

WEST YORKSHIRE

INFORMATION SERVICE

SEPTEMBER 1959

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Hon. Chairman : [REDACTED]
Hon. Secretary : [REDACTED]
Hon. Editor : [REDACTED]
Hon. Fleet Historian : [REDACTED]
Hon. Publicity : [REDACTED]

HARROGATE DISTRICT TOUR - Sunday, 27th September 1959 :

Vehicles: DG 28-37 type Bristol K5G double-decker (new in 1939) with Roe body (new in 1950) and DX 1, Bristol LDX6B double-decker (new in 1950), the second prototype Lodekka.

Route, Timings &c: The tour will be divided into two parts. The DG will depart HARROGATE BUS STATION at 2.15 p.m. via 1 to Starbeck, 16 to Knaresborough, 14 to Boroughbridge & Aldborough, 14A to Roecliffe, returning to Harrogate about 4.0 p.m. DX 1 will depart HARROGATE BUS STATION at 4.10 p.m. via 12 to Bilton, 13 to St. George's Road, 1 to Outlands, 76 to Spofforth, returning to Harrogate about 5.40 p.m.

Fare: About 6/-.

Bookings: These should be sent to [REDACTED], using the Booking Form provided. Members are respectfully reminded that any person booking, and allowing their booking to stand, but not attending the tour, will be liable, on request, for payment of the full fare.

General: Members' friends and relations will be most welcome on this tour, and we look forward to meeting some of the newer members who have recently joined our ranks. Please make every effort to attend

THE OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH :

Sunday, 25th October 1959 - Visit to Yelloway Motor Services Ltd.
Meet at Weir Street, Rochdale, at 2.0 p.m.

PUBLICATIONS :

A Fleet History of the "Midland Red" Company from 1934 to date, can be obtained from [REDACTED], price 4/6d.

OCTOBER BULLETIN ITEMS :

Notes for inclusion in the October issue of the Bulletin should be sent to [REDACTED]. New members are invited to send in items of interest, and we look forward to hearing from them.

PRESS DAY FOR THE OCTOBER ISSUE - TUESDAY, 29th SEPTEMBER

1. FLEET CHANGES

New Vehicle

DX 78 YWW 73 Bristol LD6B 150243 E.C.W. 11088 LD 33/27 RD8 7-18-2
(DX 78 was delivered during August)

Allocations & Transfers

SG 154,156	from	KEIGHLEY	to	LEEDS	16/8/59
SGW 8,9	"	BRADFORD	"	LEEDS	"
SUG 22	"	ILKLEY	"	YORK	"
SG 101	"	HARROGATE		(delicensed)	31/8/59
SUG 2,5	"	SKIPTON		"	"
SUG 13,14	"	BRADFORD		"	"
EB 1	"	BRADFORD		"	"
EB 3	"	ILKLEY		"	"
DG 9	"	LEEDS		"	1
DG 13	"	BRADFORD		"	"
KDB 31	"	KEIGHLEY		"	"
YDB 84	"	YORK		"	"
DBW 20	"	BRADFORD		"	"
DGW 1,2,8	"	KEIGHLEY		"	"
DX 53	"	HARROGATE		"	"

1. FLEET CHANGES (Cont.)

Allocations & Transfers (Cont.)

KDG 21		(delicensed)	to	KEIGHLEY	1/9/59
YDG 83		"	"	YORK	"
DB 4		"	"	BRADFORD	"
DB 62		"	"	KEIGHLEY	"
DX 52		"	"	HARROGATE	"
DX 78		(new)	"	BRADFORD	"
SG 133	from	BRADFORD	"	ILKLEY	"
SUG 3,4	"	KEIGHLEY	"	SKIPTON	"
DEW 1	"	BRADFORD	"	KEIGHLEY	"
DEW 4	"	HARROGATE	"	KEIGHLEY	"

- Notes: (a) All vehicles are relicensed at their former depots except DB 62 (ex-LEEDS).
 (b) SG 133 was previously at ILKLEY in 1957.
 (c) DB 62 is the first West Yorkshire DB to be allocated to KEIGHLEY since May 1958, while DEW 1 & 4 are the first DEW's to be so allocated since September 1957.
 (d) WETHERBY's allocation is currently - SG 111, SGW 2, SGW 3, SUG 11, SUG 12, DB 58, DB 59, DGW 4, & DX 25 (5 SD & 4 DD)

Temporary Loans

For Loadmeter Checking -

DX 54	HARROGATE	to	YORK	-	7/6/59	to	8/8/59
DX 56	HARROGATE	to	YORK	-	7/6/59	to	15/8/59
DX 57	HARROGATE	to	YORK	-	21/6/59		
DX 60	LEEDS	to	YORK	-	7/6/59		
DX 61	HARROGATE	to	YORK	-	9/8/59	to	22/8/59

In exchange for the above -

DEW 9	YORK	to	HARROGATE	-	23/6/59	to	5/7/59
DEW 11	YORK	to	HARROGATE	-	21/6/59	to	15/8/59 (at latest)
DGW 10	YORK	to	HARROGATE	-	21/6/59	to	22/8/59 (" ")
DX 33	YORK	to	HARROGATE	-	29/6/59		
DX 37	YORK	to	LEEDS	-	7/6/59	to	16/8/59
					& 22/8/59		
DEW 11	YORK	to	LEEDS	-	17/8/59	to	21/8/59

Other special loans -

DEW 5	LEEDS	to	BRADFORD	-	13/7/59	to	23/8/59
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Notable hirings during August -

Tilling	OJJ 750	Bristol LS6B	E.C.W.	C39F
Tilling	OJJ 751	Bristol LS6B	E.C.W.	C39F
Tilling	OLU 755	Bristol LS6B	E.C.W.	C39F

Stored Vehicles

DB 1, and later DX 12, were used as a mobile office at the Saville Street departure point, Leeds, during August.

SG 101 and 965 are now at WETHERBY, where, together with 1018 (the mobile information bureau), they will be used whilst the rebuilding of Wetherby Depot takes place.

1. FLEET CHANGES (Cont.)

	<u>Fleet Total</u>				<u>1/9/58</u>
	<u>C</u>	<u>SD</u>	<u>DD</u>	<u>1/9/59</u>	
Licensed :	36	200	270	506	508
Unlicensed:	-	10	16	26	19
Totals :	36	210	286	532	527

2. VEHICLE NOTES

Overhauls

August 1959 : KDG 21, YDG 83, DB 62, DX 52, DB 46.

General News

DX 78 is fitted with the new BVW engine, and has air brakes. Slide windows are fitted, apart from the two upper-deck front windows, which have hopper-type vents.

CUG 10 and DB 25 have had their external fleet number plates removed and replaced by transfers, while DB 49, which lost its rear plate, and DB 41, now also have transfers at the rear.

Further to the notes on the blind exposures for the new Coach Road workings given in Issues 97 & 102, the Bradford and Leeds Depot vehicles with these displays are seen to have them adjacent to each other, as follows :-

Destination blind "LEEDS", "BRADFORD", "SHIPLEY", "COACH ROAD".

Intermediate SHIPLEY
blinds (DB-type) YEADON 55, MANNINGHAM LANE —, BAILDON BRIDGE 60.
HORSFORTH

Many of the Bradford DEW's & DX's have to make do with the 'old 55' display MANNINGHAM LANE at the top end of the blind, while the plain SHIPLEY WHITE CROSS

intermediate MANNINGHAM LANE and BAILDON BRIDGE are at the bottom end. On these vehicles, of course, the route number between Bradford and Shipley has to be shown - 59 or 61 going to Shipley, and 55 returning. A notable point is that DB 25, 37-41 are the first Bradford vehicles to display SHIPLEY YEADON 55, previously common only to Leeds cars.
HORSFORTH

Several double-deckers of the YDB 82 and YDG 82 series have had their left-hand number blinds removed and the glass painted over.

YDG 57 has received a new intermediate blind, the first new one of this type to be introduced since January 1953, although additions have been made to existing blinds over the years. After over six years some of these blinds are getting into very poor condition.

3. SERVICE ALTERATIONS

Stage Carriage Routes

SERVICE 60 SHIPLEY - COACH ROAD (See Issue 97)

Commencing at the beginning of July, an additional journey is now operated on weekdays, leaving Shipley at 6.35 a.m., and returning from Coach Road at 6.45 a.m.

Express Services

LEEDS - YEADON AIRPORT

The conditions attached to the license have been varied so that this service may be operated as required for air passengers, visitors and employees at the airport. Previously the only people who could be

3. SERVICE ALTERATIONS (Cont.)

LEEDS - YEADON AIRPORT (Cont.) carried were air passengers and the service could only be operated as required by the air transport operators.

NEWCASTLE - COVENTRY

The night service is to be re-routed through Leeds City Centre so as to operate via City Square with a picking up and setting down point at Leeds City Station instead of Wellington Street Bus Station.

From SKIPTON

Excursions & Tours

Additional excursions to operate throughout the year are
 1. Motorway Circular. 2. Motorway and Whitewell Circular.
 These will be run in conjunction with the Ribble and Pennine Companies.

From SHIFLEY

Application has been made to amend the picking up point in Shipley to read "Market Square", on Sundays only. Excursions from Shipley do not operate on weekdays; the present picking up point is the Post Office.

4. OPERATING DETAILS

Loadmeter Checking

<u>Week Commencing</u>	<u>Vehicles</u>	<u>Services</u>		
August 2nd	DX 54,56	5/5A/6	York	Local Services
" "	DX 58	4/4A	"	"
August 9th	DX 56,61	5/5A/6	"	"
August 16th	DX 61	10	"	"

Depot Reports

Leeds : "Maiden" journeys for the two new EUG's were - 1st August 1959 -
 EUG 76 - 6.30 am Leeds-Morecambe & 3.30 pm Leeds-Scarborough
 (express); EUG 77 - 8.30 am Leeds-Fleetwood (J1) & 9.55 pm Leeds-Kendal (X87).

Scarborough : Y.W.Y. double-deckers have continued to work regularly from here.

EUG 67 (YK/SC) was noted between Driffield and Bridlington on Sunday, 16th August with 'YS' on its indicator. It was presumably operating from Birmingham to Scarborough. As far as is known, this has always been worked by East Yorkshire in previous years.

York : Double-deckers noted on the Bridlington (44) route on August Bank Holiday Monday included YDB 74 on the 10.45 am ex-Leeds and DX 24 (B loan YK) on the 10.0 am ex-Bridlington. Also on this day, SG 147 (YK) provided the usual duplicate to the 12-noon York-Ripon (United service 143). DG 35 (L) was on the 12-noon York-Leeds (43) on 4th August, and by 3.15 pm had arrived in Knaresborough via Wetherby (38).

Long Distance Services

Tyne-Tees-Mersey : During early August, West Yorkshire coaches were noted on the 1.35 pm Leeds-Newcastle. CBW & CUG types were seen.

On Wednesday, 2nd September, United BUE 517 (Bristol MW6G) worked the 12.35 pm Leeds-Middlesborough instead of the more usual BBE.

Newcastle - Lowestoft : The service cars on the day service (Joint United - Eastern Counties) have been United LUT 1 (Leyland Royal Tiger) and Eastern Counties LS 781 (Bristol MW5G) working alternate days. The southbound service, seen in Leeds on Saturday, 29th August, consisted of United LUT 1 & BUE 14 with Eastern Counties LS 781, LSC 868, & LSC 873 (LSC - Bristol SC4LK).

For the night service United again provided BUE 15 (Bristol LS6B) with the usual duplication by West Yorkshire.

BRADFORD DEPOT

August 1959

A Review of vehicular allocation on routes worked by Bradford depot.

Whilst no major changes in Bradford services have taken place in the immediate past, it is felt an opportune time to review the workings from this depot. A number of alterations and new introductions have, however, been made within the past 18 months, the most adventurous being the introduction of a minimum-stop service from Keighley to John Street, the heart of Bradford's shopping area, which service started in April 1958. In stopping at only three places en route the journey time has been cut by 20%, and it has earned a reputation as a reliable and punctual service. In addition, the Company have always used their two newest DX's (DX 67 & DX 68 have worked this service since new), and they are always specklessly clean, the whole enterprise being a credit to the Company.

A new service has been introduced, at last, to serve the Coach Road Estate. Houses here are still being built, so that it is hoped the service is not yet in its final form. The turning arrangements, at least, are not ideal. This service, in being interworked with the Bradford - Yeadon - Leeds service has resulted in improved time-keeping on the latter.

With the closing of Yeadon Depot in April, this year, Bradford have had further extra duties to cover.

The allocation of vehicles at Bradford Depot during August 1959 was 51 Double-Deckers, 37 Single-Deckers, and 9 Coaches, a total of 97. This compares strikingly with the allocation of eight years ago, which then was 30 double-deckers, 54 single-deckers, and 7 coaches, totalling 91. At that time, service 50, and the Baildon services (58/59/61) were operated with single-deckers, as were the Ilkley routes (63/68) only a few years before that.

As is common with most other depots of the Company, on Saturday afternoons, especially during the summer, every single vehicle is out on the road, leaving little or no margin for any changeovers, or non-runners.

The following totals of distribution of vehicles are based on the car rotas, and include any duplication by rostered cars, but not 'on-the-spot' duplicates. The totals represent a 'balance' of vehicles required during the rush hour, and gives no indication of the number of different vehicles which may appear on any one route in a day.

On Mondays to Fridays 67 cars are required, generally 45 double-deckers and 22 single-deckers, although these are somewhat flexible in that d/d's can operate some s/d rosters, and vice-versa.

Double Deckers				Single Deckers	
Services	Vehicles	Services	Vehicles	Services	Vehicles
30/31	2	59/61	7	43	2
50	2	63	1	58	1
51/53	6	64	1	64	1
53 (Otley)	2	66	2	65	1
55/60	5	67	5	66A	1
56	2	X67	2	91	1
57	1	Dups., Works, & Schl.		J2, J6/9	2
58	2	Specials	5	Specials	13

The Works and School Specials include - Glusburn Mill (Sutton), Crompton Parkinson, Manningham Mills, Yeadon (MOS depot) via Shipley, and many other works catered for by duplication of existing services particularly in the Baildon (Charlestown) and Yeadon areas; Bradford Girls Grammar Schl., Otley G.S., St. Walburga's and others. Rush-hour duplication is required on all the main routes, and is generally carried out by single-deckers. In addition, Grassington Sanatorium (69) has to be catered for on Wednesdays.

On Saturdays, 60 vehicles are rostered, 49 being double-deckers, and 11 being single-deckers, although, of course, many more single-deckers and express coaches are required for duplicating long-distance services as required, particularly on journeys to the west coast, on which the service cars are worked by Leeds depot, or by the Ribbles Company.

Single Deckers					
Services	Vehicles	Services	Vehicles	Services	Vehicles
54	1	66A	1		
58	1	91	1	Lunch dups.	4
65	1	J6/9	2		

BRADFORD DEPOT (Cont.) Car requirements on Saturdays (cont.)

		Double Deckers		Services Vehicles	
Services	Vehicles	Services	Vehicles	Services	Vehicles
30/31	3	56	2	64	1
43	2	57	1	66	2
50	2	58 + White Cross (for Menston Hosp.)		67	7
51/53	6		2	X67	1
53 (Otley)	2	59/61	8	White Cross (for Menston H)	2
55/60	5	63	3		

3 of the s/d lunchtime dups. work to Woodlands Hospital in the afternoon. With the winter time-table 43 is generally worked by single-deckers, and only 1 Bradford car is required on 63. On Saturday, 5th September, with the non-appearance of DX 78 there were precisely 49 double-deckers at Bradford to operate the above 49 duties!

On Sundays 50 vehicles are rostered (37 double-deckers, 13 singles), as follows -

		Double Deckers		Single Deckers	
Services	Vehicles	Services	Vehicles	Services	Vehicles
30/31	3	59/61	6	63/75	2
43	2	60 (+dups)	2	65	1
50	2	63	2	69	4
51	2	64	1	91	1
53 (+16 dups)	2	66	2	J2, J6/9	2
53 (Otley)	3	67	5	Woodlands Hosp	3
55	2	Midleton Hosp.	2		
56	1	(Exc.)			

Under the winter time-table 2 double-deckers are required on service 30 instead of 3 on 30/31; 43 is generally worked by single-deckers, and no single-deckers are required for 63/75.

Listed below are the vehicles noted on departures from Chester Street Bus Station, Bradford, (unless shown otherwise), on Saturday, 29th August, 1959. Every double-decker at Bradford depot was accounted for excepting DX 55, which was away. DX 20/DX 68 was the customary Bradford/Keighley weekend swap, as probably were DGW 1/DB 19 between Leeds/Keighley. Note particularly - SG 116 (B loan I), DBW 24 (I loan K), & KDG 18 (K loan B). All departures are Bradford Depot workings unless shown otherwise, and all cars are working for their own depot, unless shown otherwise. The Survey gives quite an accurate impression of any average summer Saturday this year, no vehicles shown being really 'out of place'.

<u>Services 30/31</u> 30 from Bradford		<u>Service 56</u>	<u>Service 57</u>	<u>Service 67 (K/ley)</u>
2.25 (L) DBW 13		2.10 DBW 20	2.50(B) DBW 22	2.22(B) KDG 18 (K)
2.45 (K) DB 19(L)		2.30 DBW 10	3.50(K) KDB 13	2.30(B) DG 30
3. 5 (K) DGW 7				2.37(K) KDX 71
3.25 (K) DGW 8		<u>Services 59/61</u>	<u>Service 63</u>	2.52(K) DBW 24 (I)
3.45 (L) DBW 5		2. 7 DB 39	2.15(I) KDX 40	3. 0 (K) DX 19
4. 5 (L) DGW 3		2.15 DB 63	2.30(B) DB 21	3. 7 (K) DX 28
4.25 (B) DB 38		2.22 DBW 21	2.45(I) DX 30	3.22(B) DG 31
		2.30 DB 3	3. 0 (B) DB 49	3.30(B) DX 6
<u>31 from Shipley</u>		2.37 DB 7	3.15(B) DBW 1	3.37(B) DX 10
3.1 to Leeds(B)DB 18		2.45 DB 9	3.30(I) SG 116 (B)	<u>Service 67 (Skip.)</u>
3.21 " " (B)DB 41		2.52 DG 13	3.45(I) DX 5	2.15(SK) DX 47
3.41 " " (L)DBW 16		(just!)	4. 0 (I) SG 132	2.45(K) KDB 32
3. 6 " Kley (L)DBW 6		3.0 DB 53		3.15(B) DX 15
3.26 " " (L)DGW 1(K)			<u>Service 55 (& 60)</u>	3.45(B) DX 20 (K)
3.46 " " (K)DGW 2			2. 5 (B) DX 23	4.15(K) DX 27
			2.35(B) DB 24	<u>X.67 (from John St.)</u>
<u>Service 43</u>	<u>Services 51/53</u>		3. 5 (L) DB 48	3.10(K) DX 68 (B)
2.30 DX 32	2.25 (H) DX 50		3.35(L) DB 47	3.40(B) DX 67
" DX 4	2.40 DX 22		4. 5 (B) DB 25	<u>Shipley Cars</u>
4.10arr. DX 21	2.55 DX 17		4.35(B) DX 18	<u>Dups. SBW 16, DBW 12</u>
	3.25 DX 3		5. 5 (B) DB 61	SG 120, SG 134
<u>Service 50</u>	3.40 DX 24		<u>Service 53 (Otley)</u>	58 SG 133
2.10 DB 16	3.55 (H) DX 26		2.40(B) DG 14	64 DX 46
3.10 DB 45	4.25 DX 31		3. 5 (B) DBW 3	66 DG 46, DB 40
<u>Service 54</u>	4.40 DX 48		3.40(I) DX 7	66A SG 115
(1.10) SGL 3	White X:DG 6, DB 37(ex-58), DG 32, DG 34.			
	Woodlands Hosp: SGL 7, SG 114, SGL 3.			
EASG - - -	65; 2.31arr. SG 139		4.55 : SBW 16.	- - - 7/9/59