

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE No. 72

FEBRUARY, 1957

Hon. Chairman : _____
 Hon. Vice-Chairman : _____
 Hon. Editor : _____
 Hon. Treasurer, Membership Secretary and Publications Officer : _____
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OMNIBUS SOCIETY, NORTH WESTERN & YORKSHIRE BRANCH :

Saturday, 23rd February, 1957. A meeting will be held on this date at Church House, North Parade, Bradford, commencing at 6.0 pm. The speaker will be _____, General Manager, Bradford City Transport. W.Y.I.S. members welcome.

 PRESS DAY FOR THE MARCH ISSUE - SATURDAY, 9th MARCH

1. STOCK CHANGES.

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(b) Relicensed

EUG 52 - 1/2/57

(c) Delicensed

SG 70 - 31/1/57
 EUG 22 - 31/1/57

(d) Renumbering

EUG 2-5/8 to SUG 2-5/8 - 1/2/57

2. REBUILDING.

SUG 1, which has the Cave-Brown-Cave heating system fitted, has had the small indicator on the waist line replaced by a standard EUG type indicator, remaining on the waist line.

Only SUG 1/6-8 have been repainted on conversion. SUG 6-8 were of the 1954 batch and had more cream than EUG 1-5. Very little cream remains in the new livery. The repaints all differ from each other in minor details.

3. DEPOT CHANGES.

(a) Allocations & Transfers

SG 70	from	KEIGHLEY	(delicensed)	31/1/57
EUG 22	"	LEEDS	(delicensed)	31/1/57
EUG 52		(delicensed)	to	HARROGATE
SUG 2,3	"	LEEDS	"	KEIGHLEY
SUG 4	"	ILKLEY	"	KEIGHLEY
SUG 5	"	YORK	"	SKIPTON
SGL 13	"	SKIPTON	"	YORK
SGL 14	"	KEIGHLEY	"	YORK
EG 3,4	"	HARROGATE	"	LEEDS

Notes:-

- (a) SUG 8 remains at HARROGATE.
- (b) The transfer away of SUG 4 reduces the ILKLEY allocation from 14 to 13 vehicles.
- (c) Not all the transfers took place on the dates stated above; the dates quoted, however, are the official ones.

(c) Movements of Delicensed Vehicles

SG 31 had been moved from GROVE PARK, HARROGATE, to YEADON by 12th January.
 CP 1 had left GROVE PARK, HARROGATE, by 14th January.
 KSG 56 was moved from SKIPTON to YEADON on 1st January.
 KSG 60 was moved from KEIGHLEY to YEADON on 1st February.
 SG 62 was moved from BRADFORD to YEADON on 1st February.
 KSG 56,60 were towed to Yeadon by K1003.

4. VEHICLE NOTES.

(b) Repaints

- December, 1956 : DBW 8, DEW 9.
- January, 1957 : CBW 12, SG 150, KSP 3, DB 50,
YDB 80, SUG 1, SUG 6, SUG 7, SUG 8.
- February, 1957 : DG 15, YDB 81.

External front indicator handles have been fitted to: YDG 63, KDG 16, KDG 27; also KDG 51 & KDG 53 (not previously reported).

EUG 52 has had experimental coil springs fitted.

DX 23 had a new radiator grille fitted after a recent accident, and now displays its fleet number in two lines (DX 23) instead of one.

DG 39 has acquired a red radiator grille.

York-West Yorkshire double deckers are having a new exposure added to their intermediate blinds for Service 3 (Askham Lane - Hull Road) :-

STATION 3

In Issue No.64 reference was made to the fact that on most of the YSG blinds there were 96 exposures between OSBALDWICK and LEEMAN ROAD (both on route 7). The sections of blind with OSBALDWICK on, which was originally added to the front of the blinds in 1954, have now been attached to the ends of the blinds, so that now there are only five exposures between LEEMAN ROAD and OSBALDWICK. At the same time CHAPELFIELDS, correctly spelt, but in one word, is also being added.

Of the three SUG's at Harrogate, only SUG 1 has new blinds, on which 22 KETTLESING, 23 & 24 PATELEY BRIDGE are all shown. SUG 7,8 retain the express type blinds, and normally show SERVICE followed by the number. This is most confusing as there are regular duplicates to Hampsthwaite or Birstwith.

5. OPERATING DETAILS.

Bradford : On 4th January, DG 5 (H) arrived at Chester Street Bus Station at 4.45 pm on route 51, and then duplicated the 5.40 Bradford-Harrogate (51). On Mondays to Fridays, this car is believed to work from Harrogate to Yeadon, lay over there until late afternoon, and then duplicate the 4.20 pm Yeadon Fountain - Bradford (51).

On the 8th January, DX 31 (B) was rostered to work the 5.0 pm Bradford-Haworth (56) journey, but was called upon to work the 4.52 pm Bradford-Otley (53) duplicate. EUG 14 (B) worked the Haworth turn in its place.

The two tea-time journeys to Ilkley via Canal Road (68) - 5.15 & 5.40 pm - have been operated for many years by ILKLEY single deckers. The vehicle used on the 5.15 pm journey works from Ilkley in the morning and lays over in Bradford during the day. Sometimes it is used to replace a Bradford double decker when single deck substitution is in operation. The other car arrives at Chester Street at 4.50 pm having worked a duplicate from Crompton Parkinson's. It then does a trip to Dumb Mills, Frizinghall, and back, prior to working out to Ilkley again on the 5.40. On the 8th January, the two vehicles were EB 5 (K loan I) and SG 133 (I), respectively.

SUG 6 was first seen on Saturday, 19th January, and was noted working duplicates to White Cross. Later, it did a Bradford-Calverley duplicate. It now regularly works the Shipley-Wrose (64) route.

EG 6 (L) worked the 5.0 pm Bradford-Haworth (56) on 30th January, as no other vehicle had arrived.

Harrogate : On four successive days during the week commencing 6th January, the 8.35 am Leeds-Middlesbrough was worked by an SBW instead of an EUG.

The HARROGATE 'decker which works the 8.19 pm Ripon-Leeds (36) on Saturdays garages overnight at LEEDS depot, the crew returning passenger to Harrogate. LEEDS use it on Sundays on 36 and after completing its duties leave it at Harrogate. The Leeds crew return passenger on the last bus to Leeds. On Sunday, 3rd February, DX 16 was the vehicle involved.

SUG 8 (H) has no regular working at the moment. It is being used on most of the Harrogate single deck duties, except all-day locals.

Ilkley : KDB 12 (K) was on loan to ILKLEY during the weekend of 2nd/3rd February, but was changed over for DX 33 (I) on 4th February.

DGW 2 (K) and KDB 55 (K) have also been at ILKLEY for short periods during the first week of February.

5. OPERATING DETAILS (Contd)

Keighley : On 25th January, SEW 31 (L loan K) worked the 5.10 pm Leeds-Bradford (30) due to the failure of DGW 8 (K). The necessary change over was effected later in the evening.

Single decker substitution is taking place on K12 (Keighley-Ilkley). The 9.30 am Keighley-Ilkley and return, previously a KDX working, is now being worked by a single decker (usually a 39-seater). On 5th February, SGW 12 (K) so replaced KDX 42 (K).

Since its arrival at Keighley, SUG 4 has been noted on the Thwaites Brow (K20) and Bingley-Eldwick services. SUG 3 (K) arrived from Harrogate on 5th February and was used on Service 67 (Keighley-Bradford) the following day.

Leeds : Wallace Arnold SUG 8, AEC Reliance - Duple, was on hire to West Yorkshire on Saturday, 12th January, and is thought to have been carrying an "On hire to West Yorkshire board" in the front window.

DX 16, and later DX 3 (both H), were on loan to LEEDS during January, the latter in exchange for DX 13 (L), which was noted working a HARROGATE turn on route 51 on Sunday, 20th January.

SCARBOROUGH : During recent weeks, DEW 31 has been working to Leeds at weekends only. On Monday to Thursday, it works the 7.10 am Scarborough-York (43-Dup), 1.50 pm York-Scarborough, 4.0 pm Scarborough-York, and 6.50 pm York-Scarborough.

York : Single deckers have been observed regularly on one of the duties on Chapel Fields - Hull Road (Y3A) during off-peak periods on Mondays to Fridays.

The WETHERBY car which has been noted on football specials (See Issue 70) works into York as a duplicate to the 2.5 pm Harrogate-York (74) and later operates to Leeds as a duplicate on 43.

Grassington : SGL 14 (K) was on loan to Grassington twice during January, once in place of SGL 11 and again in place of SGL 8. SGW 11 (K) has also been loaned to Grassington.

It is unlikely that SUG's will be allocated here until the new depot is completed (See Page 4), as the present depot has a very low entrance.

6. SERVICE CHANGES.

SERVICE 43 YORK - MALTON - SCARBOROUGH.

New timetables, first exhibited at the end of January, show that the half-hourly York-Malton service on Saturdays has been discontinued entirely. The actual date of cessation is not known, but it was still operating on Saturday, 5th January, 1957.

SERVICE 44 LEEDS - YORK - BRIDLINGTON.

The service alterations shown on Page 3 of Issue No.70 do not apply on Saturdays.

SERVICE 91 MALTON - WHITBY.

Through journeys between Malton and Whitby operate at the same times as the former Leeds - Whitby service, i.e. from Malton at 11.20 am & 5.20 pm (weekdays), and 3.20 pm & 7.20 pm (Sundays). From Whitby at 9.25 am & 3.25 pm (weekdays), and 12.25 & 5.25 pm (Sundays).

7. SOLD STOCK.

CWT 868 (ex-WY SG 18). (See Issue 61, Page 5). This has now been converted to a fully fronted furniture van by Whitby C. Oliver & Sons Ltd., of York. It was first seen on 19th January, 1957.

8. OTHER INFORMATION.

Keighley-West Yorkshire Services Limited

"Keighley ratepayers will benefit from an increased profit on the bus services run jointly by the Corporation and the West Yorkshire Road Car Co. Ltd. Today's annual report shows that Keighley's share of the profit for the year ended 30th September is £7,458. Last year it was £7,079." (Part extract from the Yorkshire Evening Post - 1st January, 1957).

8. OTHER INFORMATION (Contd)EAST COAST SERVICES SURVEY - SUMMER, 1956.

The pattern of services this year was generally similar to that of 1955, although there were several important developments. Details of 1955 workings were given in Issues 56 & 57, and the following notes should be read in conjunction with these previous surveys.

This summer saw the introduction of the Bradford-Scarborough (43) service (See also Issues 57 & 63). Two journeys daily were operated, departing Bradford at 8.30 am and 2.30 pm, replacing the former 9.5 am and 3.5 pm departures from Leeds. The corresponding return journeys from Scarborough, at 12.30 pm and 6.30 pm, were extended to Bradford. BRADFORD depot worked both trips, which entailed certain alterations to other rotas. On Monday to Friday, LEEDS took over the 8.5 am Scarborough from YORK depot, this vehicle also doing the 4.5 pm trip. The 3.30 pm Scarborough-Leeds ceased to operate as a through journey on Monday to Friday, the car concerned, a SCARBOROUGH depot vehicle, working the 3.30 pm Scarborough-York, then forward to Leeds at 5.20 pm.

The Leeds-Bridlington (44/45) and Leeds-Hull (46) and Bradford-Whitby (91) were basically the same as last year. Some YORK duties on services 44/45 were slightly altered as regards journey between York and Leeds (43): On Mondays to Fridays, the car which operated the 9.5 am Leeds-Bridlington (45) etc., also duplicated to Leeds at 8.0 pm, returning at 9.45 pm. On Sundays, an additional journey from York to Leeds (Wellington Street) at 6.50 am was introduced. This meant that the vehicles which previously left York at 7.30 am (for the 8.45 am Bridlington) and 8.0 am (for the 9.45 am Bridlington) were re-timed to 6.50 am and 7.30 am respectively. The LEEDS car which worked the 8.5 am Leeds-Hull (46) was also used for the 2.45 pm Leeds-Bridlington (44), although on Sundays this trip was on the same rota as the 8.5 am Leeds-Scarborough (43). This latter was invariably double decker operated, which precluded the same vehicle from working the Bridlington journey, as the return trip is via Stamford Bridge.

This year double deckers were not used on Leeds-Bridlington to the same extent as in previous years. On the Scarborough route, no double deckers ran from Bradford, which used EUG's, and occasionally SEM's. Scarborough used two, and sometimes three, double deckers (including DBW 31) daily whilst Leeds and York used them at weekends.

Regular vehicles on Bradford-Whitby (91) were EB 1,4 and United BEE 18,19.

East Yorkshire used 42-seaters (Leyland Olympic-MCW) on Bridlington-Leeds and double deck coaches on Hull-Leeds, as is usual. Double deckers were used from Bridlington depot at Bank Holidays and Sundays, and by Pocklington depot at weekends. The Leeds 'sleep out' (7.45 am Bridlington) was worked by EYMS 568 (double deck coach) on at least one occasion.

(JPS).

Grassington Depot

Work started on the new depot at Grassington (see Issue No.61) on 10th December, 1956. The contractors are W. Patrick, a local firm.

Fares Increase

Increased fares under the Hydrocarbon Act came into effect as from Monday, 28th December, 1956.

Vicar Lane Bus Station

The extension to Vicar Lane Bus Station, Leeds, was brought into use on Thursday, 29th November, 1956. By comparing the diagrams below, it will be seen that the area formerly occupied by the Guiseley and Bradford stand (7)

is now used as parking space (the concrete platform having been broken up), and that the Farsley stand has been brought inside the bus station. An additional exit is provided, and the 'staggered' type stands afford reasonable queuing facilities and shelter for intending passengers.

