

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 275.

FEBRUARY, 1974.

KEIGHLEY - WEST YORKSHIRE SERVICES, LTD.,

As forecast in Issue 269, the unique arrangement where Keighley Corporation and West Yorkshire shared in a jointly owned Limited Company has come to an end. An item on the subject appeared in both the Bradford Telegraph and Argus on the 15th. January, and the Keighley News on the 18th. January. As the latter gives more details, the following extracts are taken from their report.

" -- Keighley ratepayers have benefitted to the tune of £350,000 since the joint Company came into being more than forty years ago, but an agreement recently signed by the Corporation and the Bus Company provides for the Corporation relinquishing its share in the joint transport undertaking known as Keighley West Yorkshire Services, Ltd. In exchange for their share in the undertaking, Keighley Corporation will take over the Bus Station at Keighley, and lease it back to the Bus Company. They will also get a non-operational garage in Queen's Road (i.e. the ex-Keighley Corporation Tramways Depot in South Street). The Bus Company will keep their garage, the 52 buses which operate in Keighley and the licenses. [redacted], General Manager of West Yorkshire, said the revised arrangements which were now in operation would make no difference to the running of the services or the staff who operate them. In point of fact, the staff had always been employed by West Yorkshire and would continue to be so. Keighley's Town Clerk, [redacted], said arrangements were in hand for the leasing back of the Bus Station to the Bus Company, and it was anticipated that the annual rent the local authority received would be in excess of the Corporation's half share in the running of the joint Bus Company, but the actual figures had not yet been worked out. [redacted] said that since this was a unique arrangement, it was not covered either by the Transport Act of 1968 or the Local Government Act of 1972. This was the only Company of its kind, and the Corporation's withdrawal would facilitate the local government re-organisation. If the Corporation had not agreed to withdraw, there would have had to be some new legislation to effect what had been achieved by agreement. In only two years since the joint Company was formed had there not been a profit to share between the two parties. --- A number of Keighley Transport Department employees taken over in 1932 continued to work for the West Yorkshire Road Car Company until they reached retirement age, and some are still employed by the Company. The recent agreement is part of an overall restructuring of services within the new West Yorkshire Metropolitan County. The National Bus Company, at present owning 50 per cent of the Calderdale services, has agreed to sell in April to the P.T.E., their share, which will mean that all the services in that area will be operated by the Calderdale District of the Metropolitan County, whilst in the Keighley area, the services will now be operated by the West Yorkshire Road Car Company".

The return of the old K.C.T. Depot to the Corporation after 41 years is of interest; the last record we have of any West Yorkshire vehicles using it is when K.963/3 departed in 8/55, after being stored in South Street since late 1952. No changes to ownership or fleet numbers of the Keighley vehicles have yet been made, but these will no doubt take place in the near future.

FORTHCOMING EVENTS.

H.C.V.C. YORKSHIRE SECTION. The next meeting will be held on Wednesday, March 13th., at which [redacted] will give a slide show of preserved commercial vehicles. The meeting will commence at 7-30 p.m., in the Leeds City Transport Social Club, Concordia Street.

P.S.V. CIRCLE. The next Social Meeting will be on Thursday, March 7th., from 7-00 p.m., in the Bradford City Transport Staff Canteen, Forster Square.

W.Y.I.S. members will be welcome at either of these meetings.

RECENT PUBLICATIONS.

The latest in the series of books written by [redacted], can be thoroughly recommended by us as being of excellent value. There are over 70 photographs covering each main type of bus operated by Leeds Corporation over the years. The book costs 40p. plus postage, from [redacted].

[redacted]. Its title is "Buses in Leeds, Past Present and Future".

D. LESCROFT ROADWAYS. This Club has recently published two booklets covering (1) Yorkshire Municipal, and (2) Yorkshire National Bus Companies. These are semi-hard-backed booklets of approximately the original Ian Allen British Bus Fleets size. They are available at 23 p. each, post free, from [REDACTED].

PRESS DAY for the March Issue will be on Saturday, 2nd March, and all items should be sent, to arrive on or before that date, to [REDACTED].

1. FLEET CHANGES.

NEW VEHICLES.

1179.	OWT 785M	Bristol LH6L	817	ECW	20436	B45F	5-14-2.
1180.	OWT 786M	Bristol LH6L	827	ECW	20437	B45F	5-14-2.
1181.	OWT 787M	Bristol LH6L	828	ECW	20438	B45F	5-14-2.
1182.	OWT 788M	Bristol LH6L	829	ECW	20439	B45F	5-14-2.
1420.	NWT 717M	Leyland National	1151/1R/0401	01046	B52F.	8-12-0.	
3963.	OWR 551M	VRTSL6G	2/628.	ECW	20623	H43/31FD.	8-15-3.

RENUMBERING.

1st. February, 1974 - 2694 (Learner bus) to 4024, for computer reasons.

ADDITIONAL INFORMATION.

1179 was delivered during November; 1180-2 during December; 1420 during November, and 3963 in late November; all to Grove Park.
1179-82 all arrived with "22 standing" on the rear engine cover, in addition to the seating capacity, but this was deleted before they entered service.
1420 arrived in all over red, but had a white band added in Works before going into service.

The reason for the Leyland Nationals having "0401" at the end of the chassis code is not to show the number of forward gears, but relates to the type of gearbox and transmission fitted. Type "04" is a 5-speed Self Changing Gears unit with a 4.30:1 differential. This compares with the 4.25:1 of an REILL6G, and the 3.89:1 of an REILL6L with 0.680 engine. 1401-3, which came with 0.680 engines, have 4.25:1 differentials, but they now have Gardner 6HLX engines.

ALLOCATIONS AND TRANSFERS.

1130.	from SKIPTON	(Delicensed)	31.1.74.
1131.	" BRADFORD	"	"
1132.	" YORK	"	"
1133.	" HARROGATE	"	"
1140.	" OTLEY	"	"
3685/7/8/9.	" YORK	"	"
1700.	" LEEDS	"	"
1751.	" BRADFORD	"	"
1031.	(Delicensed)	to KEIGHLEY.	1.2.74.
3173.	"	" YORK	"
1229.	"	" LEEDS	"
1230.	"	" HARROGATE	"
1807.	"	" BRADFORD	"
3943.	"	" YORK	"
1179.	(New)	" SKIPTON.	"
1180/1.	"	" BRADFORD	"
1182.	"	" OTLEY.	"
1420.	"	" UNALLOCATED	"
3963.	"	" YORK.	"
1137.	from BRADFORD	" LEEDS	"
1133.	(Delicensed)	" HARROGATE	11.2.74.
1234.	"	" HARROGATE.	"

- Notes :-
1. All vehicles are relicensed at their former Depots.
 2. 1420 is actually on loan to "another Company" - can anyone supply further details, please?
 3. These are the first LH's to be allocated to Bradford.
 4. The withdrawal of 1133 lasted for only 11 days.
 5. 3685 had given continuous service from 25/3/60, as had 3688 from 8/4/60, and 3689 from 1/8/60.

1. FLEET CHANGES, (cont.)

STORED VEHICLES.

HARRCOTE. Behind Grove Park on the 15th January were 1121, 1231, 1678/99, and the roofless 1720, together with another YG registered Lodekka.
LEEDS. 1095 is still stored inside the Depot.
YORK. In the field from early February are 1122/3/5/6/7/8/9/31/2 and 3684/5/7/8/9/90, where they joined 1147-50 and 1061/3/84. Inside is 1124.

WITHDRAWALS.

31st January, 1974 - 1130/1/2/3/5/40 & 3685/7/8/9, all to Held in Reserve.

REINSTATEMENT.

11th February, 1974 - 1133.

SALES AND DISPOSALS.

January, 1974 - Car YWX 530 G to private owner in the South of England.

FLEET TOTAL.

	W.Y.	K.W.Y.	Y.W.Y.	1.2.74.	1.2.73.
Licensed :-	357	52	80.	489	489.
Unlicensed :-	48	-	-	48	39.
=	405	52	80.	537	528.

* The Fleet Total excludes 1130/1/2/3/5/40 & 3685/7/8/9.

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

January, 1974 :- 1075/93/7, 1229/30, 3732 & 2736.
 February, 1974 :- 3749.

REPAIRS AND TUV'S.

January, 1974 :- 1007/8/9, 1162, 3171, 1208/35/54/61, 1770 & 3943.
 February, 1974 :- 1805.

PAINT DATES.

1361 - W.Poly.2/72; 1375 - W.11/72; 3963 - W.11/73.

CERTIFICATES OF FITNESS.

1134 - 24/8/75; 1361 - 22/2/79; 1375 - 15/11/79; 1780 - 18/2/76; 3963 - 20/11/80.

REBUILDING.

1040 had its Gardner 6HLX engine exchanged with the Leyland 0.680 out of 1402 in January. Only 1038/9 of the Plaxtons now remain as RELH6G, the remainder being RELH6L.

LIVERY CHANGES.

New Fleetname - 1235.
 New Red Livery - 1162, 3171, 1208/30/54/61, 3732/49, 1770, 1805 & 3943.
 New D/P.Livery - 1093/7.
 National White - 1007/8/9.

The most interesting item this month under this heading is the repainting of several ERG's into National White livery; it is understood more are to follow.

The heavy docks given to 1093/7 and consequent repainting into dual purpose livery are of interest; neither have as yet returned to service.

All Leeds/Wetherby single deckers are now in standard liveries; as a result, repaints of double deckers at Leeds has recommenced, 1770 being the first so treated for some time.

1075, 1229 & 2736 were already in new livery.

Last month's note of 1413/6/48/50, etc., should of course, have read 1314, etc..

GENERAL NEWS.

1807, as a result of a low bridge accident in Bradford, has been fitted with the complete roof from 1720. As a result, the latter is now without roof or upper deck windows (see Stored Vehicles).

1238 (H) has a painted front number plate.

Further to last month, 1091 (H) and various other recently overhauled saloons also have cabs painted in light green.

The two latest YVR's and the six LH's all have a combined sidelamp/Flasher assembly (but with separate lenses) at the front, and a flat flasher on the side behind the door at the nearside, and in the equivalent position on the offside.

1034 sports a sticker in the windscreen reading "Maximum Speed 50 mph";

1018, on the other hand, does not have one.

Another YDX has gained an aluminium sheet on the radiator; it is believed to be 3790.

2. VEHICLE NOTES, (cont.). - GENERAL NEWS, (cont.)

Further to last month's query, by the 31st January at least, 1396/1401 had twin fog lights, but 1397 is still without at present.

1262 had received a modified handrail to the cab side.

Various Harrogate SRC's have received a variety of different designs of screen behind the driver, in an effort to cut down the notorious rattles on these vehicles.

Several more Leyland Nationals have now been fitted with fold-down seats for accommodating luggage, and a curtain behind the driver.

ADVERTISEMENT NEWS.

Status bus (1935) was finally taken out of service on the 31st January, and was due to enter Works in early February for repainting back into standard livery. For the record, the last route on which it was used was Leeds-Tadcaster (42) and return.

1723 (L) has received an illuminated offside advert. for "Scansales" instead of its previous "Hornes".

3729/48 have received a painted side advert. for "Wright and Harris" for everything in the garden; 3954 now has a side advert. for "Brown's rich fruit cake, sold all over the World", and a lower rear advert. for "Unwins", main Ford dealer in York; brand new 4963 has received a side advert. for "Finch Batteries", and a lower rear advert. for "Newitts" for sport.

Also at York, adverts ceased comprise Finch Batteries (paper); Watkinsons; Inter-con Double Decker Disco; Presto (paper); Park Drive (paper); Manor Woodworking; Friar Tuck Fish and Chips; White Swan Brandy; N.B.C. Together we're really going places (paper); Fawcett Street Trade Warehouse (all these were side adverts); and rear adverts. North Riding Motors and City Garage. New adverts. are for Vernons' Football Pools (paper) and Finch Batteries (painted).

The latest "Racing at Wetherby ..." target advert. is for "...2/27 February."

5. SERVICE CHANGES.

N.& P. 1120.

S.332. - EW.190/23 - Y.19. - CLIFTON - HESLINGTON.
EW.190/27 - Y.9. - CLIFTON - MURTON.

To introduce a revised route so as to operate to Clifton as at present to Eastholme Drive, then Howard Drive Slip Road and Bowness Drive. This will provide circular turning arrangements at the Clifton terminus.

S.334. - EW.25/120. - 81. - HARROGATE - SCARBOROUGH.
EW.25/520. - 43. - BRADFORD - SCARBOROUGH.

To introduce a ticket to be known as the "Yorkshire Coast Wanderbus Ticket". United have already made application for a similar ticket covering a number of Scarborough Town Services and in the area bounded by Sandsea, Filey, Pickering and Dalton.

Application was made on the 9th. February, 1973 (N.& P.1094) to revise the route of 54, (Leeds - Yeadon). This application has now been withdrawn.

Y.3/3.M. - SOUTH BANK - ENFIELD AVENUE CIRCULAR? (York Local).

Commencing Sunday, 13th. January, 1974, the journeys which operate via St. Leonards and Lord Mayor's Walk were re-routed via Roughter Street, Pavement and the Stonebow. This means that all journeys to and from Elfield Avenue operate via the Stonebow instead of alternately via the Stonebow and St. Leonards.

N.& P. 1121.

S.335. - EW.25/425 - 92. - MALTON - NORTON.

To introduce an amended timetable, faretable and route.

S.336. - EW.25/520 - 43. - BRADFORD - SCARBOROUGH.

Monday-Saturday: To retine the 08.00 Scarborough-York to 07.50.

S.337. - EW.3/44 - 45. - BRIDLINGTON - LEEDS.

East Yorkshire Motor Services have applied to add a special condition to their licence that additional journeys may be operated between York Railway Station and the Crescent Hotel, Dulverton Hotel and Dute Court Hotel at Bridlington when required by holiday organisers.

The Chairman of York - West Yorkshire Joint Committee is [redacted] and not as shown last month.

An article appeared in the York Evening Press on the 18th. January about York transport of 60/70 years ago, when the streets were much quieter than today, and trams were the latest form of transport. The article included a photograph of a York tram.

Application No. S.291 (271) was introduced from Tuesday, 29th. January, when additional journeys were introduced on Tuesdays at 09.00 & 12.35 from Ilkley to Burnhall (72) and 09.40 & 13.25 from Burnhall to Ilkley (72).

p.t.o.

4. OPERATING NOTES.

BRADFORD. Unusual vehicles on Bradford - Leeds (55) on 5th February were 1412 (L) and 1162 (W loan L).

HARROGATE. Routes 6/7/12/13, which are all interworked, require 5 single deckers, normally dual-entrance RE's, of which all six are allocated to Harrogate. During the past month, however, the five vehicles required to maintain the routes have been noted as follows :- 4/1 - 1235/7, 1312/20/47; 5/1 - 1223/35/7 & 1318/9; 10/1 - 1223/36/7, 1320 & 1379 (W loan H); 17/1 - 1166 (O loan H) & 1223/38; 18/1 - 1213/23/38; 1312/20; 22/1 - 1223/35-8 (all dual entrance); 24/1 - 1222/3/35-7; 29/1 - 1091 (later replaced by 1138), 1236/7/66 & 1347. Note the regular use of 1320, indeed, during the first three weeks of January it was on 6/7/12/3 almost every day. Routes 11/11A (Cawthorn Avenue - Bilton) requires five double-deckers on weekdays, but two or three single deckers are usually used, the following having been noted recently :- 4/1 - 1136/8; 14/1 - 1094/1134; 15/1 - 1134; 18/1 - 1094/1142/1220, together with 1706/1803; 24/1 - 1141/2/56; 28/1 - 1146/1220; 29/1 - 1141/6/1220; 13/1 - 1133/1220. United vehicles from Ripon Depot noted in Harrogate during the month have included RELH 1226 on 36 on 3/4/5/7/8 January; 1241 (RELH in National White) on 10/1 on route 36; 1577 (LH) on route 36 to Leeds on 12/14 January, and 1582 (LH) on Ripon - Leeds on 15/1. During the last two weeks of the month, 1226 (RELH in green/cream) and 1241 have worked most of the Ripon - Leeds journeys. 1996 (SUL4A) worked Boroughbridge - Harrogate (16) and then 129 back to Ripon on 12/1. For anyone interested, both surviving United SUL4A's, 1995/6, are at Ripon. On 18/1, 1501 (LH) was on 129. On 4/1, West Yorkshire 1223 was on 36 for United, but was replaced at lunchtime by United 1226, which had apparently been repaired at Grove Park. Other observations during January have been 1210 (Yk.) on 84 on 4/1, and 1214 on 24/76 on the same day. 1400 worked on Boroughbridge on 5/1 & 8/1. On 7/1, 1221 was on 1/2, and 1091 worked the 16.15 Bus Station - Pannal (7), whilst the 16.05 & 17.45 journeys on 22, normally worked by an LH/MW, were covered by 1311 on 10/1, 1415 was on 24, and on the same day, whilst 1379 (W) was on 6/7/12/3, 1213 (H) was used by Wetherby on 78. On 14/1, 1237 was working the 16.05 Dupl. to Ripon. 1177/8 (L) have spent a lot of time on loan to Wetherby, and have been noted on 77/78. On 17/1, 1146 (H loan P.B) worked routes 24/76, whilst 1069 & 1706 (O) spent part of the day on 11/11A. 1096 (Yk.) makes regular appearances on route 84 usually on the 17.40 ex Harrogate. The 08.05 Harrogate - Boroughbridge (16) was worked by 1091 on 21/2/4/5/8 Jan. On 21/1, 1166 (O loan H) was on 5/22, 1946 on 4/78, and 1219 on 53. Next day (22/1), 1219 spent the day on route 76. On 24/1, 1166 (O loan H) was noted on route 23, whilst sister vehicles 1167/8 spent the day on Oatlands/Woodlands Circular. 1310 worked the following afternoon duty on 25/1 - 16.05 Dupl. to Ripon, returning to Harrogate, then I.C.I. - Bilton (350), return to Bus Station, and later the 18.20 to Pannal Bridge (24) and return. On the same day, 1236 worked the 18.15 to Ilkley (76) and return. On this journey, the centre exit was not used, all passengers alighting at the front. Unusual workings on 28/1 included 1170, which spent the day on 1/2, 1034 on the 16.35 to Penny Pot Lane, and later the 17.50 to Markington, normally an OMO duty, and 1213 worked the 17.20 to Ferensby (normally an Mw). On 29/1, 1094 was on 16, 1235 on 6/6/22, 1011 on the 16.15 to Pannal (7), normally an OMO duty. 1221 was on Woodlands/Oatlands Circular on 31/1, SRG's being very rare on this route. On Harrogate - Tadcaster (76) have been 1357 (W) on 19 & 20/1 in place of 1379, and 1381 (P.B loan H) on 26/1. On Harrogate - Thorp Arch (W.78) on 14/1 was 1138 (H), & 1342 (H) on 23/1.

ILKLEY. 2295 (K) was on Leeds - Skipton (34) on 26/1, and on the same day 1305 (K) was on Ilkley - Leeds (34). On Ilkley - Leeds (34) in place of double-deckers have been 1217 on 1/1, and 1209 on 5/1, whilst 1218 was on Keighley - Leeds (31) on 26/1.

KEIGHLEY. on Keighley - Marsh - Oxenhope (27K) for two weeks from 4th February, buses were re-routed as follows :- normal to Marsh Lane, then left along Moorhouse Lane, Mill Lane, Station Road, Millhouse Lane, returning via Bent Lane, Hebden Bridge Road, Station Road, Mill Lane, Moorhouse Lane, then as normal, due to road works in Shaw Lane.

LEEDS. 1936 was on 39 at teatime on 28/1. 1068 was on Kirk Deighton at teatime on 21/1. On 20/1, 1704 (K) was on Leeds - Keighley (31). On 12/1, 1177 (L) was on Leeds - Harrogate (36). On 25/1, 1177 (L loan W) was on Leeds - Wetherby (41). By 23/1, 1144 (L) had arrived at Wetherby, and was on 77, and was still at Wetherby on 26/1. In return, 1158 has been noted on various Leeds duties. On 4/2 & 5/2, 1141 (H) was on 36. On 4/2, 1341 (L) & 1094 (H) worked consecutive early morning duties on Leeds - Harrogate (36), and 1094 worked the same duty on 5/2.

4. OPERATING NOTES, (cont.)

- 6 -

YORK. 1396 was on School Special 625 at teatime on 11/1. 1401 was on 44 from Bridlington at 14.15 on 12/1. 1034 was on loan, commencing on the evening of 24/1, and could have been for a free service provided on 25-26/1 from York Railway Station to the York Coin and Stamp Fair at York Racecourse Grandstand. 3731 was noted on Y.14 at lunchtime on 22/1. 3943, newly relicensed, worked a Rowntree-Mackintosh Works Special at 12.33 towards the City Centre on 1/2/74. East Yorkshire vehicles have now started appearing in poppy red/white. 3828 was on Badger Hill (Y.5) on 23/1, normally VR operated. On 21/1, 1344 was on Y.13A and on 19/1, 1334 was also on Y.13A. On 28/1, 3829 was on Y.3M, normally VR worked. On 25/1, 3828 was on Y.5, also a VR route. Unusual East Yorkshire Motor Services vehicles in York have been Brigemasters 727 on 29/1 and 728 on 30/1. On 27/1, 1240 (B) was on Bradford - Scarborough (43). On 12/1, 1366 (L.loan Yk.) was on Leeds - Scarborough (43), as was 1357 (W.loan L) on 28/1. On Leeds - York (44/46) have been 1177 (L) on 2/1; 1003 (L) on 7/1, and 1005 (L) on 14/1. On Leeds - Bridlington (44) have been 3328 (Yk.) & 3331 (Yk.loan L) on 4/1; and 1268 (M.loan Yk.) on 26/1. On Leeds - Hull (46) have been 1252 (M.loan Yk.) on 1/1, and 3331 (Yk.loan L) on 5/1. 3331 was returned to York on 6/1. On York - Wetherby on 19/1 was 1132 (Yk.) & 3105 (Yk.) on 27/1. In York on 28/1 were 1337 (L.loan M) on Y.14, and 1344 (Yk.) on Y.9.

5. SOLD STOCK NEWS.

WMV 620. (Ex.EUG.94, LS5G, sold Norths, Sherburn, 4/71.)

To West, (Contractor), Morley, by 12/71.

To Norths, Sherburn, 11/73, as 244 GYG.

Further to the note in Issue 273, the reason for the re-registration is now apparent, with the sighting in Leeds on 1st February, of a green Lotus sports car proudly bearing reflective number plates reading "WMV 620"!!

6. TEN YEARS AGO.

The February Issue in 1964 ran to 5 pages. New vehicles entering service were SMG.33/4, DX.173-5 (all to Harrogate) & DX.172 (to Leeds).

YSG.126 had been sold to York Hospitals, and 22 other vehicles to Norths. DX.122 had been fitted with an oblong front number plate, which it still retains, in place of a square one.

SGW.1 has had its rear indicator painted over, and SGL.1 had it completely removed, and replaced by a curved panel.

Harrogate Depot report recorded that United FLP's EL68/72 were at Ripon Depot, and had been operating into Harrogate.

A new washer had been installed at York Depot, to accommodate 8-ft. wide vehicles.

7. OTHER INFORMATION.

ASIAN GREYHOUND.

As reported in Issue 273, 1085 has been sold by Norths to Asian Greyhound, Windsor. Members may be interested in the following details of the firm's operations, which appeared in Michelin's "Tyre News" for December/January, 1973/4. The firm was founded 16 years ago by [redacted] and operates services all over Southern Asia. The overall mileage is something in excess of 12,000 each way. Not surprisingly, Michelin tyres are specified on the vehicles, and normally do two full trips out of a set. Although it is possible to go all the way to Nepal on metalled roads, Asian Greyhound run cross-country for a couple of hundred miles or so, amounting to about 10-15% of unmade roads. The firm's latest addition to their fleet of LS Bristols is of 1958 vintage, which like all the others in the fleet have been purchased from a bus company, Western National, West Yorkshire, & United, and have all been used as a source of 'new' buses. From photographs illustrating the article, vehicles include OT75 (ex.Southern National B.66), THY 954 (Ex.Bristol Omnibus Co., 2102), and SHT 350 (ex.Bristol Omnibus Co., 2099), plus of course, SLM 762 (ex.West Yorkshire 1085). Eventually it is hoped to run the tour service to Australia and operate from both ends, which means including Malaysia, Indonesia and all South-Eastern Asia. It is quite a venture, but politics makes the whole thing very complicated. Running the vehicles is the easier part, it is the different countries' regulations and their restrictions that cause all the problems. Furthermore, because this particular operator does not want to run entirely on roads (their reputation is based upon going into the bush country) authorities are even more suspicious. Judging by the photographs, the vehicles run under the fleet-name of "Swagman Tours".

p.t.o.

7. OTHER INFORMATION, (cont.)

OTHER BRISTOLS.

Noted in Leeds on the 30th. November, possibly en route for Norths, was 277 KTL, (ex. Western National 428, an SUL44 coach).

Also in Leeds, this time on the 11th. December, was 3388 VW, ex. Eastern National 343, an MN6G, now with St. Theodore's School, Burnley.

An interesting vehicle to appear in Wetherby a couple of months ago, and still there at present, is NBL 734, an SC4LK, now with Costain (Contractor). This was new to Thames Valley as 777 (later 158) and was withdrawn as long ago as early 1970.

On the 7th. & 8th. January, 921 CFM, an LD6B, ex. Crosville DLB 939, was parked on Lisbon Street, behind the Leeds International Pool, with no marks of ownership, but taxed in the West Riding from 5th. July, 1973 until 30th. June, 1974.

YORK DEPOT. An advert. appeared in the York Evening Press on the 21st. January for "The Goodyear Tyre & Rubber Co., require Tyre Fitter to work at the West Yorkshire Road Car Co. Depot, York. Apply"

REGISTRATION NUMBERS.

JWT 712 J is a Bedford Viva Van, (JWT 712 was DX.1).
 YYG 781 M is a VW pick-up truck, (YYG 781 G is 1937).
 XWX 388 L is a Vauxhall Viva, (XWX 388 G is 1910).
 "VWT 678 K was seen on a Land Rover in YTV's "Emmerdale Farm". The number is thought to be incorrect; VWT 678 L is 1389.

DISTRIBUTION OF NEW VEHICLES.

Year.	Area.				
	HARROGATE.	LEEDS.	BRADFORD.	KEIGHLEY &	York. &
1944/5.	-	-	5	-	-
1946.	2	5	-	3 (3)	3 (3)
1947.	8	10	4	3 (3)	5 (5)
1948.	7	17	6	13 (9)	14 (14)
1949.	6	-	6	10 (10)	5 (5)
1950.	12	18	6	10 (3)	13 (6)
1951.	15	14	16	12 (6)	6 (4)
1952.	9	22	12	-	7 (6)
1953.	6	8	6	-	1 (-)
1954.	10	10	5	-	4 (-)
1955.	10	16	18	9 (5)	2 (-)
1956.	13	11	2	3 (-)	3 (-)
1957.	8	5	-	-	-
1958.	13	1	2	3 (3)	3 (3)
1959.	2	5	7	3 (3)	7 (7)
1960.	11	3	-	2 (2)	7 (7)
1961.	12	6	4	5 (5)	4 (4)
1962.	15	8	2	7 (5)	9 (7)
1963.	9	8	11	18 (8)	6 (6)
1964.	13	3	4	5 (2)	5 (1)
1965.	11	8	4	5 (-)	13 (8)
1966.	7	6	3	12 (6)	26 (17)
1967.	10	2	5	6 (-)	9 (-)
1968.	4	6	10	8 (2)	5 (4)
1969.	16	11	20	23 (7)	26 (17)
1970.	9	-	6	7 (3)	11 (8)
1971.	7	7	3	5 (3)	10 (3)
1972.	7	8	7	8 (6)	7 (4)
1973.	10	12	9	7 (5)	11 (9)
TOTALS.	262	228	183	187 (99)	215 (137).

Notes :- 1. Figures in brackets are total of Keighley/York fleet included in total.

2. Harrogate figures include Otley from 1968 onwards.

3. It is of interest to note the difference in distribution in the first ten years in comparison with more recent times, especially with regard to Leeds Area.

PUBLICITY.

On the 23rd. January, a B.B.C.2 programme on "Women at Work" included a clip showing one of the ex-West Yorkshire SMG's now with Ultra Electronics at Gosport. Their three vehicles are ex.SMG.46/7/50, (RWW 971/2/5).

p.t.o.

HARROGATE - ILKLEY, 1928-1973, (Part II), (cont. from Dec. Issue), by [REDACTED]

On 10.9.39, the Wartime Emergency Service Cuts were introduced, and route 74, Skipton - Scarborough was split into two separate sections, Harrogate - York, and Otley - Skipton, both retaining "74" as the route number. The Otley - Skipton section was reduced to a frequency of Hourly (Weekdays) and every 2 hours (Sunday).

Details of alterations to the route during the War are very few, and those available are given below. Between 9/39 and 5/41, the Otley - Skipton route was renumbered 76. In 5/41, the frequency was ~~then~~ reduced to Hourly each day, the last journey being 8.30 p.m. in both directions. On 1.11.42 the Sunday frequency was reduced to 4 journeys. Between 5/41 and 4/45 (exact date unknown), the Skipton terminal was altered from Caroline Square to the West Yorkshire Garage, Newmarket Street. By 1945, the frequency had been increased, and on Weekdays was Hourly with extras on Saturday afternoon between Otley/Ilkley - Skipton, and on Sundays was every 2 hours.

With the end of the War, many services had their frequency increased, and between 4/45 and 12/45, Service 76 was extended from Otley to Harrogate, and thus once again became Harrogate - Skipton. In the timetable issued on 2.12.45, the Service operated Hourly each day, plus extras between Otley/Ilkley - Skipton on Saturday afternoons, and also on Weekdays two extras between Ilkley and Addingham.

During the next few years, there were few changes to the route, apart from minor timetable alterations. By 6/46, the Ilkley - Addingham extras had been increased to 8 on Monday-Friday, and 5 on Saturdays.

On 3.7.49, Services 63/68 were diverted via Valley Drive and Little Lane into Ilkley, and then on to Ben Rhydding, via Bolling Road, thus permitting the use of double-deckers. Service 76, however, continued to operate up Wheatley Lane into Ben Rhydding, and then on Bolling Road into Ilkley (as the present day 63B). Service 76 was diverted to run along Valley Drive and Little Lane as Service 63 at an unknown date between 7/49 and 2/50, and between 19.2.50 and 8.10.50 it was extended from the West Yorkshire Garage to the Bus Station in Skipton.

Little change was made to the route during the next few years apart from minor timetable adjustments. In Jan. 1954, the service ran as follows :-
Monday-Saturday: Ex. Harrogate: 08.00 Hourly to 20.00 to Skipton; 21.00 Monday-Friday to Ilkley, Saturdays to Skipton; 22.00 Monday-Friday to Ilkley; Saturdays to Otley. Ex. Otley: 06.30, 07.30 to Skipton; Saturdays only, 11.00, 12.00, 13.00 14.00, 16.00, 19.00 & 22.30 to Skipton.

Ex. Ilkley: 08.20 to Skipton School (Saturday excepted): Saturdays only, 15.20, 17.20, & 18.20 to Skipton; Monday-Friday, 22.00 to Skipton; Monday-Friday, 1805, & 1905, to Addingham.

Ex. Skipton: 6.30, Hourly to 20.30 to Harrogate; Saturdays only, 12.00, 13.00, 15.00, 18.00 & 21.30 to Otley, 14.00, 16.00, 17.00, 19.00 & 22.30 to Ilkley; Monday-Friday, 16.05 from Skipton School, 21.30 to Ilkley.

Ex. Addingham: Monday-Friday, 07.30, 18.20 & 19.20 to Ilkley; Saturdays only, 10.18 & 11.18 to Otley.

Ex. Ilkley: 06.30 & 22.10 (Monday-Friday) to Otley.

SUNDAYS.

Ex. Harrogate: 09.00 (Summer only), 11.00 & Hourly to 20.00 to Skipton; 21.00 & 22.00 to Ilkley.

Ex. Ilkley: 10.50 & 22.00 to Skipton; 09.00 (Summer only) to Otley; 10.00 (Winter only) to Harrogate; 22.00 to Otley.

Ex. Skipton: 09.30 (Summer only); 10.30, then Hourly to 20.30 to Harrogate; 21.30 to Ilkley.

The 09.00 ex. Harrogate (Summer only) actually ran to Otley, returning from there at 09.35 to Harrogate. Through passengers changed on to the car which had left Ilkley at 09.00 to Otley, this vehicle then continuing to Skipton at 09.30 from Otley.

The fuel crisis of 1956 resulted in Service 76 being curtailed to Skipton - Otley on Sundays from 16.12.56, the through service to Harrogate being reinstated later in 1957. Also later in 1957 came the full major change to the route since the War, when on the 7th July the Service 76 Skipton - Harrogate was linked with Service 20 Harrogate - Tadcaster to become 76 Skipton - Tadcaster. Whilst the majority of Skipton - Harrogate journeys continued to Tadcaster and vice versa, timings were virtually unaltered on the Skipton - Harrogate section, as were the timings and short workings on the Harrogate - Tadcaster section.

Once again, the service remained little altered during the next few years. Minor route changes occurred in 1964, from May Harrogate - Skipton journeys left Harrogate by way of Victoria Avenue and West Park instead of Station Parade and York Place, and on the 14th June, Skipton - Harrogate journeys were diverted to leave Ilkley via Railway Road and Mayfield Road instead of Leeds and Little Lane.
(to be continued).