. Services 7/7A - SMG 19/33. Service 8 - SMG 24. Service 9 - DX 2, DB 58/59. Services 11/12 - DB 22/60/61. Service 13 - SGL 8/12/13, SMA 3. Services 14/16 - LBW 26, DGW 1/8, DX 53/57, SMG 45. Service 20 (ex Knarborough) - SIA 6. Service 21 - SGL 4. Services 23/24 - SMG 1/14/34, SGL 10. Service 36 - SRG 2/3, DX 174/5, DX 150/170/176/179 (L). Service 126 - United L.68/72 (Ripon Depot). Services 51/53 - DX 152/153/173, SMG 8, SUG 36, DX 55/68 (B). Ledgard - BCK 415, MLL-834. Service 74 - DX 54. Service 76 - DX 60/63, DX 83 (I), DX 47 (Sk). Some time ago we reported a Keighley decker working into Harrogate and posed the question as to whether this was the first instance. We are informed that in 1951 K.717 (later KDG 48) when at Ilkley depot worked several times into Harrogate on 76. Further to last month's query about the SRGs, we are informed that they have been used on all parts of the Leeds rota from Harrogate depot. They work on routes 36 and 10 and have replaced 3 DXs on this rota and

HARROGATE (Contd) work Harrogate-Leeds: Leeds-Harrogate-Ripon: Harrogate-Penny Pot Lnc.

do work into Ripon. We thank all other members who have written confirming that the SRGs Observations of Leeds-Ripon during the past month have revealed the following: Mon 30 Nov DX 171; SRG 1/3: Thur 3 Dec DX 179, SRG 1/3: Fri 4 Dec SRG 2/3: Mon 7 Dec SRG 1/2: Tue 8 Dec DX 106, SRG 2: Wed 9 Dec DX 177/9: Thur 10 Dec SRG 1/2: Mon 14 Dec SRG 1/2: Wed 16 Dec DX 108: Mon 21 Dec DX 150, SRG 2. Observation near Otley on Sat 19 Dec saw DX 83/109 duplicating on Harrogate-Bradford (53), DX 24 on Otley-Bradford (50), SBW 17 (I) on Otley-Skipton (76), SMG 11 (H) on Harrogate-Badg (53) and DX 167 on Bradford-Harrogate (51).

ILKLEY Random observations in Ilkley on Sat 19 Dec found Service 63 KDX 143, SGL 16, DX 38: Service KL2 KDX 140: Service 75 SGL 9. KDX 139 was working 63 Ilkley-Bradford from 9.00am to 5.00pm on Fri 1 Jan and may have worked earlier and later (c.f. Bradford Depot report). SMA 15 has been put to work on duties formerly performed by SGL 9 which presumably will be used on former SBW duties now that 15 and 17 have left Ilkley. On New Year's Day SMA 15 worked the 3.40pm Ilkley-Otley (77) and return from Otley at 4.10pm. It then worked the 4.30pm to Heer's Ghyll (76A) and return. On Sun 3 Jan SMA 15 worked the 2.10pm ex Ilkley to Grassington (75) and it is interesting to note that as Ilkley are using their first SMA on 75 on Sundays, all full length journeys on 75 will now be worked by SMAs. SMG 41 was noted on 68 Ilkley-Bradford on New Year's Day a duty normally worked by SBWs.

KEIGHLEY On Wed 2 Dec the following Keighley vehicles were seen in Ilkley on private hire:- KDX 135, KSGL 21, DX 156, KDX 137 and SMG 10. DX 52 (L) which has been on loan was noted on Leeds-Keighley (31) on Mon 21 Dec. DBW 2 was also noted at Leeds showing 'Leeds 31' whilst DBW 10 (B) was also noted on this route on Wed 9 Dec. On Tue 1 Dec SUG 25 was noted working to Greengates on 31 whilst DBW 4 was also on Leeds-Keighley. On Thur 3 Dec DBW 29 worked on this route.

LEEDS. On Tue 8 Dec DB 43 (H) worked the 8.03am Yeadon-Leeds (King St) duplicate and SMG 38 (Yk) worked on 32 Leeds-Guisley in the evening. On Wed 30 Dec DX 52 (L) worked the 8.45pm Leeds-Knaresborough (38). DX 179 (L) replaced DX 118 (L) on the 8.46pm Leeds-Yeadon (35). DGW 10 (L) replaced DX 169 (B) on the 8.50pm Leeds-Bradford (30) and was in turn replaced by DX 150 (L) on the 8.55pm Leeds-Rawdon (33). SRG 3 (H) worked the 9.15pm Leeds-Ripon (36), DX 123 (L) worked the 9.15pm Leeds-York (43) and DGW 4 (W) worked the 9.16pm Leeds-Yeadon (35), SMG 47 (W) worked the 9.30pm Leeds-Wetherby (39) whilst DGW 5/9 (L) were noted on 47/48 and DBW 6/32 on 29/29A. On Thur 31 Dec DX 82 (L) worked the 8.50am Horsforth-Leeds (33) and was noted duplicating on 35 Leeds-Shaw Estate during the evening peak period. At the same time SG 146 (L) was noted on 32A Leeds-Yeadon. On New Year's Day the following observations were made at Vicar Lnc:- SGW 4 (L) just transferred working on 32/32A or 35 (it was minus blinds), SRG 1 (H) working to Harrogate (36), SMG 39 (M) working the 9.45pm Leeds-York (43), DGW 9 (L) working the 9.45pm Leeds-Scholes (48), DBW 25 (L) working the 9.50pm Leeds-Farsley (29) and Ledgard MLL 137 the 9.35pm Leeds-Horsforth (33). SMG 22 (W) worked the 10.00pm Leeds-Wetherby (38) and DX 15 (K) the 10.05pm Leeds-Keighley (31), DX 154 (L) the 10.06pm Leeds-Guisley (32), DBW 15 (L) the 10.07pm Leeds-Red Hall Bno (29A) and SMG 23 (W) the 10.30pm Leeds-Wetherby (39). On Sat 2 Jan SBW 17 (L) duplicated DX 178 (L) on the 11.03am Yeadon-Leeds (35). On Tue 8 Dec an unidentified DBW was noted on Kirkstall Road on learner duties. On Sat 2 Jan DBW 6 worked the 3.40pm ex Ilkley on 34 Ilkley-Leeds. On the same day DX 82 the usual service car on 34 worked the 6.00pm Leeds-Keighley (31). Airport Vehicles during the past month have been:- Tue 8 Dec EUG 77, Wed 9 Dec EUG 85, Mon 14 Dec EUG 85/8 and Wed 16 Dec EUG 76. On Mon 30 Nov DBW 15 was noted on learner duties and DX 127 made an infrequent appearance on Leeds-Farsley (29) lodekkas being rare on this route. On Tue 1 Dec SG 137 was noted on Bardsey route. On Wed 2 Dec DX 52 and DGW 5 duplicated to High Royds Hospital (32) and DX 152 (H) was noted on Leeds-Aberford (47) whilst at 5.0.5pm SG 137 worked to Otley (34), at 5.07pm DX 49 worked to Bramhope (34) and at 5.15pm DX 127 worked to Ilkley (34). On Thur 3 Dec DX 37 (M) was noted on Knaresborough (38) and DGW 7 (W) and DGW 9 (L) appeared on 29/29A being very unusual visitors on this route. DBW 24 worked on Leeds-Guisley (32) and on Fri 4 Dec DGW 3 was noted on this route. At 4.45pm the same day Ledgard MLL 907, SBW 33, DBW 5, SUG 16, SGW 1/2, DBW 8 (all L) and DX 98 (K) were all noted working off Rawdon-Leeds (33). On Mon 7 Dec DBW 15 was noted on 29/29A and the following day it was back on learner duties. On Tue 8 Dec SG 150 worked to Wiko (37) and DBW 16 was on Leeds-Guisley (32). On Wed 9 Dec DX 49/106 worked to High Royds Hospital (32) and DBW 15 was again on learner duties. On Thur 10 Dec DBW 15 was back on 29/29A whilst DGW 9 and SUG 38 duplicated from Scholes on 48, SUG 38 then working to Thornor (42). On Fri 11 Dec vehicles working from Rawdon (33) at 4.45pm included Ledgard MLL 920, DBW 29/33, DBW 32, DBW 6 and SGW 6 (all L). On Mon 14 Dec DBW 24/32 (L) and DBW 23/8 (W) were on 29/29A. On Wed 16 Dec DX 13/150 worked to High Royds Hospital (32) and SUG 18 (Yk) was on Leeds-York (43). On Sat 19 Dec DX 127, SUG 38 and DBW 8 were all noted on Yeadon-Leeds (35) whilst DBW 15 was on Guisley-Leeds (32). On Mon 21 Dec DX 51 (B) working for Leeds was noted on Leeds-Knaresborough (38) whilst

LEEDS (Contd) at 5.07pm it worked to Bramhope (34) with DX 82 working to Ilkley at 5.15pm. On Tue 22 Dec DGW 4 (W) worked to Bramhope (34) being the first observance of a KSW working this journey during the past year. On Mon 14 Dec DX 82 worked to Yeadon on 35. On Fri 11 Dec SMG 48 and SUG 56 worked to Scarborough (43). The SGs with the possible exception of 139 were not used in service after 29 Dec (approx). DX 64 (H) was noted on 29 Dec working for Leeds on Leeds-Scholes (48) and EUG 75 (K) also working for Leeds was noted showing Leeds 36. The 12.15pm Hull (46) departure on this day was worked by EYMS Bridgmaster 74.5, this journey being usually worked by the Leopards 735-5. On Wed 30 Dec DX 64 (H) was noted on 47 and DX 51 (B) working for York was noted showing Leeds 43. On Thur 31 Dec SBW 27 (L) worked the 12.30pm to Wetherby (39) and DGW 10 (L) was on Leeds-Bradford (30). Random observations made at Vicar Lane Bus Station during December included:- Wed 9 Dec 12.55pm Rawdon (33) - DX 170 (L): 12.55pm Thorner (42) - SUG 37 (L): 1.00pm Harrogate (36) - DX 172 (L): 1.00pm Wetherby (39) - SMG 23 (W). Additionally DX 12 (L) was scheduled for the 1.05pm Otley (34) and DX 49 (L) for High Royds Hospital. Fri 11 Dec: 2.55pm Rawdon (33) - DX 10 (L): 3.00pm Harrogate (36) - SRG 3 (H): 3.00pm Wetherby (39) - SMG 23 (W): 3.06pm Guiseley (32) - DX 19 (L): 3.07pm Red Hall Lane (29A) - DEW 29 (L). DGW 10 (L) worked the 1.05pm Leeds-Otley (34) on the 29th Dec with DX 82 (L) on the 1.15pm Leeds-Ilkley.

MALTON SMG 4/6 had still not arrived at Malton by early January although officially transferred on 1st Dec 1964. SMA 13/14 were both at Malton at the beginning of January. SMA 13 not fitted for OMO will have replaced the SG on the town service (92/92A) and SMA 14 replaced SMA 5 which had failed on 1 Jan.

PATELEY BRIDGE. On Mon 21 Dec SMG 1 worked the 9.40am Bradford-Harrogate (51).

SCARBOROUGH. EUG 71/2, CUG 6 (all Y) worked on Leeds-Scarborough (43) dups on Christmas Eve and garaged at Scarborough over Christmas. The crews travelled hom to York passenger. Thereverse applied after Christmas.

WETHERBY. During the past month Wetherby vehicles have been noted as follows:- Mon 30 Nov SMG 4.7 on Leeds-Wetherby (39): Thur 3 Dec DEW 23 on Shaw Estate-Leeds (35), whilst SUG 16 (L) and SMG 4.9 were both on Leeds-Wetherby (39) and DX 37 (H) working for Leeds and DX 52 (L) were both on Leeds-Knaresborough (38) and DGW 7 was on 29/29A. On Fri 4 Dec DEW 28 and DGW 4 were both working on 38 and SMG 23 was on 39. On Mon 7 Dec SMG 4.9 and SMG 22 were both on 39. The following day SMG 22/4.7 were on 39 whilst DGW 7 worked Aberford-Leeds (4.7) and Leeds-Scarrott (4.0), DX 19/4.9 (L) being on 38. On Thur 10 Dec SMG 23/4.7 were on 39. Mon 14 Dec found SUG 32 and SUG 56 (L) on 39 whilst DEW 23/8 were working on 29/29A. Tue 22 Dec saw DGW 7 as the service car on Rawdon-Leeds (33) with SG 150 (L) duplicating, whilst DGW 4 worked to Bramhope on 34 the first time a DGW has worked this rota.

YORK On Sat 12 Dec YSMA 12 was noted on Y.14, SBW 18 was on Nun Monkton (87) Whilst SMG 38 was at Leeds SUG 33 (L) has been working for York for most on December. DEW 12 was noted on Y.9/9A on 29 Dec this being the first time a DEW has been observed on this route since it was extended to Heslington. The following day DEW 30 was on this route. EUG 71 or 2 was noted on Harrogate-York-Scarborough (74) on 29 Dec. On Sun 27 Dec SMG 17 (B) was noted on York pits showing 'Bridlington 54' - it had been working for Leeds when it failed. DX 51 (B) was also in the depot showing 'York 43'. On Fri 1 Jan SUG 33 was on the 7.55am Poston-York (82). The following day YDX 191 was noted on Fulford duplicates showing "Fulford 000" front and rear. SMG 7 arrived at York 2 or 3 days before Christmas and SMG 12 was at York by the New Year.

LONG DISTANCE. On Christmas Eve Dobson of Bedale 608 GAJ was noted on hire to West Yorkshire working X99 Middlesbrough being followed by Northern 2604 (Bed SB5/Harrington) on X97 Leeds-Newcastle. Observations at Wellington Street Bus Station on Fri 11 Dec revealed United UE 602 on Middlesbrough (X29), Northern 1852 bound for Liverpool (X97) and 1845 bound for Newcastle (X97). United UE 518 was also on this route. Yorkshire Woollen 859 was working to Coventry and EUG 86 worked in on J.1. On Wed 23 Dec Wilts & Dorset 906 Leyland Tiger Cub/Harrington ex Silver Star was noted in Roseville Road Depot and was there a week later. On Christmas Eve 11 vehicles were used on the 15.20 Bradford-Blackpool and there were nearly 600 bookings by lunchtime for the 19.20 journey.

CHRISTMAS 1964. Traffic arrangements over the Christmas period closely followed the arrangements established last year. This year, however, on Monday 28 Dec special arrangements were also in force - in most cases there was a little less than Sunday service in the way of frequency although services started earlier than normal Sunday service. Christmas Day workings at York were as follows:- YDX 87/14.6 started at 10.00am and worked hourly on 1/8 until 6.13pm.

CHRISTMAS 1964 (Continued) YDX 85 started at 10.13am and worked hourly on Y4 until 6.13pm. YDX 190 worked the 12.00pm York-Leeds arrive 1.03pm, then worked the 1.15pm Leeds-York arriving at 2.18pm then worked 2.18pm to Elmfield Avenue and worked hourly on Y.5A until 6.16pm. YDX 147 started at 10.15am and worked hourly on Y.9 until 6.15pm. All the above timings were at Rougier Street where the vehicles started and ended their rotas. In addition YDX 89 worked 10.10am York Station to Haxby (Y.10) then 11.10am York Station to Strensall (Y.12) and worked alternately every other hour on these two routes until 6.09pm when it arrived at York Station from Strensall. Bradford depot workings were the same as last year and we give below a comparison for the last four years of Christmas Day workings at this depot.

| Route | 1961 | 1962 | 1963 | 1964 |
|----------------------|--------------------------|----------------------------|-----------|------------------------------------|
| 30 | DX 4 | DX 51 | DX 48 | DX 109 (1 trip) DX 99 (2 trips) |
| 50 | DX 22 | DX 78 | DX 22 | DX 169 |
| 55 | DX 15/55 (Bafg-Leeds) | DX 30/100 (Bafg-Yeadon) | DX 29 | DX 167 |
| 59/61 | DX 32 | DX 53 | DX 159 | DX 161 |
| 63 | DX 23 | DX 68 | DX 78 | DX 180 |
| 66 | DX 48 | DX 119 | - | - |
| 67 | DX 29/104 | DX 67/117 | DX 64 & ? | DX 182/3 |
| Grassington | SUG 14/52 | - | - | - |
| Menston | DX 60/68 | - | - | - |
| Middleton | DX 46 | - | - | - |
| Woodlands | SBW 16/22 | SUG 35 | SMG 20 | SMG 16 |
| <u>Other Depots.</u> | | | | |
| <u>Keighley</u> | | | | |
| 31 | DX 79 (I) | KDX 93 | DX 157 | KDX 141 |
| 57 | DX 103 | ? | ? | ? |
| 67 | ? | KDX 75/6 | ? | DX 157 & ? |
| <u>Harrogate.</u> | | | | |
| 53 | ? | DX 151 | DX 153 | DX 174 |
| 76 | ? | DX 130 | - | - |

5. SOLD STOCK NEWS.

HW 880 (ex DB 53)

To Bedlington & Dist, Ashington 11/64. This vehicle was odd in that it was the only vehicle at Harrogate with a painted front registration plate in place of the normal pressed alloy type.

GFX 104 (ex DB 19)

To Bedlington & Dist, Ashington 12/64.

FFX 816 (ex YSG 126) Bristol L5G.

This vehicle has been noted several times recently on Kirkstall Hill, Leeds and is owned by York A Hospital Board.

6. TEN YEARS AGO.

The January 1955 bulletin ran to six pages including the customary depot allocation.

Two new vehicles were reported these being DX 12/13 which were allocated to Leeds. ADG 1-3, the AEC Regent Is with ECW bodies acquired from Brighton, Hove and District entered service in York. They were acquired as temporary replacements whilst YDG 66-76 were being rebuilt and were first allocated numbers YDG 82-84.

An interesting transfer from York was CP 1 on the 12th of the previous month to Keighley.

Rear doors had been fitted to DBW 2 and DEW 18 and staggered seats to the upper deck of KDB 13/14.

Operating details reported the use of SGL 7/10 to convey a part of Edwardian dresses ladies and gentlemen to a BBC TV broadcast from City Varieties at Leeds. At York ADG 1-3 made their debut on Y.4/4A South Bank-Fulford/Broadway.

Service changes reported the withdrawal of service 72 Otley-Ferston as from 22nd January 1955 on which the Company were losing on average 8d per mile.

TEN YEARS AGO (Contd)

Wray & Sons, who operated Pateley Bridge-Otley were to reroute their service to include Fewston, Askwith and Timble.

Other Information gave details, supplied by a Brighton member, of the activities of DX 1, which had spent six weeks with Brighton, Hove and District prior to entering service with West Yorkshire.

7. OTHER INFORMATION.

New Timetable. A new timetable was published on 13th December. We believe that most changes will have been recorded in our Service Changes section but if any member knows of any not previously recorded we shall be pleased to publish them. The express section of the timetable is in the 24 hour system and is in the new standard format laid down by B.T.C. and B.E.T. For the first time ever service 40 Leeds (Vicar Lane) to Seacroft (Stanks Lane North) is shown.

Car Fleet List. Amendments to this list which was published recently are as follows:- Delete OWT 921, OYG 70 and UWX 247 Austins - all sold. For 209 WW (Ford) read 20 GWW Add 22 GWW (Ford) and 12 GVV (Vauxhall) For 6818 YG (Ford) read 6816 YG (Ford). New Cars are: EWU 110C Vauxhall Victor - Harrogate EWU 124C Ford Angliak - Keighley.

Are you interested in OTHER OPERATORS in Leeds and District?

If so, THE LEEDS AND DISTRICT TRANSPORT NEWS caters for you. This is a news-sheet similar to our own but dealing with Leeds Corporation, Sheffield Corporation, Samuel Lcdgard, West Riding, Yorkshire Woollen District, Kippax and District, Farsley Omnibus and several other local operators. Send 9d in stamps for a specimen copy and details of membership to the [redacted]

GJD/JEW
9.1.65.

DEPOT ALLOCATION - 1ST JANUARY 1965.

| | C. | S. | D. | |
|-----------|----|----|----|---|
| BRADFORD. | 2 | 25 | 55 | SGL 1/11/16 SBW 13/16/22/26/30/31/32 SNG 16/17/20/21 SUG 13/14/19/20/24/25/26/29/35/36 EUG 70 CUG 9/10 DB 20/21/37/38/44/45 DBW 3/4/10/11/14/20/22/27 DX 3/4/11/13/16/17/22/23/24/25/29/30/34 48/51/55/66/67/68/78/79/80/99/101/105 109/110/111/117/119/126/155/159/160/161 167/169/180/181/182/183. Total = 82 |
| | | | | Service Vehicles :- 1002/1031 |
| | | | | Stored (Unlicensed):- SUG 52/66, EUG 73/74, CUG 4/5/11/28/30/32 33/34/35, DX 8/21/102. |

| | C. | S. | D. |
|--------------------|----|----|----|
| <u>GRASSINGTON</u> | - | 4 | - |

SMA 1
SMG 30/31/32

Total = 4.

| | | | |
|-------------------|---|----|----|
| <u>HARROGATE.</u> | 4 | 41 | 32 |
|-------------------|---|----|----|

SGL 3/4/5/6/8/10/12/13/15/17
 SGW 3/5
 SMA 3/4
 SMG 8/9/11/13/18/19/24/33/34/39/40/43/45
 SUG 27/28/30/34
 SRG 1/2/3
 ERG 1/2/3
 EUG 81/82/83/84
 CUG 1/13/23/27

DB 22/42/43/46/48/51/52/58/59/60/61/63
 DBW 1/2/18/26
 DGW 1/8
 DX 2/53/54/57/60/63/64/114/151/152/153/173
 174/175.

Total = 77.

Service Vehicles:- 1021/1022/1025/1026
 1027/1029.

Stored (Unlicensed):- SUG 54/59/64, CUG 20
 24/25/29/36/38/39/40/41.

| | | | |
|---------------|---|---|---|
| <u>ILKLEY</u> | - | 3 | 8 |
|---------------|---|---|---|

SGL 9
 SMA 15
 SMG 41
 D
 DBW 21
 DX 18/38/50/65/83
 KDX 139/140.

Total = 11.

| | | | |
|-----------------|---|----|----|
| <u>KEIGHLEY</u> | - | 20 | 58 |
|-----------------|---|----|----|

SGL 2/7/14
 KSGL 18/19/20/21/22/23
 SMA 16/17
 SMG 2/3/10
 SUG 23/31
 ERG 4/5/6
 EUG 75
 KDB 15/28/29/30/31/32/33/34/35/54/55/56/57
 DB 62
 DX 15/26/28/97/98/100/103/104/116/120/125/156
 157/158
 KDX 39/40/41/43/43/69/70/71/75/76/77/93/94/95
 96/133/134/135/136/137/141/142/143/144/145/162
 163/164/165/166

Total = 78.

Service Vehicles:- (Y1005)/1016.

Stored (Unlicensed):- SUG 65/67, EUG 80,
 CUG 14/15/16/17.

| | C. | S. | D. | |
|-----------------------|----|----|----|--|
| <u>LEEDS</u> | 6 | 32 | 56 | SCW 1/2/4/6 SBW 1, 15/17/27/28/29/33/35 SNG 27/28/29 SUG 15/16/21/22/32/33/37/38 EUG 76/77/78/79/85/86/87/88/89 CUG 2/3/8/8/18/19 DBW 5/6/8/13/15/16/17/19/24/25/29/32 DGW 2/3/5/6/9/10 DX 5/6/7/9/10/12/14/19/20/27/31/32/44/49/52/56 58/59/61/62/81/82/106/107/108/118/122/123/127 150/154, 170/171/172/176/177/178/179. <u>Total = 94.</u> |
| | | | | Service Vehicles:- 1001/1030 Stored (Unlicensed):- SG 107/137/139/146/150, SBW 21, SUG 51/53/55/56 57/58/61/62/63, CUG 21 22/26/27/31, DX 35. |
| <u>MALTON</u> | - | 6 | 5 | SBW 24/25 SIA 5/13 SNG 4/6 DBW 9/33 DX 33/36/37. <u>Total = 11.</u> |
| <u>PATELEY BRIDGE</u> | - | 5 | - | SIA 6/18 SNG 1/14/15 <u>Total = 5.</u> |
| <u>SCARBOROUGH</u> | - | 3 | 1 | SNG 35/36/37 DX 45 <u>Total = 4.</u> |
| <u>SKIPTON</u> | - | 5 | 3 | SIA 2 SNG 26/42/44/46 DX 47/168 KDX 138 <u>Total = 8.</u> |
| <u>WETHERBY</u> | - | 6 | 4 | SNG 22/23/47/49 DBW 23/28 DGW 4/7 DX 46/124. <u>Total = 10.</u> |

| | C. | S. | D. | |
|-------------|----|----|----|---|
| <u>YORK</u> | 1 | 29 | 74 | SGW 7/8/9/10/11/12 SBW 18/19/20/23/34 SMA 14 YSMA 7/8/9/10/11/12 SMG 5/7/12/25/38/48/50 SUG 17/18 EUG 71/72 CUG 6 |
| | | | | YDG 55/56/58/59/60/61/62/63/64/65/82/83/84 85/86/87/88/89/90/91/92 YDB 36/40/41/72/73/75/76/77/78/79/80/81/82 83/84/85/86/87/88/89/90/91 DBW 7/12/30 DX 112/113/115/121 YDX 72/73/74/84/85/86/87/88/89/90/91/92/128 129/130/131/132/146/147/148/149/190/191. |

Total = 104.

Service Vehicles: 1015/1032
Stored (Unlicensed): CP 1, SG 135/147, SUG 60,
YDG 57, YDB 39, YDX 192/3.

SUMMARY OF FLEET AS AT 1ST JANUARY 1965.

| | Coaches | Single Deckers | Double Deckers | Total |
|-------------------------|-----------|----------------|----------------|------------|
| West Yorkshire | 41 | 194 | 190 | 425 |
| Keighley-West Yorkshire | - | 6 | 46 | 52 |
| York-West Yorkshire | - | 6 | 70 | 76 |
| | <u>41</u> | <u>206</u> | <u>306</u> | <u>553</u> |

SUMMARY OF VEHICLE TYPES.

| | | | |
|---|------|--------------------------------------|-------|
| Bedford OB : CP 1 | (1) | Bristol K5G: YDG 55-65/82/92 | (22) |
| Bristol L5G : SG 107/135/137/139/146/7/50 | (7) | Brl K6B: DB 15/20-22/28-46/48/51/52/ | |
| Bristol LL5G: SGL 1-23, SGW 1-8 | (31) | 54-57/72/73/75-81 | (39) |
| Bristol LWL5G: SGW 9-12 | (4) | Bristol K86B: DB 58-63/82-91 | (16) |
| Bristol LWL6B: SBW 13-35 | (23) | Bristol KSW6B: DBW 1-30/32-34 | (33) |
| Bristol LS5G : SMG 1-12, SUG 13-68 | (68) | Bristol KSW6G: DGW 1-10 | (10) |
| Bristol LS6G : CUG 1-11/13-20 | (19) | Bristol LD6B: DX 2/5-4/7/49-81/83 | (78) |
| Bristol MW5G : EUG 70-89 | (20) | Bristol LD6G: DX 3/4/48 | (3) |
| Bristol MW6G : CUG 21-41/SMG 13-38 | (47) | Bristol F8F6B: DX 82 | (1) |
| Bristol SUL4A: SMA 1-18 | (18) | Bristol F86B: DX 84-183/190-93 | (104) |
| Bristol REL6G: SRG 1-3 | (3) | <u>Total = 553.</u> | |
| Bristol RELH6G: ERG 1-6 | (6) | | |

SERVICE STOCK.

| Fleet No. | Regn No. | Trade Plates. | Make | Chassis No. | Former Runng | Entd No.Serv. | Descptn. |
|-----------|-----------|---------------|-----------------|-------------|--------------|---------------|--------------|
| 1001 | FWW 765 | - | Ford (Canadian) | 201694 | - | 1/1/47 | Towg Lorry |
| 1002 | FWW 766 | 478C | Ford (Canadian) | 197874 | - | 1/1/47 | Towg Lorry |
| (Y1005) | AWW 21 | 113C | Bristol G05G | 35 | Y. 316 | 1/4/50 | Towg Lorry |
| 1006 | FWR 861 | - | Bedford 3 ton | 30931 | - | 6/8/46 | Depot Lorry |
| 1015 | DVG 23 | - | Austin A.40 | GV2/40496 | - | 3/8/49 | Van |
| 1016 | DVG 775 | - | Austin A.40 | ? | - | 1950 | Van |
| 1021 | CWY 975 | - | Bristol L5G | 48023 | SG36 | 14/4/55 | Stores lorry |
| 1022 | TWW 133 | 477C | AEC Matador | 08539533 | - | 1/2/58 | Towg Lorry |
| 1025 | BWY 991 | - | Bristol K5G | 4241 | DG13 | 1/1/60 | Tree-lopper |
| 1026 | 8579 YG | - | Commer 15cwt | ? | - | 1/3/62 | Van |
| 1027 | 8580 YG | - | Commer 15cwt | ? | - | 1/3/63 | Van |
| 1028 | Unknown | | | | | | |
| 1029 | BWW 34.6B | - | Land Rover | ? | - | 1/5/64 | Depot Truck |
| 1030 | BWW 34.7B | - | Land Rover | 286003168 | - | 1/7/64 | Depot Truck |
| 1031 | 334 HAC | - | Land Rover | 28602836 | - | 1/1/65 | Depot Truck |
| 1032 | FWX 820 | 024C | Bristol L5G | 67067 | YSG 130 | 11/11/64 | Towg lorry |