

WEST YORKSHIRE INFORMATION SERVICE

ISSUE NO. 39

MAY 1954

HON. EDITOR:

HON. CHAIRMAN

HON. VICE-CHAIRMAN

HON. TREASURER, MEMBERSHIP SECRETARY, & PUBLICATIONS OFFICER:

KEIGHLEY TOUR:

21/3/54

40 people participated in this event which passed off most successfully. We were very pleased to have with us Mr [redacted], Traffic Superintendent for the Keighley Area, who acted as our guide, and to whom we offer our most grateful thanks for so kindly devoting his Sunday afternoon to further our interest in the Tour.

We left Keighley Bus Station at 3.0. pm for Calver Avenue travelling via the K2 service which, on Sundays only, is diverted so as to serve Victoria Hospital - there being no Sunday service on K5 (Cooke Street - Victoria Hospital). From Calver Avenue we proceeded to Laycock (K7) where we spent one or two anxious moments in getting the vehicle turned round! We then retraced the greater part of our outward route from Keighley, varying it only to include the route followed on weekdays by K2, and part of K5. Next came the journey to Thwaites Brow (K20). This must surely be one of the most arduous routes in the Company's vast network of services. At its steepest part the gradient is about 1 in 6, and plenty of bottom gear work is called for. 965 proved conclusively the view held by a great many people; that Gardner engined vehicles can go anywhere, and slowly, but surely, Thwaites Brow was successfully negotiated. On our way back we paused for a short while on one of the hilly descents to look out over Keighley, and Mr. Ellis pointed out the various districts in the borough. Our next destination was Hainworth K25) which has no Sunday service; the appearance of a bus on a Sunday therefore came as rather a surprise to the villagers. From Hainworth we again retraced our steps, but only as far as Park Lane, our journey being then continued by way of the K1 route to Spring Bank. After crossing over the railway, services K21 (Stockbridge - Bracken Bank Crescent) and K23 (Utley - Bracken Bank Crescent) were followed to their terminus at Bracken Bank Crescent. Fell Lane was the next scheduled terminal point, and to reach it we travelled by way of K23 (Bracken Bank Avenue - Stockbridge) to South Street, where we stopped long enough to have a cursory look at the warehouse. This used to be the Keighley Corporation tram depot. (We confirmed that K962/63, both delicensed, were inside). The K6 (Thwaites - Fell Lane service) was then followed. From Fell Lane we returned to High Street by way of Oakworth Road, and then traversed the K3 service to Broster Avenue. A link up was effected between Broster Avenue and Braithwaite Avenue and this enabled us to return to Keighley by yet another route, that of K1 (Braithwaite Avenue - Cooke Street). 965 then proceeded to Keighley Depot which was open to inspection.

The vehicle's performance was, on the whole good, and here a special word of thanks must surely go to Driver [redacted] (Harrogate Depot) whose driving was at all times first rate.

One of the main things noticed during the Tour was the keen interest 965 aroused in members of the public, many of whom seemed to regard its appearance with surprise - this being due to the fact that in its present form it has never been seen in Keighley - and great satisfaction.

Our grateful thanks are also extended to the Company for making this Tour possible.

(K.L.H.)

LEEDS MEETING: 27 members were present at this very successful meeting. Our photographic secretary, [redacted], presented an official film strip on Transport in London through the ages, and also many excellent slides in colour and monochrome, depicting systems all over Britain. We are all grateful to the trouble [redacted] went to in preparing the slides for this meeting. [redacted] expressed the thanks of the meeting. We are also grateful to the Company for providing the rooms for us to meet in.

FORTHCOMING EVENTS

Bradford Trolleybus Tour: The Trolleybus Society is organising a tour of part of the Bradford Corporation system on Saturday afternoon, June 20th, 1954, starting from Thornbury Depot at 2.30pm. Routes to be covered are:- Bradford Moor, Thornton, Duckworth Lane and Tong Cemetery. The vehicle to be used is ex Notts and Derby 588. Cost will be approx. 2/6d. All members and friends will be welcome.

- ④ **United Tour:** It is hoped to arrange a trip on the last TD 1 with original Leyland body (LLL 9 - VF 7630) one Sunday in June, before its withdrawal from service at the end of the month. This is probably the oldest complete vehicle in service today, dating from 1929 and is 25 years old. Anyone interested should ask for further details from John Cockshott immediately on receipt of this issue.

Omnibus Society Tour: Sunday, July 18th. Study Tour by Vintage Bus (Crosville Leyland TD 1 of 1930). Tour to commence Liverpool (depart 9.0 am) calling at Warrington (10.0 am) and Altrincham (10.45 am). Stops will be made at some Crosville, North Western, and independent garages. WYIS members who are not members of the Omnibus Society, but who would like to take part in this tour, should contact [redacted] tour.

- ④ **LATE NEWS** United is on Sunday June 13th. Depart West Hartlepool - 2.30pm

CHESTER TOUR: Members are reminded of our own tour on Sunday May 30th. Departure times are : LEEDS 9.00 am PROMPT
Bradford 9.20 am PROMPT

Members are asked to impress on their guests the need for strict time-keeping. Connections on the return journey at Leeds and Bradford are very tight, and we cannot afford to lose any time whatsoever.

There will be a break of ONE HOUR at NEW BRIGHTON, so that passengers may make their own arrangements for lunch. The coaches are due to arrive back in Bradford at 9.35 pm and in Leeds at 10.00pm. Passengers for Harrogate are advised to use the Bradford-Harrogate service.

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A. STOCK CHANGES

(a) NEW VEHICLES

CHASSIS

Fleet No.	Regn. No.	Make	TYPE	Number	B O D Y			
					Builder	No.	Type U.W.	
DX 2	MWY 112	B1	LD6G	100014	ECW	6661	LD33/25KD	7-16-0
DX 4	MWY 113	B1	LD6G	100032	ECW	6662	LD33/25KD	7-15-3
DX 5	MWY 114	B1	LD6E	100048	ECW	6663	LD33/25KD	7-15-1
EUG 6	MWY. 217	B1	LS5G	101076	ECW	7520	S41F	6-14-1
EUG 7	MWY 218	B1	LS5G	101077	ECW	7521	S41F	6-14-2
EUG 8	MWY 219	B1	LS5G	101096	ECW	7522	S41F	6-14-1

In the abbreviations for the body type we adopted the convention that LD = Lodekka - it is neither hybrid nor lowbridge. Also ED means that rear doors are fitted.

Note that DX 3 & 4 are LD6G, but DX 5 is LD6E. The first of the batch, DX 2, was sent to ECW in April and has been fitted with rear doors. Minor modifications have been made in the current batch of EUG's. Externally, a cream waistband has been introduced, similar to the 31-seater semis, but extended to the rear. Internally, the tubular luggage racks

have been replaced by the older more conventional type. Other minor modifications have been made.

Delivery dates are as follows; 2/54: DX3; 3/54: DX4; 4/54: DX5, EUG6-8.

The new CUG's are fitted with EUG type seats in place of the type with separate head rests.

(b) RELICENSED

DEW 31 (851) ----- 1/5/54

(c) DELICENSED

DB 62 (812) ----- 30/4/54
 DEW 20-2 (838-40) 30/4/54
 SG 136/40/45 (257/61/66) 30/4/54

It will be noted that all seven delicensed vehicles were either in works or else due for overhauls

(d) RENUMBERING

Depots began to put the new numbers on the vehicles on Monday 12th April. Bradford and York depots started first, and had about half done before Easter. Leeds and Harrogate were slower, and Keighley did not start at all until after Easter. All were done by the end of the month, but so far the numbers at the front have not been dealt with.

EG 7-12 (640-5) were at first going to be renumbered CG 1-6, and CG 6 (645) was noted during Easter so numbered. It was soon corrected.

Very few wrongly numbered vehicles have been noted. 656 became BE 7 instead of EB 7. Three at York were wrongly numbered: Y721, Y844 & 270 became YDG 87, YDB 41 7 sg 194, instead of YDG 78, YDG 91 & 83 149.

In the notes it has been assumed that all the vehicles carry the correct numbers, though on some dates mentioned they might not have actually been renumbered.

During the renumbering the supply of "G" transfers ran out, and we saw vehicles such as KD 48(K717) & S L 14 (414)

3. DEPOT CHANGES(a) ALLOCATIONS AND TRANSFERS

DB 62 (812)	SKIPTON	TO	(delicensed)	30/4/54
DEW 20-2 (838-40)	BRADFORD		(delicensed)	30/4/54
SG 136 (257)	LEEDS		(delicensed)	30/4/54
SG 140/5 (261/6)	YORK		(delicensed)	30/4/54
DEW 31 (851)	(delicensed)	(LEEDS)		1/5/54
DX 3-5	(new)	HARROGATE		1/5/54
EUG 6-8	(new)	LEEDS		1/5/54

It will be noted that the number of vehicles delicensed balance the number licensed, but the depot allocations are not balanced. This is being rectified by temporary loans. DG 7 (353) & DE 44 (782) (H) were loaned to BRADFORD, but after a few days DG 7 was replaced by DG 5 (351) (H) which has the normal type of indicator. DG 5 received a Bradfordtype Blind (intermediate) at the front before returning to Harrogate for overhaul on 10/5/54.

(b) TEMPORARY LOANS

DG 54 (728) loaned from KEIGHLEY to ILKLEY while DE61 (811) was at works during April.

DB 53 (791) loaned from KEIGHLEY to ILKLEY from 22/4/54 and still there (11th May) while DEW 3 (809) was being overhauled.

The following were used over the Easter period:-

Tilling	Lym 727,	MXB 744,	and MXB 748
Lincolnshire	1519	FFW 286	Leyland PS 1
Eastern Counties	DS 980	KBJ 768	Dennis Lancet III
	MS 9c7	LRT 134	Maudslay Marathon III
Wilts & Dorset	552	KHR 654	Bristol LS6G

4. VEHICLE NOTES(a) OVERHAULS

April 1954: SG 142 (263), DBW 3 (809), DBW 20 (838), DBW 21(839),
 DBW 25 (842), YDG 75 (Y705).
 May 1954: SG 136 (257), SG 140 (261), DBW 27 (947).

(b) REPAIRS

April 1954: CP 1 (646), CP 4 (649), SGL 16 (416).

YDG 75 (Y705) has been fitted with a roller blind indicator.
 DBW 20-22 (838-40) are being fitted with rear doors.

The "Modern Transport" issue of 20th Feb. 1954 illustrated a high-bridge double-decker of the Lincolnshire Road Car Co. that had been fitted with a ventilation system similar in principle to that in 407 and 413.

The system was evolved at the request of the Minister of Health by the Motor Industries Research Association at University College, Southampton. The Association's technical advisor, Professor Cave-Brown-Cave, had a Guy Arab 56-seat double decker placed at his disposal. It was fitted with a Gardner 61W engine and Park Royal body. On the test vehicle, which was put into service in 1949, it was found that an average speed of 12 mph was sufficient to produce satisfactory ventilation representing 17 complete changes of air in the saloons per hour. The temperature was maintained about 15 deg. F. above the external temperature.

A model of the bus was tested in the wind tunnel at the University, and it was found that side windows of any description were "quite incapable of providing a suitably organised air flow through the vehicle interior".

In the modified vehicle, the normal forward mounted radiator is replaced by one mounted at the level of the indicator box. Air, collected by a scoop, passes through the radiators, and into the saloon. Condensation in the Southampton vehicle was reduced considerably and the internal cleanliness greatly improved.

5. OPERATING DETAILS

The appeal at the April meeting for more 'copy' was gratifying - in fact rather overwhelming. Owing to several other lengthy items the summary of Easter workings will be held over to the June issue.

Bradford: The usual K6B working on route 66 was changed on 22/4/54 when a K5G, DG 35 (392) appeared.
 DG5 (351) was noted on a duplicate on 50 (to Yeadon) during its short stay at Bradford. DB 44 (782) has been working on 53.
 DBW 22 (840) had replaced BBW 2 (807) on routes 56 & 57 in March and April. DBW 2 was then operating on 51/53.

Harrogate: DG 5 (351) was running on 20 (Harrogate-Tadcaster) on 7/4/54.
 All Lodekkas (DX 1-5) are now being used on 36 (Leeds-Ripon) together with other routes involved in the rotas such as 10 (Penny Pot Lane). The new ones have appeared on other duties however; DX 5 was on 74 (Harrogate-York) on 2/5/54, and has also been seen in Bradford.

Ilkley: DG 54 (728) on loan from Keighley was noted on 63/68, as was DB 53 (791) later in April and early May. DBW 3(808) was noted on K12 (Haworth-Ilkley) on 30/4/54, and then on 70 (Skipton-Harrogate) on 1/5/54.

Leeds: Since the licensing of the three new EUG's, all eight vehicles of this type have been used regularly on the Leeds-Blackpool and Leeds-Morecambe express services. During the winter they had been used mainly on Leeds-Scarborough (43) and Leeds-Hull (46).
 DGW 3 (857) (L) worked the 1.5 pm Leeds-Scarborough turn on 15/4/54 and was the first double-decker to have been seen on this service this

year. DBW 31 (851), now red and silver instead of black and silver, has been used on 36 (Leeds-Ripon) since it was licensed on 1/5/54. The front destination indicator does not include 'Ripon' so a paper strip had to be stuck on the front bulkhead window. EG 8(641) worked to Yeadon AVRO on 26/4/54, at 5.20 pm.

Pateley Bridge: It has been noticed that for a considerable time the 9.40 am Bradford-Harrogate (51) journey was always a Harrogate single-decker. Recently it was noticed that in fact this was a Pateley Bridge working, filling in between trips on route 24.

Yeadon: Since route 50 (Bradford-Yeadon-Otley) was converted to double-deck operation twelve months ago, K6B's have normally been used with KSW6B's often deputising. Recently Leeds depot K5G's have been deputising for DB 8 (736). DG 46 (715) was used on the 4th and 7th April. DG 6 (352) was noted on 26th April. Similarly on 23/4/54, DG 3 (349) (L) was running all day on 53 (Bradford-Otley) in place of the usual Bradford K5G. On Easter Tuesday DG 30 (387) (B/YN) was used to duplicate DB 9 (737) from Otley on route 34.

EG 3 (251) has, during March, and April worked a duplicate to the 4.15 pm journey from Leeds to Yeadon AVRO (32), returning at 5.15 pm. A Leeds depot decker duplicates the 3.55 pm Leeds-Rawdon (33) proceeding through to AVRO. It returns AVRO-Horsforth, and then duplicates the 5.35 pm Horsforth (Fleece)-Yeadon (32), where it stays the night and is collected in the morning. DG 43 (712) and DG 2 (348) worked the turn on 26th and 27th April respectively. A Bradford depot vehicle duplicates the 6.10 pm Bradford-Otley (50) to Yeadon, and remains in the depot until, 10.45 pm when it worked the last trip to Bradford on 50.

York: Further information on the Y13 (Nether Poppleton) service is that the double decker duty (8.10 am Poppleton to York) works through to Pavement. YDG 61 (Y374) was noted on this duty on 29/4/54, it subsequently worked the 9.5 am to Poppleton. It is not certain that the latter duty is a regular double decker turn.

DBW 25 (845) was noted on Y4/Y4A on 30/4/54 and on Y4 on 2/5/54.

6. SERVICE CHANGES

29 LEEDS - FARSLEY

The new service was introduced on Saturday 24th May 1954 at 11.55 pm with an inaugural ceremony described below. The licence has been granted in a reserved decision, in which a penny protection fare was imposed on that part of the route which paralleled the Pudsey-Horsforth service of Farsley Omnibus Co.

On the opening day CUG 6 (B) was at South Drive, Farsley all morning and was used as an advertisement for private hire, day trips, etc in addition to the crew distributing handbills for the new service. It was open for public inspection.

At 11.45 am the vehicle to be used for the inaugural journey, SGL 14 (414), specially cleaned and painted for the occasion, was standing in South Drive, along with CUG 6, and had blank indicators. SG 115 (220) was waiting in Frances St. in case a duplicate was needed. All WY staff were distributing timetables.

The proceedings opened at 11.50 am, when the Chairman of Pudsey Corporation Highways Committee, [redacted] called on the Mayor to open the service. [redacted] later issued to the Mayor the first ticket from a "Setright" ticket machine.

The Mayor, [redacted], thanked the Company for their initiative in starting the service and their help in the months of negotiation which had culminated in this service, which he hoped Farsley residents would support and help to make a success. He thanked [redacted], the Traffic Manager, personally, and wished the service success before changing the indicators to read:-

LEEDS
KIRKSTALL ROAD 29
MOORSIDE

A special detachable handle was used to change the destination indicator from the outside, but the intermediate was changed by the driver from inside.

The Mayor then boarded SGL 14, being the first passenger, followed by Pudsey Corporation and WM officials. Members of the public were then allowed to board. SGL 14 pulled out of South Drive one or two minutes late and was followed up by CUG 6, into which the official party transferred at the Pudsey boundary and in which they returned to Fatsley. SG 115 brought up the rear but did not appear to be required on this journey. The crew of SGL 14 on its first run were [redacted], conductress and Mr. [redacted], driver.

The new service seemed to have stimulated public interest judging by the number of people who turned out to watch the opening ceremony or watch the first bds pass their houses. No charge was made to people who boarded SGL 14 on its first run on the new portion of the route, and tickets were only given as souvenirs on request.

SGL 3 (403) was the first vehicle used from Leeds, departing also at 11.55 am. Later in the afternoon the service was well patronised and most journeys were duplicated by 32 seaters. Those used were SG 76 (185) and SG 81 (190). The present service is half hourly on weekdays, and hourly on Sundays. Two vehicles are sufficient to maintain the service. The additional journeys on route 30 to Rodley have been discontinued.

NORTHERN COMMAND MILITARY TATTOO

Permission has been granted by the Licensing Authority for express services to be operated from Harrogate, Keighley and York, to Leeds in connection with the Military Tattoo to be held at Roundhay Park, Leeds from 28/6/54 to 3/7/54.

SERVICES APPLIED FOR

BRADFORD - WROSE

(a) Chester St. Via Mannigham Lane and Frizinghall Road, Valley Road-Shipley-Carr Lane-Wrose Road-Co op stores, Wrose.
This is the present Shipley-Wrose (64) route, cut back slightly at the Wrose end and extended to Bradford.

(b) Chester St.-Canal Road-Bolton Woods-Gaisby Lane-Wrose Road-Co op Stores, Wrose.
This is a new service and proceeds direct from Bolton Woods to Wrose.

Later, in the "Telegraph and Argus" for 12th May, it was announced that the company had decided to withdraw the first application as a result of representations from the Shipley Council. The second application still stands, but it is hoped to return from Wrose up Queen's Road and along Manningham Lane. Shipley Council have asked if one of the Manningham Lane services could be diverted on Frizinghall Road and Valley Road.

LEEDS-SWARCLIFFE ESTATE

Vicar Lane Bus Station - Quarry Hill - New York Road - York Road - Barwick Road - Eastwood Lane - Swarcliffe Drive.

LEEDS - ABERFORD

Two revised routes to Aberford are proposed to replace the present route. One to proceed via Stanks only, the other via Scholes Village.

KEIGHLEY - BRADFORD - LEEDS - SKEGNESS

Keighley - Bingley - Bradford (Chester Street) - Stanningley - Leeds (Well Street) - Pontefract - Doncaster and into East Midland Traffic Area.

To be run jointly with Lincolnshire Road Car Co.. A similar application was made in 1951.