

Stored Vehicles.

SUG 63 (L) moved from Harrogate to Leeds during February.

Last month we gave CUG 23 as being stored at Grove Park whereas this vehicle is licensed - it should have read CUG 25. We also showed CUG 29 being stored at both Grove Park and Pateley Bridge! Can any member give the correct depot this vehicle was stored at.

2. VEHICLE NOTES.

Overhauls.

January 1965 : DX 21 (B), DX 35 (L)
February 1965 : DX 8 (B), DX 51 (B), DX 101.

Repaints.

February 1965 : CUG 2/3 (L), EUG 78,85,87,89 (L), DBW 11, DX 161, YDX 129, 148.
March 1965 : SMG 12 (Yk).

General News.

The new SRGs have revised rear suspension arrangements and incorporate flashers at the extreme front instead of behind the door/drivers cab - otherwise they are identical to SRG 1-3. SRG 6 has a painted front number plate.

CUG 2.3 on depot repaint were fitted with small fleet numbers and had the front motif lined out in maroon.

SBW 33 (L) has been rebuilt without the rear boot.

DX 21.35 were both fitted with T indicators on overhaul. DX 21 carries its flasher above the wing mirror and DX 35 has it on the waistband.

DBW 15.23,25 have received new destination blinds which employ much thicker letters than previously.

SMG 7 (Yk) has a small fleet number on the rear but retains the large type at the front.

KDX 166 has been noted without covers on the front heater intakes.

Further vehicles with T indicators are DX 8.51.101, whilst DX 97-105 are all now fitted with T indicators.

DBW 11 was transferred to Bradford on 1.11.64 but retained Keighley blinds and at least one grey disc until repaint.

CUG 16 delicensed to Bradford on 1.3.65 still has grey discs.

There seems to be some confusion as to whether SMA 13-18 are B36F or B35F. They were apparently ordered as 35 seaters but SMA 1-12 are 36 seaters. Can any member ascertain the correct seating.

3. SERVICE CHANGES.

Stage Carriage.

S.79. Service 20. KNARESBOROUGH-BREARTON.

Application is made to retime the 10.20am Knaresborough to Brearton and 10.50am Brearton to Knaresborough on Weds and Saturdays so as to depart at 10.25am and 10.55am respectively and operate 5 minutes earlier throughout. This is subject to grant S.80.

S.80. Service 86. KNARESBOROUGH-GREAT OUSEBURN.

Application is made to retime the 9.15am Knaresborough to Great Ouseburn and 9.45am Great Ouseburn to Knaresborough so as to depart at 9.25am and 9.55am and operate 10 minutes later throughout.

S.81. Service 74. HARROGATE-SCARBOROUGH.

Application is made to introduce an ordinary return fare of 3.10d between Harrogate and Green Hammerton at the request of Nidderdale Rural District Council.

S.82. Services 96.97. WETHERBY-YORK.

Application is made to introduce an additional monthly contract ticket rate between Long Marston and Wetherby at a cost of 46s.0d at the request of a passenger.

S.83. Service 41. LEEDS-WETHERBY.

Application is made to introduce an additional ordinary return fare of 2s.1d between Bramham and Wetherby.

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S.84. SERVICE 32 LEEDS-GUISELEY: 32A/35. LEEDS-YEADON. LEEDS-HIGH ROYDS HOSPITAL.

Application is made to introduce a monthly contract Rawdon to Leeds via Kirkstall 40/-. On inward journeys to Leeds it would only be available to passengers boarding up to and including Layton Lane and would be inter-available with Ledgard. It would not be available on the Rawdon-Leeds via West Park services.

S.85. LEEDS-MINISTRY OF SUPPLY YEADON, LEEDS-CROMPTON PARKINSON WORKS GUISELEY.

Application is made to introduce a monthly contract Rawdon to Leeds via West Park 40/-. On inward journeys to Leeds the contract would only be available to passengers boarding up to and including Golf House and would be inter-available with Ledgard. It would not be available on Rawdon-Leeds via Kirkstall services.

S.86. Service 75. ILKLEY-GRASSINGTON.

Application is made to introduce additional journeys at 7.20am from Ilkley to Bolton Abbey on Saturdays and at 7.40am from Bolton Abbey to Ilkley on Mon to Sats.

S.87. Service 34. LEEDS-ILKLEY.

Application is made to delete from this licence the 6.05pm journey from Leeds to Dyneley Arms Hotel on Mon-Fri. The application is subject to the grant of the application for the new service between Leeds and Arthington.

S.88. Service 88. YORK-TADCASTER (Stutton Lane).

Application is made to increase the running time between Tadcaster and Stutton Lane to 5 minutes and in consequence to introduce a revised timetable.

S.89. Service 51. HARROGATE-BRADFORD.

Application is made to introduce the following additional return fares:
Harrogate to Yeadon (Fountain) 3/4d; Harrogate to Rawdon 3/10d; Harrogate to Greengates 4/1d.

S.90. Service 71. SKIPFON-BUCKDEN.

Application is made to amend the timetable as under:

1. On Mon to Sat to retime the 6.12pm journey from Skipton Railway Station to Buckden so as to depart at 6.30pm and operate 18 minutes later to Grassington and then 15 minutes later forward to Buckden.
2. On Sat to retime the 8.35pm from Skipton to Buckden so as to depart at 8.40pm and operate 5 minutes later throughout.

S.91. Service 73. SKIPTON-SHORT BANK ROAD (Skipton Local).

Application is made on Sundays to retime the 2.15pm journey Skipton to Short Bank Road and return journey at 2.20pm, to depart at 2.20pm and 2.25pm respectively and operate 5 minutes later throughout.

S.92. Service 43. YORK-SCARBOROUGH.

Application is made to revise the Saturday Summer timetable so as to withdraw the short workings between York and Malton from 9.35am until 9.05pm and between Malton and York from 10.02am to 9.50pm inclusive and to introduce an additional journey at 8.50pm from York to Malton.

S.93. Service K.9. KEIGHLEY-COLNE.

Application is made to revise the evening timetable on Monday to Friday.

S.94. K.5. COOKE STREET-VICTORIA HOSPITAL (Keighley Local).

Application is made to introduce a revised timetable.

The following have been granted:

S.72. S.73. S.74. S.75. S.76. S.78.

From Fri 12th Feb the Mon-Fri 11.55am Bradford-Calverley (30 dup), 1.15pm Calverley-Bradford (30 dup) was withdrawn. This duplicate has operated for at least 18 years.

From Mon 15 Feb the Mon-Fri 12.35pm Forster Square to Baildon (58 dup)-Shipley (59 dup)-Baildon (59 dup), 1.24pm Baildon to Bradford (59 dup) was withdrawn. On the same date a duplicate car to Bradford from L.M.S. Repair Works was also withdrawn at tea time.

The 91 Bradford-Whitby service was revised as from Sunday 7th March consequent on the withdrawal of the rail service between Malton and Whitby (S.77). The through service is retimed to leave Leeds at 9.15am and 5.15pm (Daily) and Whitby at 9.20am and 5.20pm (Weekdays), 1.20pm and 5.20pm (Sundays). The Whitby-Malton section has been considerably revised the alterations being too numerous to detail here. British Rail connections are shown at Malton to and from York, Leeds, Newcastle and Kings Cross for the Whitby-Malton vehicles but not the through service. Another feature of the Whitby to Malton section are limited stop journeys between Pickering and Whitby, between Whitby and Lockton and between Pickering and Lockton.

Express Carriage.

E.21. KEIGHLEY-SKEGNESS (joint with Lincolnshire).

Application is made to introduce additional setting down and picking up points in the East Midland Traffic Area at Seacroft Coach Park, Mablethorpe; Trusville Holiday Camp, Trusthorpe; Beach Hotel Sutton on Sea; Marina Cinema, Ingoldmells; Butlins Holiday Camp. In consequence a revised timetable would be introduced.

E.22. BRADFORD-LONDON.

Application is made to amend the terminal point "Victoria Coach Station, London" to read "Derngate Bus Station, Northampton" and in consequence to revise the timetable and also route schedule applicable to the East Midland Traffic Area.

E.23. LEEDS-LONDON.

Application is made to amend the time point and stopping point at Newark to read 'Bus Station' and at Haddesdon to read 'Clock Tower'.

E.24. KEIGHLEY/HARROGATE-LONDON.

Application is made to revise the timetable south of Biggleswade on journeys to London and to amend the time point and stopping point at Newark to read 'Bus Station'.

E.25. BRADFORD-LONDON.

Application is made to amend the terminal point "Chester Street Bus Station, Bradford" to read "Bus Station, Keighley" and to introduce an additional stopping point at Harpenden Garage.

Excursions and Tours.

T.5 has been granted the fare on Exorusion 2 being 16/6d.

4. OPERATING DETAILS.

Depot Reports.

Bradford. EUG 70 worked the 6.50pm Leeds-Bradford (30) on Mon 8 Feb. This normally is double deck operated and of recent date has produced DB 44 on 11th, 17th and 18th Feb, DB 21 on 15 Feb, and DB 45 on 25th and 26th Feb. Last month reference was made to single deckers operating on Harrogate-Bradford - again on Tue 9 Feb SMG 21 worked the 11.20am Harrogate-Bradford (51) and on Thur 11 Feb the 12.20pm Harrogate-Bradford (51) a Bradford turn - produced SMG 45 (H). It was stated that last month EUG 70 was the usual vehicle working the 8.30am Calverley-Bradford (30 dup) - since then the following have been noted: Mon 15 Feb DX 67 (B), Tue 16 Feb SBW 32 (B), Wed 17 Feb SUG 29 (B), Thur 18 Feb SMG 16 (B). On Mon 25 Jan DX 51 (B) and DX 168 (Sk) were both working on 67 Bradford-Keighley for Keighley depot. DB 37 (B) which should have worked the 5.30pm Denholme (56) failed at Chester St and was replaced by DX 3 (B) which arrived at 5.30pm from Shipley (58 dup) and which should have worked the 5.45pm Baildon (58). The duplicate vehicle to Denholme was DBW 11 (B). SBW 33 (L) worked the 5.55pm to Cookridge (54), DBW 2 (H) worked the 2.20pm Harrogate-Bradford (51) and later the Salts School-Wrose (School Special). SUG 34 (H) worked the 5.40pm Yeadon Fountain (51 dup) on both Mon and Tue 25/26 Jan. The following Tues 2 Feb this journey was worked by SMG 34 (H). The car which works the 5.30pm Denholme (56 dup) works the

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following rota; Mon to Thur: 3.22pm Bradford-Otley (53 dup): 4.00pm Otley-Otley Grammar School (NOS): 4.10pm Otley Grammar School-Hawksworth Lane (ScSp): 4.25pm Hawksworth Lane-Parkinsons (NOS) arr 4.30pm: 4.45pm Parkinsons-Bradford (55): 5.30pm Bradford-Denholme (56 dup): 6.00pm Denholme-Bradford (56dup). Fridays - as Mon to Thurs until 4.30pm then 4.30pm Parkinsons-Yeadon Albert Square (55): 4.45pm Yeadon-Shipley (55): 5.12pm Shipley-Saltaire (31): 5.17pm Saltaire-Greengates (31 dup): 5.35pm Greengates-Saltaire (31dup): 5.55pm Saltaire-Bradford (67dup): 6.40pm Bradford to Otley and return (53). On Mon-Thur the 6.40pm Otley (53) is worked by the car which operates the Addingham Mill to White Cross special on its return to Bradford after duplicating in the Yeadon area: On Sun 31 Jan DX 22 (B) was working on 63 for Ilkley depot, whilst DX 15 (K) was also on 63 working for Bradford depot. The same day DBW 21 (I) was working on K.12 whilst on Tue 2 Feb it was working on 76 for Ilkley depot in the evening. Also on Tue 2 Feb DX 182 (B) worked the 5.35pm John Street to Calverley (30 dup). The two service cars on 50 Bradford-Otley on Wed 3 Feb were DX 13/109 (both B) - DBs appearing very rarely nowadays. On the same date SMG 19 (H) worked the 8.20pm Harrogate-Bradford (51). This is usually worked by a car running off route 36 at 7.32pm - DX s being the normal vehicles. DX 67/68 are no longer the mainstays of R67 and appear on all manner of routes now - both have been noted on 55 and 60 during the past fortnight. The car which formerly worked the 5pm Dockfield Road-Hall Ings until last Christmas now returns to Chester Street, after working Salts School to Baildon via Baildon Green, via Bolton Woods (58). The following vehicles operated School Specials for Bradford Dept on Mon 8 Feb:- SUG 13 (B) 4.10pm Bingley Modern School to Busy Lane (31): DX 3 (B) 4.05pm Belmont School to Coach Road (Sp) and 4.30pm Salts School to Baildon (59): DX 68 (B) 4.10pm Bradford Girls Grammar School to Baildon (59): SBW 30 (B) 4.10pm Ferniehurst School to Coach Road and 4.30pm Salts School to Baildon (61): DX 105 (B) 4.05pm Belmont School to Windhill (Sp): DBW 22 (B) 4.10pm Otley Grammar School to Hawksworth Lane (53): SMG 16 (B) 4.30pm Salts School to Bradford (60/61). Of the above DX 3 later worked 5.20pm to Leeds (30), DX 68 worked 5.15pm to Ilkley (63), SBW 30 worked 5.35pm John St to Calverley (30 dup), DX 105 worked 4.45pm, 5.45pm and 6.40pm to Baildon (61), DBW 22 worked 5.30pm to Denholme (56 dup), SMG 16 which had earlier worked 8.30am to Scarborough (43) worked 5.22pm go Keighley (67 dup) and not its usual rostered duty of 4.45pm to Leeds King Street (30 dup). Other vehicles noted are Mon 8 Feb SGL 11 (B) worked the teatime journeys on 60/65A Coach Road/Dockfield Estate, instead of the usual SUG. SMG 21 (B) was one of the all day dups on Keighley (67) again in place of the usual SUG, DX 29 (B) was a service car on 67, SUG 19 (B) worked 5.22pm to Otley (53 dup) instead of the usual DX, DX 180 (B) was the service car on 5.30pm to Denholme (56), SUG 16 (I) worked the 5.55pm to Cookridge (54) and the 5.15pm and 5.40pm departures on 69 to Ilkley were SMA 15 and SMG 41 (both I) respectively. On Wed 10 Feb SMG 21 (B) worked the 7.15am Bradford to Ilkley (63) the usual vehicle being a DX. Airport Duties on Mon 8 Feb were worked by EUG 82. The vehicle rota of the car which formerly operated Dockfield Mills-Hall Ings (see above) is as follows: 3.35pm Bradford to Ferniehurst School (55 dup): 4.10pm Ferniehurst School to Coach Road (Sp): 4.20pm Coach Road to Salts School (NOS): 4.30pm Salts School to Baildon (61): 4.45pm Baildon to Butterfields (NOS): 5.05pm Butterfields to Bradford (53 dup): 5.30pm Chester St to John Street (NOS): 5.35pm John Street to Calverley (30dup): 6.00pm Calverley to Bradford (30dup).

Harrogate. On Wed 17 Feb DX 2 was noted in Ripon on 36.

Ilkley. During the last month DBW 21 (I) has been noted working duties normally performed by DX s. On Tue 2 Feb it worked the 4.50pm from Ilkley on 76 and on Sat 6 Feb it worked the 11.45am departure from Ilkley on 63.

Leeds. SMG 12 (Yk) worked the 8.05am to Hull (46) on Wed 3 Feb and the 8.05am to Scholes (48) on Fri 5 Feb, both of which are Leeds depot duties. On Wed 24 Feb SBW 27 was noted on the 12.55pm to Thorner (42) and DX 14 on the 1000pm to Harrogate (36). The 7.50am to Bradford (30) - a Leeds depot turn - was operated by DB 60 (H) on Thur 25 Feb. The same day DBW 13 worked the 7.05am Leeds to Guisley (Green Bottom Mills) which returns as 35 to Leeds - this is normally single deck operated. SUG 34 (H) was on temporary loan to Leeds from 1 - 18 Feb. On Tue 2 Feb SMG 12 (Yk) was on Airport duties, SGW 4 working to Bardsey (37) and DX 31 on 29/29A. The following day DX 81/82 duplicated on Guiseley (32), the latter being an unusual vehicle on this route. On Mon 8 Feb SUG 32 worked to Otley (34) at 5.05pm, DX 27 following to Bramhope some 2 minutes later. On Tue 9 Feb DX 61 made an unusual appearance on Harrogate (36). The same evening Benton Park School Specials included SGW 2, 4, 6, SBW 27, SUG 16, DBW 15, 19, DGW 6, 9, and at the same time DGW 2, DBW 19, 25 were all noted on Yeadon (35). SBW 28 having worked to Bardsey at lunchtime duplicated DX 14 to Guisley (32) at teatime. That evening SGW 4 worked the 6.05pm to Bardsey (37). Wed 10 Feb found DBW 5 and DX 14 duplicating to High Royds Hospital (32). Fri 12 Feb found DGW 10 working to Yeadon (35) at lunchtime. This was unusual in that DXs normally work this route except at peak periods. On Mon 15 Feb DX 35 relicensed

to Leeds at the beginning of the month worked to Otley (34) and SUG 38 was noted on airport duties. On Tue 16 Feb SMG 48 (Yk) worked to Guiseley (32) and the same evening DGW 2,3 duplicated to Scholes (48), DX 5,12 duplicated on 47 and EUG 83 (H) worked non-stop to Harrogate. DX 46 (W) worked to Harrogate (36) this being the oldest lodekka being noted on this route for some considerable time. SUG 34 (H) on temporary loan to Leeds was noted on 47 and at 6.05pm EUG 87 worked to Dyncley Arms (34). DX 46 (W) working for Harrogate, was again on 36 the following day and DBW 23, DX 61 duplicated to High Royds Hospital (32). Thur 18 Feb found DX 152 (H) working to Scholes (48) and DGW 2 worked on 29/29a the same day. DGW 2,6 worked to Rawdon (33) on Sat 20 Feb and on Tue 23 Feb SBW 33 worked to Bardsey (37), and SUG 36 (B) worked to Greengates (31). On Wed 24 Feb DB 62 (K) worked on Leeds-Keighley (31) and DX 5,27 duplicated to High Royds Hospital (32). At 5.07pm DX 59 worked to Bramhope (34). On Thur 25 Feb CUG 8 was on airport duties and SBW 15,29 worked to Otley in the evening with DX 82 working to Ilkley (34). On Fri 26 Feb DGW 9 worked to Rawdon (33) and SBW 15 to Guiseley (32).

Pateley Bridge. SGL 6 worked a journey on 51 on Fri 19 Feb. During February both SML 6 and SML 18 have been seen on Pateley Bridge duties (See last month's bulletin).

Wetherby. On Tue 2 Feb SMG 22 (W) worked Leeds-Tadcaster (42) whilst SMG 23 (W) was on 39. On Fri 5 Feb SBW 14 (L) and SMG 23 (W) were both noted on 39. Mon 8 Feb SMG 49 (W) worked Leeds-Guiseley (32) duplicating DX 14 (L). Tue 9 Feb found SMG 23 (W) and SMG 49 (W) both working on this route. The same day DX 49 worked Leeds-Wetherby (41). On Wed 17 Feb DBW 23 (W) worked to High Royds Hospital (32) and SMG 28 (L) was on 39. On Thur 18 Feb DX 46 (W) working for Leeds was on Leeds-Keighley (31). On Mon 22 Feb DX 46 (W) worked Leeds-Yeadon (35) whilst DX 49 (L) was on 38. On Tue 23 Feb DBW 23 (W) worked on Leeds-Farsley/Red Hall Lane (29/29a) and the following day this vehicle worked on 40 and 47.

York. On Thur 11 Feb YSML 10 worked the 8.25pm to Wetherby (97)? SUG 25 (B) was seen in Rougier Street working the 8.30pm to Bradford (43) (ex Scarborough) and YDB 39 was on Y.2 (Cornlands-Bur Dyke). On Fri 12 Feb YDX 148 was on Y.5/54/6 routes not normally worked by lodekkas. During the middle of February DBW 30 (B) was given a depot dock at York and on Fri 26 Feb it worked the 12.35pm Rowntrees-Bockfield Lane (WksSp). The same day SBW 20 (Yk) working a Malton depot duty worked the 8.15am (apprx) Haxby to St. Leonards (Y.10dup), then St. Leonards to Tang Hall Lane for Archbishop Holgates School (Y9dup) - this was formerly a double deck turn but SBW 24 (H) performed this duty the following Wed. DBW 9 (H) worked the 12.35pm Rowntrees to Tang Hall Lane (WksSp) on Mon 1 Mar. YSML 9 worked the 7.50am Sheriff Hutton to York on Tue 2 Mar. The same day YDB 77 was on Y.12 Strensall to Accomb Hotel normally the haunt of lodekkas.

Long Distance. On Mon 25 Jan CUG 2 (L) worked the 4.50pm Leeds-Blackpool (J2). On Mon 8 Feb EUG 78 (L) worked the 15.20 Leeds to Blackpool (J2).

Observations at Wellington Street during the past month have found: Tue 9 Feb CUG 18 to Liverpool (X97), ERG 3 to London, United UE 602 to Middlesbrough (X99) Ribble 1013 on J.2 and North Western 911 to Newcastle (X97). On Fri 19 Feb Northern Genl 1854 worked to Newcastle (X97), United UE 4 to Middlesbrough (X99) and Northern Genl 1852 to Liverpool (X97). On Tue 23 Feb United UE 523 worked to Darlington (X97) as duplicate to Northern 1853 which was working through to Newcastle. UE 4 also worked to Middlesbrough. The same evening EUG 77 (L) was on J.1, and CUG 18 worked to Liverpool (X97), United UE 601 to Middlesbrough (X99), North Western 845 to Newcastle (X97) being duplicated as far as Durham by Northern Genl 1717, and Ribble 1008 worked to Blackpool (J2). On Thur 25 Feb United UE 4 worked to Middlesbrough (X99).

5. SOLD STOCK NEWS.

BWY 983 (ex DG 5)

To Smith (breaker) Stopsley 12/64 ex Hillside, Luton.

GWX 104 (ex DB 19)

HW7 880 (ex DB 53)

To Bedlington and District 12/64 and 11/64 respectively.

We give below the official list of disposals for the period July to Dec 1964:
DB 2, 5, 6, 16, 17, 18, 19, 23, 24, 25, 47, 49, 50, 53, KDB 12, 26, DBW 31,
SG 106, 119, 145, 149. All to North (P.V.) Ltd., Sherburn November 1964.

6. TEN YEARS AGO.

The March 1955 bulletin ran to six pages.

Details were given of a meeting to be held at Leeds at which [redacted], Depot Engineer at York, was to give a talk entitled "40 Years as an Engineer", and details were also given of a tour of York local routes which was to take place in May.

There was only one J05G running in its original condition, that being 996. Rear doors had been fitted to DB7 24, thus completing the DB7 1-24 batch, whilst staggered seats had been fitted to KDB 15, completing the KDB 10-15 batch.

A comprehensive survey had been made at Chester Street Bus Station of ALL departures, including those of the other six operators using the station. In the Keighley area services had been affected by snow. On the 24 Feb a bus had been stuck at Dick Hudsons, whilst another had been stuck between Gilstead and Eawick, both vehicles having to be left out all night.

Service Changes found a revision of 72 Otley-Fewston-Blubberhouse, when the Sunday service as from 6 Mar 1955 ran between Otley and Fewston only. At a meeting of Leeds City Council it had been agreed that Leeds should surrender its licences for Leeds-Guiseley and Leeds-Menston Hospital routes and apply for a Leeds-Horsforth service, leaving West Yorkshire to apply for the Guiseley and Menston Hospital services.

A Survey of Winter workings on Scarborough, Bridlington and Hull services was published.

7. OTHER INFORMATION.

We understand that single fares are to be available to and from Muker this year - hitherto only returns have been issued.

A new feature of the Company are Circular trips which are being offered from Bradford and Leeds. Leaflets show 6 trips from Leeds and 7 from Bradford. Stage services are used and suitable timings are show in the leaflets. One fare is charged and time may be spent at anypoint. The one fare shows savings over the separate single fares - in the case of Leeds these range from 1/7d to 3/9d.

Further to the list of intermediate blinds given last month, DBW 5 and 8 show "West Yorkshire" to the rear and DB7 24 has a full display at thefront.

SERVICE 37. LEEDS-WIKE-BARDSEY. by T.H. Leach.

The Leeds-Wike service 35 commenced on 3rd October 1948 and was extended to Bardsey Bridge on 19th June 1951. In May 1959 the route into Vicar Lane Bus Station was amended so as to run via Templar Street, Edward Street and La dy Lane. The service has existed in its present form since 20 May 1962 when it was re-numbered 37. The route out of Vicar Lane Bus Station has recently been altered once more, and now runs via Edward Street, Templar Street, Bridge Street and Eastgate, this amendment coming into effect on 4th January this year, on the introduction of the Leeds one way system. Certain vehicles can still be seen showing the old "Wike 35" intermediate destination blind.

The service only operates twice weekly, on Tuesday and Saturday, and according to the Company's timetable, only four journeys per week are run. However, a feature not mentioned in the timetable is that the vehicle operating the service leaves Vicar Lane Bus Station 40 minutes before its scheduled time of departure from Bardsey (Bridge). The route may therefore be covered both ways on the same vehicle, although this appears to be impossible from perusal of the timetable.

Return booking is impossible passengers having to rebook for the return journey at Wike or Bardsey.

On Tue 9 Feb, the writer travelled the route, using SBW 28 (L), which was working the 12.25pm departure from Vicar Lane. Leaving Leeds, the route is the same as the Leeds-Wetherby (38 and 39) services, along the main Leeds-Wetherby road, up Wellington Hill, past the Red Hall Lane terminus of 294 and out into the open

country. On reaching Bardsey Bridge, a railway bridge crossing a side road off the main road, a five minute break is taken before entering the true countryside, along a narrow winding lane. From Bardsey onwards the route becomes very scenic and the vehicle manoeuvres its way along lanes little wider than itself. On reaching Wike the bus turns round by using a triangle of roads in the village, before the crew have a short layover prior to commencing the return journey at 1.15pm.

On this route with no more than six passengers aboard at any one time, the crew know most of the travellers and the break at Wike is a time for exchanging pleasantries.

Leaving Wike the vehicle retraces its route through the country lanes, before finally rejoining the main Wetherby road near Shadwell and returning along this arrives in Leeds at 1.42pm.

Only one vehicle is needed for this route and this varies from SUGs to SGWs and SBWs. Until recently SGs were used on this route and in view of the small number of passengers it seems likely that when Leeds receives an SMA this will be used on 37.

(Route Numbers - 37 now carried by this service was formerly carried by the Leeds to Scotton Sanatorium service which ran on Saturdays and Sundays and ceased in 1962 - 35 formerly carried by this service is now of course used by the Leeds-Shaw Estate service. Ed.)

YORK TOUR.

We give below details of a tour of York which was undertaken on Saturday 27th February last. The aim was to survey the village routes operated by York-West Yorkshire. We hope that members may find this of interest and may even be tempted to try it for themselves. We feel that it also gives a variation on the usual depot reports. The tour commenced at South Bank but can be joined or left anywhere, and the timings in most cases can be adjusted to suit individuals:-
South Bank (Balmoral Terr) (Ser 88/Y.15) dept 9.06am - Bishopthorpe (Landing Lane) arr 9.12am. Vehicle SMG 7. This route runs along Bishopthorpe Road, past Terry's Factory, Middlethorpe Village, Archbishop's Palace. Fare 4d.
Bishopthorpe (Landing Lane) (Ser Y.10) dept 9.22am - Rowntrees Works arr 9.45am. Vehicle YDX 128. This route runs via Dringhouses and York Station. Fare 11d.
Rowntrees Works (Ser Y.13) dept 10.00am - Stonebow arr 10.59am via Nether Poppleton, Upper Poppleton. Vehicle YDX 129. This vehicle works round the Nether Poppleton loop and it is possible to remain on the same vehicle for the return to York Stonebow. It is however necessary to rebook at Nether Poppleton fares being Rowntrees-Nether Poppleton 1/1d, Nether Poppleton-York (Stonebow) 11d.
York Stonebow dept 11.03am (Ser Y.11) - Osbaldrick arr 11.16am. Vehicle YDB 82. This route runs via Tang Hall and Alcuin Avenue. Fare 7d. Return on same vehicle. Osbaldrick dept 11.18am (Ser Y.11A) - Acomb (Front Street) arr 11.46am. Vehicle YDB 82. Fare 11d. It is then a short walk along Green Lane to Acomb Hotel.
Acomb Hotel dept 11.58am (Ser Y.12) - Strensall Station arr 12.39pm. Vehicle YDX 147. This is the whole route across York and out through Huntington, Earswick and Towthorpe. Fare 1/5d. A short break was made at Strensall.
Strensall Station dept 1.13pm (Ser Y.12) - Huntington (North Moor) arr 1.25pm. Vehicle YDX 88. Fare 9d.
Huntington (North Moor) dept 1.37pm (Ser Y.7) - Loeman Road arr 2.02pm. Vehicle YSM 10. This is the route which passes under the extremely low bridge at Loeman Road. Fare 11d. Remain on same vehicle.
Loeman Road dept 2.05pm (Ser Y.7) - Rougier Street arrive 2.10pm. Fare 3d.
A journey was then made to Leeds via the following route:
York (Rougier Street) dept 2.25pm (Ser 97) - Wetherby arr 3.19pm. Vehicle DBW 33. Fare 2/4d. Wetherby dept 3.20pm - Castleford arr 4.16pm (West Riding PD2/Leyland)
Fare 2/1d. Castleford dept 4.40pm - Kippax arr 4.56pm (West Riding PD2/Leyland)
Fare 10d. Kippax dept 5.13pm - Leeds (Central Bus Station) arr 5.48pm (Kippax and District PD3/Roe) fare 1/4d.

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 Ledgard, West Riding, Yorkshire Woollen, Kippax and District, Farsley Omnibus and several other local operators. Send 9d in stamps for specimen copy and details of membership to the [redacted]