

WEST YORKSHIRE

INFORMATION SERVICE

MARCH, 1972.

ISSUE NUMBER 252.

PERSONAL. Following the re-organisation of the National Bus Company's higher management structure, eight Chief General Managers have recently been appointed, and our congratulations and best wishes go to [REDACTED] on his appointment to one of these posts. [REDACTED] will have overall responsibility from the 1st April, 1972, for the following Companies :- Amalgamated Passenger Transport, Ltd., East Midland, Mansfield & District, Trent, Midland General, West Riding Automobile Co., Yorkshire Woollen District, Hebble, West Yorkshire, York-West Yorkshire Joint Committee, Keighley-West Yorkshire and Yorkshire Traction. An interesting feature of the areas formed is that East Yorkshire is included with United Automobile and Northern General, under [REDACTED], rather than with West Yorkshire.

As a result of this re-organisation, [REDACTED], Chairman of the N.B.C. West Region and South Wales, will be retiring on March 31st., after 40 years in industry. [REDACTED] early training was with West Yorkshire, and he became Assistant Traffic Manager in 1936, from 1945 to 1948 he was Traffic Manager of Brighton, Hove and District, returning in 1949 to hold a similar post with West Yorkshire. In 1955, [REDACTED] moved to United Counties as Director and General Manager, taking up a similar appointment 1964 with Bristol Omnibus Co. Joining the Tilling Association in 1968 as Executive Director, he has successively held the posts of Chairman of the South-Western Region, and of the South Wales and Western Regions since the formation of the National Bus Company in 1969. [REDACTED] has given a great deal of help and assistance to the "Service" over the years, and all members will join in thanking him for this help, and in wishing him a long and happy retirement, which we understand is to be spent in Yorkshire.

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FORTHCOMING EVENTS.

SPRING TOUR, SUNDAY, MAY 21st. 1972.

For our Spring Tour this year, we plan to visit the Doncaster area Independents, who operate a large variety of buses, including ex-West Yorkshire vehicles. In addition, visits are to be made to Haxey and to the Sandtoft Trolley-bus Museum, at both of which places are a number of preserved buses, etc., undergoing restoration. Details of the Tour are as follows :-

| | |
|--|------------------------------------|
| Depart Bradford (Chester Street) via Route 30 | 9.15 a.m. |
| " Leeds (Wellington Street) | 10.00 |
| Arrive Upton, for visit to Bingleys' | 10.45 |
| Depart Upton, | 11.00 |
| Arrive Doncaster, for visit to Thistle Coaches | 11.20 (to see CUG.42, & SUG.62/7.) |
| " Hexthorpe, for visit to Walker's. | 11.45 |
| Lunch break in Doncaster Bus Station, | 12-15 - 12-45 |
| Visit to Doncaster Corporation. | 12-45 - 1-30 |
| Depart Doncaster. | 1-30 |
| Arrive Rossington, for visit to Rossie Motors, | 1-40 |
| " Rossington, " " " Blue Ensign. | 2-05 |
| " Funningley, " " " Leon. | 2-35 |
| " Haxey " " " Station | 3-10 |
| " Sandtoft " " " Trolley-bus Museum. | 3-50 |
| " Hatfield " " " Felix. | 4-30 |
| " Dunsicroft " " " T. Severn & Sons. | 4-55 |
| " Stainforth " " " Store. | 5-20 |
| " Stainforth " " " Wilson. | 5-40 |
| Tea Break. | 6-00 - 6-30 |
| Depart Stainforth. | 6-30 |
| Arrive Knottingley (McLauchlans) to see SGL.3. | 7-00 |
| Depart " " | 7-15 |
| Arrive Leeds (Wellington Street) | 7-45 |
| " Bradford, via Route 30. | 8-30 |

For this Tour we hope to use either 1084 or 1085, since (1) these are the only Bristol IS's running for the Company this year, and (2) Thistle Coaches are operating sister vehicle "1082" (CUG.42), which by coincidence we used on our Lincoln Tour in 1966.

p.t.o.

SPRING TOUR, (cont.) This Tour has something for everyone who is at all interested in passenger transport, and it is therefore hoped that it will be well supported by members and any friends that they may wish to bring along. The fare will be about £1 (2-fare for those aged 14 or under) dependent on support. A booking form is enclosed with this Issue, and this should be sent as soon as possible to [redacted]

Please note that no refreshments are being arranged for the meal breaks, and passengers are therefore advised to bring sandwiches.

Remember that the success of this and future Tours depends on support from YOU.

H.C.V.C. YORKSHIRE SECTION.

Now settled into the new regular date of the second Wednesday in the month, the next meeting will be Wednesday, April 12th., at 7-30 p.m., On this occasion, [redacted] will give his talk on the West of England Transport Museum at Winkleigh, which was postponed from March. Everyone must have heard of Colin Shear's collection of vintage vehicles on the Airfield at Winkleigh, but not all can travel to see it. This therefore, an excellent opportunity to see just what the collection is like.

All W.Y.I.S. members are welcome at these meetings, which are held at the Leeds City Transport Social Club, Concordia Street (off Swinegate), Leeds.

P.S.V. CIRCLE. The next Social Meeting will be on Thursday, 6th. April, from 7-00 p.m., in the Bradford City Transport Staff Canteen, Forster Square, and again, W.Y.I.S. members are welcome to attend.

HALIFAX & DISTRICT ROAD TRANSPORT STUDY GROUP.

DURHAM AREA INDEPENDENTS TOUR - 25th. June, 1972.

This Tour, using a Hebble A.E.C. Reliance/Duple coach, will depart from Halifax Bus Station at 09.30, and Leeds Central Bus Station at 10.15, and will be visiting the Eden; F. Locke & Sons; O.K. Motor Services; Martindale; Ferryhill; Scarlet Band; West Cornforth and United, Sedgfield, returning to Leeds at 18.55 and Halifax at 19.30. Bookings, accompanied by a 20 p. deposit, or further enquiries, should be sent to [redacted].

BRADFORD'S LAST TROLLEY-BUS.

Many members will be aware that the Bradford Trolley-bus System is to close on March 26th. 1972. To enable people in the future to see what these strange "tracklesses" were like, various groups have purchased withdrawn trolley-buses, from various systems, and are in the process of setting up a working museum at Sandtoft, near Doncaster (which we hope to visit on our Spring Tour). The end of Bradford trolley-buses means the end of electric traction in this country, and efforts are therefore, being made to save vehicles from this fleet. Already one vehicle has been saved by the "BUT.834" Group, and the Group are now endeavouring to save two others; one of the ex-Mexborough and Swinton Sunbeams (841-7 batch - we travelled on 841 during our Autumn Tour last year) and a Bradford Karrier of the DKY batch. To finance this project, shares of £5 in either or both the vehicles are being sold, and anyone interested in this scheme should contact [redacted].

PRESS DAY for the April Issue will be on Saturday, April 1st., and all items (with or without All Pools' Day comments) should be sent, to arrive on or before that date to [redacted]

1. FLEET CHANGES.

NEW VEHICLES.

| | | | | | | |
|------|-----------|----------------|--------|-----------|-------|---------|
| 2331 | LWR 886 K | Bristol REL6G. | 3/1672 | ECW 19379 | B53F. | 7-10-3. |
| 2332 | LWR 887 K | Bristol REL6G. | 3/1673 | ECW 19380 | B53F. | 7-10-3. |
| 1361 | MWW 754 K | Bristol REL6G. | 3/ ? | ECW 19101 | B53F. | 7-10-3. |

ADDITIONAL INFORMATION.

2331/2 were delivered without numbers, to Harrogate, during the week ending 12th. February, and 1361 arrived on 25th. February. The Keighley ones, at least, have heated front windscreens as well as demisters.

3107, new last month, was in York Depot, for storage, by 10/1/72.

4041, the colour of which was not known last month, is in the green livery.

1972 ORDERS.

Subject to confirmation, it is understood that the following vehicles are on order for the main fleet for 1972 :-

26 Leyland National. 6 Bristol RESL/B48F. 6 Bristol RELH coaches.

It is not yet known what is on order for the Keighley or York fleets at present. We are also informed that the original order was to have been for 26 Bristol RELL's, but that this had to be changed in favour of Leyland Nationals.

1. FLEET CHANGES, (cont.)

| | | ALLOCATIONS AND TRANSFERS. | | |
|-------------------|--------------|----------------------------|--------------|----------|
| 1646. | | (Delicensed) | To BRADFORD | 14.2.72. |
| 2331. | | (New) | " KEIGHLEY | " |
| 1001/9/62. | from LEEDS | | (Delicensed) | 29.2.72. |
| 1010/65. | " HARROGATE | | " | " |
| 1095. | " KEIGHLEY | | " | " |
| 1210. | " YORK | | " | " |
| 1236/7. | " HARROGATE | | " | " |
| 1660. | " KEIGHLEY | | " | " |
| 1663. | " HARROGATE | | " | " |
| 2670. | " KEIGHLEY | | " | " |
| 1698. | " BRADFORD | | " | " |
| 1904. | " BRADFORD | | " | " |
| 1002/3/4/21/2/67. | (Delicensed) | To LEEDS | | 1.3.72. |
| 1007/33/76/7/8. | " | " HARROGATE | | " |
| 1014. | " | " YORK | | " |
| 1017/8/9/20/6/7. | " | " BRADFORD | | " |
| 1074/5/80/1/4/5. | " | " BRADFORD | | " |
| 1234/43. | " | " HARROGATE | | " |
| 1903. | " | " BRADFORD | | " |
| 2332. | (New) | " KEIGHLEY | | " |
| 1361. | " | " HARROGATE | | " |

- Notes :-
1. All vehicles are relicensed at their former Depots except 1017/8 (Ex.Keighley), 1243 (Ex.Leeds) and 1646 (Ex.Leeds).
 2. The two oldest vehicles in the Keighley fleet (2639/40) continue in service, having outlasted their 3-year younger sisters, 2669-71.
 3. The re-entry into service of the two remaining Ex.Eastern National/Tilling coaches, 1084/5, is of interest; these are now the only Bristol LS's in the fleet.
 4. The delivery of 2331/2 completes the 1971 order for the subsidiary fleets; there are still 17 RELL's to be delivered to the main fleet from this order (1360/2-77.)

STORED VEHICLES.

HARROGATE. On the spare land opposite Works on March 4th., was 1680/98; in the field behind Works were 1644/9/51/4/9/60, 1045/6/8/9/51/3, none in Sale livery. 1046 is still numbered SUG.69. Also in the field is 2669.

ILKLEY. 1017/8 were stored here during February, but have now been relicensed to Bradford.

KEIGHLEY. 2669 was moved to Harrogate on February 12th., under Trade Plates 604 WT.

LEEDS. Inside on 1st.March were 1062/6/9/72, and 1001/9 may also have been there on that date. No vehicles have been stored in the yard since 1644 was relicensed on 1/11/71. 1901 (B), although still licensed, has been in Roseville Road for some weeks, and was still there on 1st.March.

SKIPTON. Currently stored here are (inside) 1073, & YSMA 11; and (outside) KDX.41/2/3 & 1638. Only KDX.41-3 are in Sale livery. 1638 was probably here on 1st.January, and the fleet disposition in Issue 250 should therefore, be amended accordingly.

YORK. In general, the situation is little changed; 1188/92 are now in the field, together probably with 1050, whilst 1190 is still inside.

WITHDRAWALS.

29th. February, 1972 :- 1045/7/8/9, 2669/71 & car KWU 816 D.

SALES AND DISPOSALS.

February, 1972 :- Car KWU 816 D (Ford Anglia), to Mr. Popplewell, Harrogate.

FLEET TOTAL.

| | W.Y. | K.W.Y. | Y.W.Y. | 1.3.72. | 1.3.71. |
|---------------|-------------|-----------|------------|---------------|-------------|
| Licensed :- | 364 | 54 | 80. | 498. | 491. |
| Delicensed :- | 45 | 1 | - | 46. | 81. |
| | <u>409.</u> | <u>55</u> | <u>80.</u> | <u>544. *</u> | <u>572.</u> |

* The Fleet total excludes 1045/7/8/9 & 2669/71.

TEMPORARY LOANS.

4026, at Leeds for H.G.V. Learner duties, was replaced on this work by 4027 in early February.

2740 (K) has spent at least six weeks on loan to Ilkley, from the middle of January to the beginning of March. By 28th. February it had been joined by 2765 (K).

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

February, 1972 :- 1234, 2695, 1064 & 3829.

REPAINTS AND TUV'S.

August, 1969 :- 1750 (TUV).
October, 1971 :- 1705 (TUV).
January, 1972 :- 1128 & 3795/6.
February, 1972 :- 1778 (TUV), 1002/9/14/57/72/84, 1140, 1260/9, 1004,
1725 (TUV), 1681 (TUV), 4035 & 3797.

PAINT DATES.

3107 - W.Foly. 12/71.

CERTIFICATES OF FITNESS.

1207 - 26/10/78; 2328 - 8/7/78; 1812 - 25/5/78; 3107 - 20/12/78; & 1705 - 23/6/76.

GENERAL NEWS.

2695, after overhaul, now has a moulded red grille without chrome surround.
1004 on repaint, had its indicator blanked off at top and bottom, the first RELH to be so treated. As it retains a cream long distance blind, this precludes the use of such exposures as "Bradford/Leeds", "Blackpool/Fleetwood", and "Hull/Harrogate/Leeds/Keighley".

1776 has recently received a new front axle, and a new radiator grille, which unusually, retains a polished aluminium surround.

ADVERTISEMENT NOTES.

A new (National) advert. has now appeared "For Mothers' Day (12th. March), send Flowers from Interflora Florists", and this replaces the Valentine's Day version. 1725 (L) carries a target advert. for "Sludge Removals, Cleckheaton"; (whatever next?)

Contrary to our report last month, the "Barnips Quick Cough Relief" side adverts have not yet ceased.

The latest "Racing at Wetherby" target advert. has been for "1st. March", and the next should be for "3rd.-4th. April".

1233 (L) carries a painted lower rear advert. for "Car Radio Services".

3. SERVICE CHANGES.

STAGE CARRIAGE.

N. & P. 1068.

S. 93. NEW SERVICE. HARROGATE (Bus Station) - STARBECK (The Avenue).
via Station Parade, Station Bridge, Station Avenue, North Park Road,
Knareborough Road, Starbeck, High Street, The Avenue.
To operate Mondays - Saturdays.

S. 94. 10. BUS STATION - PENNY POT LANE.
14/15. HARROGATE - ALDBOROUGH.
21. BOROUGHBRIDGE - ROECLIFFE.

To revise timetables.

S. 95. 8. BUS STATION - CLARO ROAD, (Harrogate Local).
Mondays-Fridays: To re-time the 12.45 Bus Station - Claro Road to 12.50, and
the 12.52 Claro Road - Bus Station to 12.57.
Saturdays: To re-time the 19.30 Bus Station - Claro Road to 19.15, and
the 19.37 Claro Road - Bus Station to 19.22.

S. 96. 19. HARROGATE - GREAT OUSEBURN.
Mondays-Fridays: To introduce additional journeys at
17.40 Harrogate - Great Ouseburn.
18.45 Great Ouseburn - Harrogate.
Wednesday only: The 12.35 Knareborough - Great Ouseburn to start at
Harrogate at 12.20.

S. 97. 74. CORNWALL ROAD - PANNAL, (Harrogate Local).
To re-route.

N. & P. 1069.

S. 98. 38. LEEDS - RED HALL.
To re-time the 05.45 Leeds - Red Hall to 05.35.

S. 99. 92. PEASEY HILLS - BEVERLEY ROAD, (Malton Local).
Saturdays: To withdraw the 07.30 Bus Station - Peasey Hills, and the
07.40 Peasey Hills - Bus Station.

S. 100. Y. 24. YORK - NARBURN HOSPITAL, (York local).
To revise timetable.

EXPRESS.

E. 115. X. 88. LEEDS - MORECAMBE.
To extend to Heysham Harbour if required by Shipping Companies and/or holiday
organisers.

3. SERVICE CHANGES, (cont.) EXPRESS.

E.116.

The following Licences are applied for, which would operate as required throughout the year for Shipping Companies and/or holiday organisers :-

- | | | |
|------------------------|---|------------------------------|
| KEIGHLEY (Bus Station) | - | LIVEPOOL DOCKS. |
| " " " | - | IMMINGHAM DOCKS. |
| " " " | - | LECONFIELD AIRPORT. |
| " " " | - | HULL DOCKS. |
| " " " | - | GATWICK AIRPORT. |
| " " " | - | RAMSGATE HOVERPORT.. |
| " " " | - | DOVER HARBOUR. |
| " " " | - | MANCHESTER, RINGWAY AIRPORT. |
| " " " | - | HARWICH - PARKESTON QUAY. |
| " " " | - | TYNE, COMMISSION QUAY. |
| " " " | - | SOUTHAMPTON AIRPORT. |
| " " " | - | SOUTHAMPTON DOCKS. |
| " " " | - | NEWCASTLE AIRPORT. |
| " " " | - | STANSTED AIRPORT. |
| " " " | - | BIRMINGHAM AIRPORT. |
| " " " | - | LUTON AIRPORT. |
| " " " | - | LYMPNE AIRPORT. |

LEEDS (Wellington Street) - PRESTWICK AIRPORT.
KEIGHLEY (Bus Station) - HEATHROW AIRPORT.

E.117. Y.S. SCARBOROUGH - LONDON.
To re-route via Hull.

E.118. Y.S. HARROGATE - LEEDS (Feeder).
Y.S. KEIGHLEY - LONDON.

To introduce an alternative route in Leeds, so as to offer an additional picking-up and setting-down point at Parkinson Buildings, The University, Leeds.

The recent alterations to routes 56/7 have also resulted in the withdrawal of the 22.45 Bingley - Bradford (69) on Sundays, since this is now covered by a route 56A journey.

Service 78 (Harrogate - Tadcaster) was again revised from 6/2/72, and another leaflet was issued "Incorporating amendments introduced since 2/1/72".

Traffic Notice 72/12 recorded alterations to 39/40 (Leeds - Wetherby - Knaresborough), including the fact that on Sunday, from 13/2/72, certain journeys on 39 will be via Collingham, Barley Corn Inn and Bridge instead of via Linton.

More one-way systems have come into force in York during February. Clifton Y.9/9A buses leaving Roughter Street and formerly turning right on to Lendal Bridge now turn left up Station Rise, under the City Wall to Leeman Monument, then back down Station Avenue under the Walls again, and left over the Bridge! This route also applies to Y.17. The other one-way system is in Fishergate, where vehicles cannot turn right into Piccadilly; they have to continue over Castle Mills Bridge, down to the roundabout near Skeldergate Bridge/Castle area, then back over Castle Mills Bridge and left into Piccadilly. This affects the West Riding Selby service, York Pullman Stamford Bridge service, all East Yorkshire services, together with 44/45/46 on the inward journey. Other moves in March will include other no right turns "except for buses", and details of these will be given later.

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4. OPERATING NOTES.

BRADFORD. On 7th. February, the 07.15 Bradford - Ilkley (63) was worked by a cream RELL, and on the following day by a Lodekka. Also on 8th. February, the 17.45 Ilkley - Bradford (63) was worked by 1286 (Sk. loan I (?). Further to last month's note, 1682 arrived at Keighley even earlier, as it was seen on route 31 heading for Keighley at about 08.30 on January 28th. On 3rd. February, 1225 worked the 22.06 Leeds - Bradford (55). On February 5th. 1698 was on Bradford - Baildon all day, and on 4th. & 5th. February, 1358 (B) was on 63, possibly for Ilkley Depot. On February 28th., 1352 (B) worked the special from Bingley Beckfoot Grammar School to Cottingley in the evening, and on the same evening 1169 worked the special to Eldwick. On February 4th., 1133 (B) was on Bradford - Eldwick (68). 1359 (B) worked on Bradford - Scarborough (43) on February 6th.

HARROGATE. 1319, one of the RELL61's, made an appearance on Harrogate - Leeds (36) on February 19th. As a result of the re-organisation of local services, early Lodekkas are at present wandering further afield, e.g. 1668 on Boston Spa (22nd. February), and 1657/63 also on Boston Spa (8th. February). 1667 (H) was an unusual visitor to York on the 16.10 Harrogate - York and the 17.35 return (84) on the 18th. February. On route 4 on February 12th., was 1342 (H). On 14th. February, 1803 (H) was used on Harrogate - Tadcaster (78).

5. SOLD STUCK
LHR 002

4. OPERATING NOTES, (cont.)

ILKLEY. 1346 (K.loan I) worked on Leeds - Ilkley (34) on February 23rd. 1130 worked the 4.30 p.m. Ilkley - Keighley (K.5) and return on February 8th., an unusual vehicle on this route, this vehicle being on frequent service on Ilkley - Grassington (72). 1288 (Sk) was on route 63 for Ilkley on February 10th., whilst 1346 (K) was similarly used on February 24th. 1130 was again used on Harrogate - Skipton (76) on February 10th., but was replaced at Ilkley by 1244 (Sk.loan I). 231 (K) was in regular use on routes K.5/57 during the latter half of February and early March, and 2330 (K) was seen on Bradford - Ilkley (63) on March 9th., as was 2328 on March 10th., (both K.loan I.)

KEIGHLEY. On February 4th., 1682 worked the morning Dingley Grammar School (412 Special), whilst on February 7th., this was worked by 2639. This service is usually worked by the 2736-45 batch of Lodekkas. In the evenings it has often been worked by an RELL, in particular 1205. 1264 (I.loan K) was on Keighley - Colne (K.9) on the 10th. February.

LEEDS. 1095 (then I) worked on Leeds - Keighley (31) in the evening of 17th. January, 1972. On 16th. February Grosville RELH6G, CRG 162, passed Leeds Depot with passengers, and showing "Private". On the same day, 1655 (D) worked the 12.36 Leeds - Bradford (5A) in place of the normal VR. 1935 (L) was on Leeds - Otley (34) on February 9th. On Leeds - Harrogate (36) on 9th. February was 1170 (H), and on 26th. February 1210 (Yk.) was on this route. 1161 (W) worked the 15.20 Leeds - Tadcaster (42), whereby now appears to have a Saturday turn on this route. "K" registered RELL's are now regularly used on the East Coast routes along with 1340/1. On 4th. February, 1712 (L) worked on Leeds - Tadcaster (42).

OTLEY. 1195 (H) has again been on loan; on 9th. February it was in Leeds showing "Blank/34", and on the 10th., it was again on 34, and also worked a journey on one of the 75 Group of routes. At the beginning of March, 1228 & 1661 (both H) were on loan to Otley.

SKIPTON. 1197 (K.loan K) was on the 20.50 Ilkley - Skipton (76) on the 25th. February, an unusual vehicle.

WETHERBY. Out of Wetherby's allocation of 11, on 16th. February, four (1161/2/681/3) were in Leeds Depot, and no doubt several of their RELL's were also working for Leeds. On Saturday & Sunday, 12/13th. February, 1359 (I.loan W) was on Harrogate - Tadcaster (78) in place of 1357. On 10th. February, 1355 (M.loan Yk.) was on York - Wetherby (79).

YORK. On 17th. January, main fleet RELL's were on York - West Yorkshire double-deck duties as follows :- 1213 on Y.12; 1219 on Y.10 and 1268 (So.loan Yk.) on Y.9. The new 82 service, at 07.07 ex. York and 07.38 ex. Poston, observed on three mornings, and 3102 (21st. January); 3105 (24th. January) and 1145 (3rd. February). Strange ground for SUL4A, 1195 was on a Y.12 dupl. on the morning of 21st. January, and on Y.9/9A on 28th. January. 1315 worked on Y.7 on 24th. January, but in the evening it replaced 1095 (then I) on the Work - Leeds section of 46. On the following morning, 1095 worked Huntington - City (Y.7 dupl.) also on 25th. January, cream RELL's 1333/4 worked Rowntree Mackintosh Works Specials at 12.33; 1333 to Beckfield Lane and 1334 to Huntington, and a cream RELL, also worked a similar duty to Tang Hall Lane/Hull Road on 3rd. February. On 31st. January, an LH worked Y.9/9A, and 1010 was in Rougier Street at about 21.45, being newly transferred. A further RELL on City duties was 1210 on Y.5 on February 3rd. The seven RELL's now appear to be generally used on Y.7 (four) and Y.13/13A (three), although they appear at times on other routes, including York - Leeds (43) on 29th. February. The less frequent routes - Y.14/5/6/7 usually have LH's, or 1185/96. The York - West Yorkshire RELL's do not appear to have regular duties, and tend to appear on Y.7 on Saturdays, when 5 vehicles are required, or on double-deck or country routes, although one is often seen on either Y.7 or Y.13 instead of an RELL. On 18th. February, 3107 worked the 13.35 York - Harrogate (84), having spent the morning on Y.13/13A, on which it was replaced by 1165. There is a regular Monday-Friday double-deck duty on 84, which is otherwise single-deck OMO, in that the 11.35 York - Harrogate, and 13.10 return is usually a Lodekka (sometimes a York-West Yorkshire VR), often 1760, which is believed to do a 79 turn (York - Wetherby) earlier in the morning. This duty appears to be the only one on which double-deckers work out of York City now-a-days. On 29th. February, 1276 (Yk.) was on Y.8. Working on Leeds - Scarborough (43) in place of dual-purpose RELL's have been 1276 (Yk.loan M) on 2nd. February; 1266 (Yk.loan M) on 5th. February; 1210 (Yk.loan M) on 10th. & 20th. February; 1345 (Yk.loan M) on 12th. & 19th. February; 1250 (Yk.loan M) on 18th. February; 1208 (L.loan M) on 23rd. February; 1267 (Yk.loan M) & 1252 (M) on 26th. February, and 1315 (Yk.loan M) on 27th. February. Single-deckers are appearing more on City double-decker duties than previously; RELL's, RELL's LH's and occasionally SUL4A's, but not the MW's. The cream RELL's are regularly observed on Rowntree Mackintosh Works Specials, presumably on fill-in turns or after repair. 1196 was on Y.12 on 4th. February, an unusual vehicle, which is often on Y.17, York - Heslington. 1185 worked this Y.17 duty on 7th. February, usually being found on Malton Town Service duty. 1196 was on Rowntree Mackintosh Works Specials on 7th. February, and on the same day 1162 was on the 602/45 duty. With the recent power cuts, Rowntree Mackintosh worked 2 days on, 2 days off, resulting in Works Specials operating on Sunday, 27th. February, as well as on Saturdays, the 26th. and 19th.

LONG DISTANCE. Towards the end of last year, it was commented that Thorne's Atlantean, SFV.417, was probably the first double-decker, apart from Ledgard's, to be hired from an Independent. However, over the years, in particular for Yeaddon Air Displays during the 1950's, various double-deckers were hired from West Riding, who in those days were independently owned. p.t.o.

5. SOLD STOCK NEWS.

LYR 926, (A.E.C.Regent III, sold P.V.S.Canvey Island, 4/68.)
To Isleworth Coaches, 5/68.
To Spencer, High Wycombe, 10/69.
Scrapped 10/70.

LYR 916, (A.E.C.Regent III, sold Norths, Sherburn, 1/68.)
To Doakes, Sevenoaks, 2/68.
Withdrawn 4/69, but reinstated, and still in traffic, 11/71.

MLL 830, (A.E.C.Regent III.)
This was back with City Coaches in 6/71, (see Issue 250).

JWY 228, (ex.DD.60, KS6B, sold Norths, Sherburn, 1/67.)
To International Progressive, Cambridge, 2/67.
To G.R.Mills, (enthusiast), Colchester, 9/71.
As the body of this vehicle was not in very good condition, after various parts had been removed, it was sold to W.Green, (Scrap dealer), Stock, 1/72.

JWY 225, (ex.DDW.2, KSW6B, sold Norths, Sherburn, 4/68.)
To Partridge, Claireaux), Hadeleigh, 2/69.
Withdrawn 2/71.
To W.Green, (Scrap Dealer), Stock, Essex, 1/72.

KWU 363, (ex.DIW.7, KSW6B, sold Norths, Sherburn, 1/67.)
To International Progressive, Cambridge, 7/67.
To Young, Rampton, 12/68.
Withdrawn on expiry of Certificate of Fitness in 12/71.
To G.R.Mills, (enthusiast), Colchester, 2/72, for eventual preservation.

YWT 293/4, (ex.SUG.70/9, MW5G, sold Norths, Sherburn, 9/71.)
To MacGregor (Hedingham & District), Essex, 10/71.
SUG.79, and presumably the others (SUG.75/7/8), repainted cream, with red roof and waistband - i.e.almost identical to the former EUG livery.
SUG.78 converted to B3F, and due to be recertified during March.

Gone from Norths by 26/2/72 were SMG.2/58 & SUG.33/7.
Still running for their respective owners, during February were CUG.5,
(Archbishop Holgate's Grammar School); SUG.32 & SMG.52/60 (Ezra Laycocks);
and CUG.9 & EUG.94, (West, Morley).

KWU 386, (ex.SEW.26, LWL6B, sold Norths, Sherburn, 4/68.)
To Lamb, (Farmer), -/68.
To Norths, Sherburn, 6/70.
To Johnson, (Breaker), Carlton, 10/70, and scrapped.
Remains still at Carlton, 20/2/71.

MWY.229, (ex.SUG.18, LS5G, sold Norths, Sherburn, 11/70.)
To Henry Boot, (Contractor), Ltd., Leeds, 1/71.
To Norths, Sherburn, by 9/5/71.

6. TEN YEARS AGO.

The March, 1962 Issue ran to 3 pages, and began with news of a Leeds meeting.
New vehicles entering service consisted of DX.121-7, YDX.131/2, and 1026/7, Cammer vans.

SUG.6/7/9/11/12 had been renumbered SMG, and it was presumed that the remainder of the SUG.1-12 batch would follow suit.

Allocations and Transfers recorded the delicensing of the last main fleet Bristol K5G's.

Under Operating Details, Bradford recorded that "During its brief return to traffic during February, DG.6 was frequently noted on the peak hour Bradford-Baildon (50) service, its old haunt, but it also did several turns on 59/61 (Baildon) and 66 (Canal Road-Shipley)", and Leeds that "DG.12 & 30 were used on peak hour duties to Rawdon (33), and Aberford (47), during February.

The Issue ended with the news that Leyland Tiger 551 was still in use as a hen-hut at Leeds Bridge, York, and that SG.94 was still in use as a workers' bus for the York Hospitals Board.

7. OTHER INFORMATION.

BUS STOPS. Many more bus stops between Shipley and Bradford are now blue and green, instead of blue and red. It has been suggested that the tendency of the red ones to fade very easily may be the reason for the change. Leeds City Transport style signs have now been erected in the inward direction of Otley Road/Woodhouse Lane, Leeds.

CONCESSIONARY FARES. These are now issued for Senior Citizens by Ilkley Council; Keighley is issuing these for commencement this month, and Skipton is now considering the proposition.

VISITING MAMMOTH. An item in the "Keighley News" on February 4th, under this heading recorded the appearance in Keighley on January 31st, of a large six-wheel double-deck Continental coach. The coach, owned by Southbound Tours, is on a publicity tour of the country. Two Keighley Travel Agents arranged jointly for it to spend a morning in Keighley. In the afternoon it moved on to Silsden. The coach is too long to be used normally on British roads, so is regarded as a Continental tourist only. It can carry up to 70 passengers, 50 of them on the top deck, and 200 suitcases.

7. OTHER INFORMATION, (cont.)

- 8 -

REGISTRATION NUMBERS.

CTW 854 H is a dark red Austin 1,800, Mk. II, (CWT 854 was SG.4.)
 407 EWY is a blue Bedford TK Lorry, (EWY 407 was KDG.49.)
 HWW 883 J is a turquoise Austin 1,100 (HWW 883 was KDL.56.)
 HWW 884-8 C were allocated to Hargreaves, Morley, but not used.
 (HWW 884-8 were KDB.57/YDB.74-7.)
 CWX 661 H is a B.M.C. 1,800 car, (CWX 661 was YDG.60.)
 CWX 120 J is a red M.G. B. sports car, (CWX 120 was YDB.75.)
 MWY 117 K is a Bedford YRQ coach, owned by Abbey, Selby, (MWY 117 was DX.8.)
 JWU 875 D is a Morris Minor 1,000 car, (JWU 875 was SGL.5.)
 HWW 871 C is a Triumph 2,000 car, (HWW 871 was DB.44.)
 FWX 809 C is a Bedford T.K. Lorry, owned by Dobbins, Leeds, (FWX 809 was EB.9.)

BRADFORD BLINDS.

41" Destination, code DD/D/66.

White Blank; Private; School Special; Works Special; Eldwick; Dinley; White Blank; Dick Hudsons; Bradford (John Street); Keighley; Bradford; Skipton; Glassburn; Denholme; Haworth; Rodley; Leeds; Calverley; Greengates; Rawdon; White Blank; Crompton Parkinsons; A.V. Roe; Yeadon; Heyworth & Grandage; Yeadon; Shipley Glen; Salts Grammar School; White Blank; Otley; Bradford; Harrogate; Penny Pot Lane; White Blank; Pool; White Cross; High Royds Hospital; Hawksworth Lane; Ilkley; Den Rhydding; Belmont Avenue; Bradford; Baildon; Knoll Estate; Bolton Woods; Shipley; Wrose; White Blank; Hirst Wood; Forster Square; West Royd Crescent; White Blank.

WEST YORKSHIRE MAIN FLEET ALLOCATIONS - by C.H. Clarkson.

In the West Yorkshire main fleet, relatively few vehicles spent all their lives allocated to one of the five areas, i.e. Harrogate, Leeds, York, Bradford and Keighley. To illustrate this, the relevant vehicles which have remained in one particular area are listed below :-

Harrogate area, (including Pateley Bridge & Otley.)
 Bristol L5G: SG.28/30/31/32/34/80/101/105/131. Bristol LL5G: SGL.5/6.
 Deadle/Morris: SM.1/2. Dennis Lancel II: 882-0. Bristol LS5G: SMG.54.
 Bristol MW: 1121+1141+1142+1091+. Bristol RELH6G: 1214+1230+1231+.
 Bristol RELH6G: 1010+. Bristol FS6D: 1803+.
 Ford: CF.2. A.E.C. Regent V: DAW.1-10. Daimler: CWG.6. DGW.11/12.

Leeds area, (including Wetherby.) Total = 43.

Bristol J05G: 916/917/919/921. Bristol L6B: EB.6/7/9/10.
 Bristol L5G: SG.47/48/49/84/111/136. Bristol LWL6B: SWW.27.
 Bristol LS5G: SUG.15. Bristol RELH6G: 1229+. Bristol G05G: 337.
 Bristol K5G: DG.44/45/47. Bristol K6D: DB.19.
 Bristol KSW6D: DW.13. Bristol KSW6G: DGW.3/4/6.
 Bristol FS6D: 1770+1771+1772+1777+1778+1804+1805+1806+.

Bradford area. Total = 34.

Bristol J05G: 986; Bristol L5G: SG.24/27/29. Bristol LS5G: SUG.14.
 Bristol MW5G: 1070. Bristol G05G: 305/706/333. Bristol K6D: DB.3.
 Bristol KSW6D: DW.10/22.
 Bristol FS6D: 1759+1767+1769+1780+1781+1782+1783+1789+1861+.

Keighley area, (including Ilkley, Skipton & Grassington.)

Bristol L5G: SG.19/43/46/130. Bristol MW6G: 1130+. Bristol SUL: 1197+.
 Bristol FS6D: 1611+1812+1815+. Total = 21.

York area, (including Malton & Scarborough.)

Bristol L5G: SG.140/142/145. Bristol SUL4A: 1185. Total = 4.

Converseley, a similar number of vehicles have been allocated to all five areas at some time during their lives :-

Bristol J05G: 974. Bristol L5G: SG.23/40. EG.1/3/5. Bristol L6B: CB.6.
 Bristol LL5G: SGW.5. Bristol LWL5G: SGW.10. Bristol LWL6B: SWW.17/19/26/30/
 Bristol LWL6B: 32/34 & CDW.6. Bedford D: CP.1. Bristol MW: 1068+1095+.
 Bristol LS: SMG.4/6/10/53/55/56 & SUG.20/24/29/31/33 & CUG.20/1084+.
 Bristol RELH6G: 1203+1204+. Bristol K5G: DG.4/5/28/33/37.
 Bristol K6D: DB.22/46/47. Bristol KSW6D: DW.1/6/8/14. Bristol KSW6G: DGW.1.
 Bristol LD6B: DX.5/6/14/21/24/33/35/45. Bristol FS6D: 1799+. Total = 56.

+ Still in Stock.

Pursuing Allocations further, only 6 vehicles have been allocated officially to seven different Depots :

SGL.11, (L, Sk, B, K, G, H & PB.)
 EUG/SUG/SMG.2, (B, L, H, K, Sk, G, O.)
 EUG/SUG.17, (B, Yk, G, K, W, M, H.)
 DX.33, (I, Yk, M, L, H, O, B.)
 DX.37, (Yk, H, B, M, Sc, I, O.)
 DX.45, (H, B, Yk, Sc, K, L, W.)

- whilst two other vehicles have managed 8 Depots :

EUG/SUG/SMG.4 (L, H, I, K, G, B, M, Yk.)
 EUG/SUG/SMG.6, (L, Yk, P.D, B, H, W, M, K.)

One point which emerges from the foregoing is that many of the pre-War and early post-War vehicles had a more stable existence than their contemporaries of the mid and late 50's.

PRE-WAR SERVICES

-9-

During 1970, in issues 230 and 235, we gave details of the services operated by the Company in 1932/3 and 1934. Much interest was expressed in these details at the time, and as a result [redacted] has been good enough to loan his early timetables for study. Another member, [redacted] has very kindly typed out details of services operated in 1939 and 1943, and since these were taken from Fare Tables they provide details of Workman's Services, etc (particularly the wartime one) which do not appear in the public Time Table. The publication of details from these two sources will obviously take some time, and it is proposed to devote one or two pages at the end of the Bulletin as space permits. The form in which the details are given will depend on their volume, and at this stage has not definitely been decided for the immediately pre-war timetables.

The earliest timetable of which we have details is the "T.B.R. Official Monthly Motor Omnibus Timetable and Charabanc Guide of England and Wales", for April 1922 (price 6d). Since there were evidently few local services at that time, we will include them in full:-

OTLEY-Bramhope-LAWNSWOOD*

Leave Otley (Burras Lane): Weekdays A.M. 7.45, 9.0 & every 45 min. till P.M. 7.30 (8.15, 9.0 Sat Only). Sun P.M. 1.30 & every 45 min till P.M. 7.30.

Leave Lawnswood: Weekdays AM 8.25, 9.45 & every 45 min till PM 8.15 (9.0, 9.45 Sat Only). Sun PM 2.15 & every 45 min till PM 8.15.

Fare 1/-. Otley Motor Service. *Frequent trams to Leeds.

OTLEY-White Cross-BAILDON BRIDGE.

Leave Otley (opp. Manor Sq.): Weekdays AM 5.55, 8.0 & every 45 min till PM 9.30. Sun from AM 10.0.

Leave Baildon Bridge: Weekdays AM 6.50, 8.45 & every 45 min till PM 10.15. Sun from AM 10.45. Fare 1/-. Blakey's.

OTLEY-Pool-Arthington

Leave Otley (P.O.): Weekdays AM 8.0: PM 5.10.

Leave Arthington (Stn): AM 8.26: PM 5.36. Fare 1/-. Blakey's.

HARROGATE-Kirkby Overblcw-Follifoot-Plompton Bar-Crimple-HARROGATE

Leave Harrogate (Stn Parade): Sat only PM 1.20, 9.30. Reverse run PM 4.30.

Fare 2/- Harrogate Carriage Co. Ltd.

HARROGATE ROAD CAR CO LTD.

Harrogate Local Services.

(1). Stn Sq. to Oatlands Mount. AM 8.0 to PM 8.0 (Sat 9.0)

(2) Stn Sq to Starbeck AM 8.50 to PM 8.0 (Sat 9.0)

(3) Stn Sq to Bilton & New Park. AM 8.30 to PM 8.0 (Sat 9.0)

(4) Stn Par to Harlow Hill. AM 10.15 & half hourly till PM 7.15 (Sat 8.45).

(5) Stn Par to Duchy Rd. AM 10.45 & hourly till PM 4.45, 6.0 (Sat till 12.45)

Harrogate-Ripley-Knaresborough-Harrogate

Leave Harrogate (Stn Par) AM 11.0; PM 3.0 (6.0 Sat only). Fare 2/-.

Harrogate-Knaresborough

Leave Harrogate (Stn Par): via Woodlands 9.0 & hourly till PM 5.0.

via Golf Club 9.30 & hourly till PM 4.30.

Leave Knaresborough (Market Place) 30 min after above times. Wed every 10 min till PM 5.0. Fare 6d.

Harrogate-Pannal-Follifoot-Harrogate

Leave Harrogate (Stn Par): 10.0, PM 1.0; 2.0; 4.0; 5.0; 7.0*. Fare 1/6.

*Sat Only.

YORK-NEW EARSWICK

Leave York (Piccadilly): AM 11.50; PM 12.30*; 1.0*; 1.30*; 2.15; 3.15; 4.45; 5.30*; 6.15; 7.15. Sat AM 9.40; 10.20; 11.0; 11.40; PM 12.40; 1.40; 2.20; 3.0; 3.40; 4.20; 5.20; 6.0; 6.40; 7.20; 8.0; 8.40; 10.0. *From Tram Term.

Leave New Earswick: Mon to Fri PM 12.15*; 12.45*; 1.15*; 1.45; 2.45; 3.45; 5.15*; 5.45; 6.45; 7.35. Sat AM 10.0; 10.40; 11.20; 12.20; 1.20; 2.0; 2.40; 3.20;

4.0; 5.0; 5.40; 6.20; 7.0; 7.40; 8.20; 9.0; 10.20. *Not beyond Tram Term. Fare 4½d.

KEIGHLEY CORP. TRACKLESS TROLLEYS

(KEIGHLEY*)-Utley-Steeton-JUNCTION

Leave Utley (Tram Term): Weekdays AM 9.30 & hourly till PM 9.30. Sun PM 2.30 & hourly till PM 8.30.

Leave Junction: Weekdays AM 11.0 & hourly till PM 10.0. Sun PM 3.0 & hourly till 9.0.

Fare 7d. *Frequent trams between Keighley and Utley.

(continued overleaf.)

(VEIGHLEY*)-Ingrow-HEBDEN RD.

Leave Ingrow: Mon to Fri AM 6 30 & half hourly till 9.0; PM 12.40; 1.5; 1.30 7 half hourly till 10.0. Sat AM 6.30 7 half hourly till 9.0; 11.40 & every 40 min till PM 3.0 & every 20 min till 10.20. Sun PM 2.30 & half hourly till 9.30.

Leave Hebden Rd: Mon to Fri: AM 6 45 & half hourly till 9.15; PM 12.53; 1.18; 1.45; 2.15 & half hourly till 10.15. Sat AM 6.45 & half hourly till 9.15; 12.0 & every 40 min till PM 3 20 & every 20 min till 10.40. Sun PM 2.45 & half hourly till 9.45.

Fare 6d. *Trams between Keighley & Ingrow.

KEIGHLEY-OAKWORTH.

Leave Keighley (Cross): Mon to Fri PM 12 40; 1.25; 2.10; 2.55*; 3.30; 4.15; 5.0; 5.40; 6.25; 7.10; 7.55; 8.40; 9.26; 10.10; 10.50. Sat 6.5; 6.55; 7.50; 11.30 & every 45 min till PM 7 0 & every 25 min till 10.45; 11.5. Sun. PM: 2.10 & every 45 min till 9.40.

Leave Oakworth: Mon to Fri. PM: 1.5; 1.50; 2.35; 3.55; 4.40; 5.20; 6.5; 6.50; 7.35; 8.20; 9.5; 9.50; 10.30; 11.10. Sat 6.30; 7.20; 8.30; 11.55 & every 45 min till PM 7.25 & every 25 min till 11.10; 11.25. Sun PM: 2.35 & every 45 min till 10.5.

Fare 6d. *To Slaymaker Lane.

In addition there were Leeds Corporation services to Leeds-Rawdon-Yeadon-Guiseley (fare 8d); Guiseley-Menston-Otley (fare 4d) and Guiseley-Menston-Burley-in-Wharfedale (fare 4d).

An advertisement for "Bristol Motor Vehicles" offered 29 seater saloon omnibus or 28 seater charabancs. "Catalogues on request; Demonstrations arranged; Designed from experience."

To complete our look at 1922, a short article in the timetable is headed "TBR Motor Coach Notes for April", and provides a fascinating insight into the days when express coach travel was in its infancy.

"The exceptional weather which prevailed last year from early spring to late autumn, sent thousands of travellers back to the road.

Every morning from Charing Cross, Trafalgar Square, High Holborn, Victoria, and other centres, various types of motor coaches picked up their passengers for the coast, for race meetings, for half-day circular tours, and even for places far afield, in the West of England and in Wales.

The traveller by motor coach could select for his run many of the most famous towns in England, and follow the old coaching routes so well detailed in Paterson's road book. First published about 1770, this volume remains one of the most delightful companions for the student of our highways. And now the motor coach enables its patron to choose cathedral cities, such as Canterbury or Chichester, Winchester or Worcester. He can follow the high road to Oxford, and enjoy a view of the most beautiful street in Europe.

Last year the Cambrian Company, which is again preparing an admirable programme, ran regular services to the sea coast towns, and had special express cars, on pneumatic tyres, for the weekend visitor to Margate. Cornell's Motor Coach Services, in addition to their daily seaside runs, made special tours to beauty spots like Hindhead, and to the picturesque towns of Kent and Berkshire. This year their season starts on April 2nd.

London, however, was by no means the only centre for the motor coach. You could travel from Aberystwyth to Hereford, from Leeds to Blackpool, or from Birmingham to Barmouth. This year the Collingwood Transport Co. run from Liverpool to Blackpool, Buxton, Knutsford and Macclesfield, hail, rain or sunshine.

These few notes should be sufficient to indicate the strides which the motor coach has made in public favour. Year by year it is more appreciated as a means of transport. The type of traveller is changing, as the comfort and speed of the vehicles increase. The motor coach can become the private car of a picnic party; it has become the railway train for those who wish to begin, and end, their holiday in the open air."

Our next look, when space permits, will be at 1931.

TML/RJ 10/3/71

P.S. DON'T FORGET TO BOOK FOR THE SPRING TOUR !