

3. DEPOT CHANGES (Contd)

		<u>Allocations & Transfers</u>		
YSG 129	from YORK		(delicensed)	24/3/59
SG 114-16	" BRADFORD		"	"
SG 135/36	" LEEDS		"	"
SUG 1	" PATELEY BRIDGE		"	"
CUG 9/11	" KEIGHLEY		"	"
DG 37	" LEEDS		"	"
KDB 54	" KEIGHLEY		"	"
DEW 18/23	" HARROGATE		"	"
DX 8	" LEEDS		"	"
DX 47	" SKIPTON		"	"
SG 153	(delicensed)	to BRADFORD		25/3/59
SUG 22	"	" KEIGHLEY		"
SUG 25	"	" YORK		"
SUG 30/34	"	" LEEDS		"
SUG 31	"	" BRADFORD		"
SUG 32	"	" HARROGATE		"
EB 1/4	"	" BRADFORD		"
EB 9/10	"	" LEEDS		"
CBW 4/5	"	" BRADFORD		"
CUG 2-5	"	" BRADFORD		"
CUG 7/18	"	" LEEDS		"
CUG 12/14	"	" KEIGHLEY		"
CUG 17/19-23	"	" HARROGATE		"
KDB 34	"	" KEIGHLEY		"
YDB 71/84	"	" YORK		"
DX 4	"	" BRADFORD		"
DX 49	"	" LEEDS		"
DX 50	"	" HARROGATE		"
SG 103	from HARROGATE	" GRASSINGTON		"
SGL 11	" GRASSINGTON	" HARROGATE		"
SUG 6	" HARROGATE	" PATELEY BRIDGE		"
SUG 34	" LEEDS	" HARROGATE		"
SUG 51	" HARROGATE	" LEEDS		"
DEW 1	" YORK	" LEEDS		"
DEW 4	" YORK	" HARROGATE		"
DX 11	" BRADFORD	" SKIPTON		"

- Notes:-
- (i) All vehicles are relicensed at their former depots except SUG 32 (ex-Leeds as EUG 32), CUG 7 (ex-Keighley), CUG 18 (ex-Harrogate).
 - (ii) The transfers of SG 103 & CUG 18 from Harrogate are their first since new.
 - (iii) GRASSINGTON Depot now have an official allocation. It is as follows:-
SG 103, SGL 9, SGL 10, SUG 2.
 - (iv) WETHERBY's allocation is currently 3 SD's & 1 DD (previously 7 SD & 2 DD) - SG 111, SGL36, SG 147, SG 148, SG 156, SGW 3, SUG 11, SUG 12, DGW 3.
(A further SG has probably replaced SG 136 now delicensed).
 - (v) ILKLEY's allocation reverts to 14 vehicles.

Temporary Loans

DX 54	from HARROGATE	to ILKLEY	-	8/3/59	to	21/3/59
DX 56	" HARROGATE	" ILKLEY	-	8/3/59	to	14/3/59
DX 56	" HARROGATE	" BRADFORD	-	15/3/59	to	21/3/59
DX 60	" LEEDS	" ILKLEY	-	8/3/59	to	14/3/59
DX 60	" LEEDS	" BRADFORD	-	15/3/59	to	21/3/59
DX 15	from BRADFORD	to YORK	-	1/3/59	to	7/3/59
DX 31	" BRADFORD	" YORK	-	1/3/59	to	7/3/59
DX 10	" BRADFORD	" LEEDS	-	1/3/59	to	2/3/59
DX 3	" BRADFORD	" LEEDS	-	3/3/59	to	14/3/59
DX 5	" ILKLEY	" BRADFORD	-	8/3/59	to	14/3/59
DX 29	" ILKLEY	" BRADFORD	-	8/3/59	to	14/3/59
DX 38	" ILKLEY	" BRADFORD	-	8/3/59	to	14/3/59
DX 29	" ILKLEY	" LEEDS	-	15/3/59	to	21/3/59

Probably in addition, two DX's would be on loan from BRADFORD to HARROGATE from 8/3/59 to 21/3/59.

DX 60 was away from LEEDS during the first week in March, probably on loan to BRADFORD or ILKLEY.

It should be emphasised that some of this information is "sketchy" as these continual loans are difficult to keep up with! In order to obtain the best results, full co-operation is necessary from all the Depot Correspondents. Only through this, can a fuller picture be presented.

DEPOT CHANGES (Contd)

Movements of Stored Vehicles

K1003 had been moved from KEIGHLEY to YEADON by 1st March.
CEW 3 is again back at SKIPTON.
CUG 8 had been moved from SKIPTON to LEEDS by 20th March.

4. VEHICLE NOTES

Overhauls

January 1959 : YDG 82
February 1959 : SG 153
March 1959 : SG 109, SBW 21, KDB 34, YDB 71, DX 4, DX 50

Repaints

March 1959 : SUG 6, YDG 55

SG 141 was in the body shop at Works until at least 6/3/59 - which explains EB 2's relicensing at ILKLEY (See "Allocations & Transfers" - Issue 97).

EUG 70 has had a heavy dock at Works.

DX 60 (Leeds), recently loaned to ILKLEY and BRADFORD, bears KEIGHLEY discs !!
After three weeks at YORK, DEW 11 still bears BRADFORD blinds and discs, but has received two YORK advertisements !

EUG 61/2/5/6 were repainted in the new "predominantly cream" livery during March.

EUG 16/26/28/29/30 had their fleet number plates removed on renumbering to SUG. EUG 61, however, retains plates on repaint.

The blind situation at Keighley is currently a sore point. One KDB has two "Service 27" intermediate exposures, while a KDG has two BROSTER AVENUE's at the rear. A number of double-deckers carry unnecessary coastal and single-decker route displays, which the single-deckers themselves lack.

5. OPERATING DETAILS

The following shows the disposition of all the Loadmeter vehicles for the week 15th to 21st March:-

SUG 8 (H)	Service 8	(Harrogate-Knaresborough-Scriven)
SUG 9 (H)	Services 15,19 & 20	(Knaresborough-Boroughbridge, Lingerfield and Scriven Green, respectively)
DX 54 (H loan I)	Service 53	(Otley-Bradford)
DX 55 (B)	Services 55 & 60	(Bradford-Yeadon-Leeds & Shipley-Coach Road)
DX 56 (H loan B)	Services 55 & 60	(Bradford-Yeadon-Leeds & Shipley-Coach Road)
DX 60 (L loan B)	Services 55 & 60	(Bradford-Yeadon-Leeds & Shipley-Coach Road)
DX 61 (H)	Services 14 & 16	(Harrogate-Boroughbridge, Knaresborough)

DX 57 (H), DX 58 (YK) and DX 59 (H) were not checking that week.

A large number of buses on learner duties have been noted during the past month. DG 4 & SG 156 (L), DG 13 (B), KDG 16 (K), DEW 1 (YK) are a selection of those noted in Harrogate.

Bradford : After a two-week spell on Shipley-Wrose (64), DX 48 (B) worked for a similar period on Bradford-Harrogate (51/53).

DX 37 (YK) arrived in Bradford from Scarborough at 10.10 p.m. on 27th February, and not as stated in Issue 97. It had previously replaced DX 15 (B) in Scarborough, the latter being loaned to York Depot for the following week.

Further to the short note about the workings of the new Coach Road service (see Issue 97), the running in conjunction with Service 55 (Bradford-Yeadon-Leeds) has given more layover to the latter tightly timed route, previously only 10 minutes in two-and-a-half hours running time. Instead of departing from Bradford at 5 & 35 minutes past each hour to Leeds, the cars now duplicate the 10 & 40 minutes past Baildon as far as Shipley, then operate the 25 & 55 past from Shipley to Coach Road, returning 10 minutes later, working 59/61 duplicates straight into Bradford, and then the 5 & 35 past to Leeds, one hour later than under the old timing. Seven cars are needed in all, two of which are from Leeds Depot. The vehicles working this route on Saturday, 14th March are a typical selection: DB 41/36, DEW 6/21, DX 31 (B) & DB 48/60 (L). Bradford crews operating with DEW's seem to spend half their time changing blinds !

Harrogate : EUG 70 & EB 8 (both H) have frequently been seen on local services in recent weeks, notably on 17A/18A (Victoria Ave - Woodlands). EUG 70 worked the 5.45 p.m. to Claro Road (1A) on 5th March.
On 11th March, SUG 8 (H) worked the 5.16 p.m. Harrogate-Leeds (36).

Ilkley : On 28th February KDX 40 was noted on 76 (Skipton-Tadcaster) - the first time a KDX has been noted on the through route to Tadcaster.

SUG 50 (I) was exchanged for SEW 30 (H) during the weekend of 1st March.

During their stay DX 54/56/60 worked on Service 63 (Bradford-Ilkley).

The allocation of Ilkley vehicles on Saturday, 21st March, was as follows:-

Service 63 : DEW 24, DX 5, DX 38. Lunchtime dup - SG 132.

Service K.12: KDX 40, KDX 42. (7.0 a.m. to Silsden - SEW 17).

Service 76 : DX 7, DX 30, with SEW 17, EB 2 on Otley-Skipton.

Service 53 - (Otley-Bradford): DX 54. Ilkley-Semon Home: SG 138.

Spare: SG 151 (K). Unaccounted for: SUG 50

SG 151 & DX 54 were on loan in lieu of EB 3 & DX 29 - away at Keighley and Leeds respectively. (DX 29 was working Leeds-Ilkley for Leeds Depot).

Keighley : KDX 41 (K) spent a recent weekend working on K.9 (Keighley-Colne), instead of its usual K.12 (Raworth-Ilkley) run, while conversely, KDX 71 (K) has, more recently, spent a couple of days on K.12 instead of its usual K.8-10.

For the new Keighley local services 2, 3 & 4 introduced last November, a maximum of four cars is needed on Mondays to Fridays. Three work in the following sequence:-

Service 2 Cooke Street-Black Hill Corner at 0,30 returning at 15,45 mins past each hour

Service 3 " " -Whinfield Drive at 25,55 " at 38, 8 " " " "

Service 4 " " -Guard House at 50,20 " at 58,28 " " " "

Service 4 " " -Braithwaite at 5,35 " at 18,48 " " " "

Service 2 " " -Black Hill Corner at 30, 0 " at 45,15 " " " "

The fourth car works as follows:-

Service 2 Cooke Street-Black Hill Corner at 45 past returning at 0 mins past each hour

Service 2 " " -Braithwaite at 15 " " at 28 " " " "

We are informed that the total indicator-handle-turning requirements for the new K.2 service amount to 420 winds per hour !! BLACK HILL CORNER is positioned No.2 on the blind, KEIGHLEY is No.13, and BRAITHWAITE is No.54.

Leeds : On Mondays to Fridays the 5.10 p.m. Leeds-Otley (34-dup) has been a double-decker instead of a single-docker since the introduction of the Railway Diesel Service from Leeds to Ilkley in January! The vehicle concerned is anything from DG 44 to DX 51 !! Preceding this, on the same route, is the 5.5 p.m. to Otley, and the 5.7 p.m. dup. to Bramhope, both SD duties, one often EB 11/12 or 13. The 5.5 & 5.10 return from Otley to Leeds at 5.40 (service) and 6.30 p.m. (dup.) respectively. A similar duplicate works to Otley at 3.15 p.m. returning at 4.30 p.m. On 11th March DB 62 (L) was working the full Leeds-Ilkley WY duty - an exception to the DX rule. However, DB's continue to work the additional Saturday rota, and on 21st March doored DB 23 (L) was used.

SG 111 (L) was an unusual visitor on Leeds-Hull (46) on 7th March, whilst DB 42 & DEW 16 (both L) were on York-Leeds (43) on the same day.

CEW 1 (L) was used on Leeds-Whitby (91) on 7th March, instead of the more usual EB or SEW. DX 29, loaned from Ilkley during March, was used on 34 (Leeds-Ilkley) straying for no more than an odd day. DX 3, loaned from Bradford, got around rather more however, and was reported on the 7.5 a.m. Leeds-Scarborough (43) and once on Leeds-Bridlington (44).

Skipton : On 3rd March, a SD substituted for DX 35 (SK) on the 11.30 a.m. to Tadcaster (76), while the latter received a brake reline. At 2.30 p.m. DX 44 (H) failed at Skipton on the same route, and DX 35, which would normally have taken over again at 4.30 p.m. was used to replace it. DX 19 (K) was obtained to work the 4.30 p.m. journey. DX 19 did the 6.30 a.m. journey to Tadcaster on the next day; Harrogate Depot put DX 35 on the 8.0 a.m. journey to Skipton, and this was changed over at 9.30 a.m. with DX 44. DX 35 changed over with DX 19 at 11.30 a.m. enabling the latter to return to Keighley. However, DX 44 only got as far as Ilkley where it failed again and was replaced by EB 2 (I) which worked as far as Harrogate.

York : Even after the arrival of the second one-man vehicle (SUG 33), the duties outlined in Issue 90 continued to be operated by SUG 23, which, on the York-Stutton Lane (83) section was frequently observed up to 10 minutes late. Since the early part of March SUG 33 has worked this rota, and on suffering a puncture on 9th March was replaced by YDB 72 for the 10.40 p.m. York-Tockwith (97). SUG 23 has since been seen further afield, duplicating to Harrogate (74).

DX 15 (B), loaned to York during the first week of March, was seen on Harrogate-Scarborough (74) and York-Thirsk (80).

All three WY Lodekks were on Clifton-Tang Hall Lane (Y9) on 21st February. YDX 73 worked the 8.20 a.m. York-Heslington (Y17) - a MALTON Depot duty - on 5th March. On the same day, DX 2/34/37 were all on town services, unusual for a weekday.

Yorkshire - Blackpool : For some winters now a Yorkshire Traction coach has garaged overnight at Leeds Depot, returning to Blackpool at 10.30 a.m. ex Leeds the following day. This year, however, the "Traction" vehicle has given way to a "Hebble" vehicle. Hebble 162 & 165 are among others seen on this duty.

SERVICE CHANGES

Stage Carriage Routes

BRADFORD - KEIGHLEY - SKIPTON - PATELEY BRIDGE

An application to withdraw the service on Sundays during June, has been granted. (The service will continue to operate on Sundays in July and August, and at other times).

SERVICE 24 HARROGATE - DARLEY - PATELEY BRIDGE
SERVICE 92 HAWTHORNE AVENUE - BEVERLEY ROAD (Malton Local Service)

An application to operate additional journeys authorised on Sundays during the Summer from the first Sunday in July to the last Sunday in September, has been granted (* see below).

SERVICE 31 LEEDS - KEIGHLEY
SERVICE 42 LEEDS - BOSTON SPA - TADCASTER
SERVICE 43 LEEDS - YORK - MALTON - SCARBOROUGH
SERVICE 62/62A BINGLEY - ELDWICK
SERVICE 63 BRADFORD - ILKLEY
SERVICE 75 ILKLEY - GRASSINGTON

The period of operation has been revised, as follows: Summer - First Sunday in July to last Saturday in September (inclusive); Winter - Sunday following last Saturday in September to Saturday before first Sunday in July (inclusive). This means that whereas in previous years the summer service has started in May (usually second Sunday) it now starts in July - thereby reducing the summer period of operation by almost two months!

SERVICE 60 SHIPLEY - COACH ROAD (Gorse Avenue) (See Issues 96 & 97)

The Company's application was heard by the Traffic Commissioners on 9th March, and subsequently granted. (A special dispensation had been granted so that the service could commence operation on 1st March).

Express Services

YORKSHIRE SERVICES

Chesterfield - Scarborough : The following application has been granted:-
 (a) To introduce a revised route schedule, and (b) to introduce additional picking up and setting down points as follows: Staveley (Markham Hall) - Clowse (Station Road). Three vehicles to be restricted to the above picking up points on any one departure.

Excursions and Tours

From BRADFORD, HARROGATE and LEEDS

An application has been lodged to introduce an excursion from each of these points to Rufforth Airfield, near York, where high speed car racing takes place.
 The Harrogate application also includes three other excursions, all circulars. They are
 1. Denton Park, Skipton and Embay Moor; 2. Snowden Moor, Farnley Park, Lower Wharfedale;
 3. Brinham, Dallow Gill Moors, Grewelthorpe.

7. SOLD STOCK

DWV 584 (ex-SG 70, Bristol L5G, Sold W. North, Leeds (dealer) 10/58)
 Noted in Bentinck Street, Doncaster, on 4th March 1959. New owner is P.A.S. Hiley.

CWT 866 (ex-SG 16, Bristol L5G, Sold P.V.D. (dealer) 3/56) (See Issues 77 & 90)
 This has been confirmed as operating for R.I. Davies, Tredegar.

BWY 980 (ex-DG 2, Bristol K5G, Sold to Eastern Counties Omnibus Co Ltd)
BWY 983 (ex-DG 5, Bristol K5G, Sold to Eastern Counties Omnibus Co Ltd)
 These are believed to be numbered LK 28/29 in the Eastern Counties fleet, though time as the closing of the Midland and Great Northern Joint Line of British Railways, though it is not yet certain whether they were specifically for this or partly to replace some Leyland TD2's. Three highbridge vehicles from Bristol Omnibus Company have also been acquired.

8. OTHER INFORMATION

Yeadon Depot The Company's Yeadon Depot was due to close on 4th April 1959. The staff have been given the option of being transferred to Bradford or Leeds.

Yeadon Air Display This is to be revived this year and will again take place on Whit Monday. The last display was held in 1956.