

WEST YORKSHIRE

INFORMATION SERVICE

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JULY 1966

Hon. President :
Hon. Vice-Presidents :
Hon. Chairman :
Hon. Secretary :
Hon. Fleet Historian :
Hon. Publications Offr :
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Hon. Editors :

We wish to apologise for the lateness of last month's bulletin which was due to the illness of our Treasurer and Secretary who distributes the bulletin. We hope that he is now fully recovered.

FORTHCOMING EVENTS.

Autumn Tour to Bridlington, Sunday 2nd October 1966.

Preliminary arrangements are now in hand for our Autumn Tour which this year will be to Bridlington. It is hoped to use a DGW travelling outwards via Garrowby and returning via Pocklington. At Bridlington it is hoped to visit the EYMS depot there and then hire a vehicle to travel to Flamborough and North Landing. It is hoped to have further details for the next bulletin and in the meantime you are asked to make a note of the date.

PRESS DAY

for the August issue will be Tuesday 2nd August 1966 and all items should be sent to [REDACTED] on or before that date.

1. FLEET CHANGES.

New Vehicles.

| | | | | |
|---------|----------|----------------|-----|----------|
| ERG 10 | MWR 962D | Bristol RELH6G | ECW | C47F |
| ERG 11 | MWR 963D | Bristol RELH6G | ECW | C47F |
| YDX 216 | MWT 805D | Bristol FS6B | ECW | H33/27RD |

Further details of these vehicles would be welcome.

The chassis number of SRG 17 should have read 15280 and not as shown in Issue 183.

Acquired Vehicles.

The ex Eastern National coaches were ex Tilling T308-11 and not as shown in Issue Number 178.

The body number of SLA 762, which was personally checked by a member while delicensed in Brentwood Depot, is 9952 and not as previously shown.

Allocations and Transfers.

| | | | | | |
|-----------|------|--------------|----|--------------|---------|
| DX 33 | from | LEEDS | to | HARROGATE | 19.6.66 |
| DX 34 | " | BRADFORD | " | HARROGATE | " |
| SGW 9 | " | HARROGATE | | (delicensed) | 30.6.66 |
| SGW 11 | " | YORK | | " | " |
| YDB 72 | " | YORK | | " | " |
| DX 119 | " | BRADFORD | | " | " |
| DX 12,47 | | (delicensed) | to | LEEDS | 1.7.66 |
| ERG 10,11 | | (new) | " | HARROGATE | " |
| YDX 216 | | (new) | " | YORK | " |
| ERG 1,2 | from | HARROGATE | " | LEEDS | " |
| DB 62 | " | KEIGHLEY | " | BRADFORD | " |

- Ntes: 1. DX 34 had been at Bradford since 16.3.64 and returns to its original depot which it left on 1.7.56.
2. With the withdrawal of SGW 9,11, the only LWL5G remaining is SGW 10.

3. This is the second time YDB 72 has been withdrawn.
4. DX 12 had been delicensed since 21.12.65.
5. These are the first moves of both ERG 1/2 since new on 1.5.64.
6. Once again Bradford has a DB, this time after an absence of three months.

Fleet Total.

| | C. | SD. | DD. | 1.7.66 | 1.7.65 |
|--------------|----|-----|-----|--------|--------|
| Licensed : | 40 | 192 | 308 | 540 | 539 |
| Delicensed : | - | - | 5 | 5 | 14 |
| | 40 | 192 | 313 | 545* | 553 |

* The fleet total excludes SGW 9,11 and YDB 72 but includes DX 214/5, and KDX 224/5.

Sales and Disposals.

SGW 9,11 to Reliance Motor Services, Gallipot Cottage, Crayke. Repainted in Green and Cream livery.

Stored Vehicles.

DX 214,215 are stored at Harrogate: DX 119 is stored at Bradford:
KDX-224,225 are stored at Keighley.

2. VEHICLE NOTES.

Overhauls.

May 1966 : EUG 78
June 1966 : DX 47, KSMA 1, YDG 82/4, SMG 61 ex SUG 13.

Repaints.

June 1966 : EUG 82, SRG 3/4, DBW 33, SMG 2, SBW 29
July 1966 : YDX 87

General News.

York's newest lodekka, YDX 216, is not fitted with Cave-Brown-Cave heating system.
DX 175 now has small front fleet numbers.
KSMA 1, SM G 32(Sk), SMP 17(Sk) have been fitted with the plastic PAYE boards as fitted to SRG 17 (S6).
The fitting of T indicators has now gone full circle, DX 47, just overhauled was one of the first three vehicles to be fitted with T indicator, on last overhaul in 7/63. It now has small fleet numbers, the front one is now on the offside of the radiator grille and the position behind the driver's door has been dispensed with completely. It now has no black outlining.
Further to last month's notes about EUG 76, EUG 78 is now in this livery and the only change is the elimination of the cream band above the windows and the painting of the roof beading.
SRG 1-3 now have front wheel trims, but none has yet received rear ones.
SRG 4,12 and 16 now have front wheel trims - all already had rear ones.
SMG 47, EUG 82 and DX 155 now have the small fleet numbers.
SRG 3/4, CUG 6 and EUG 78 now carry their fleet numbers on the offside of the radiator grille.
SUG 33 has now received a white steering wheel, further vehicles so fitted to the end were SBW 5/11.
DX 47 on overhaul was fitted with a cast aluminium registration number plate, to replace its former painted one. Surprisingly, the new plate has the large old type numerals current before the year suffix scheme was introduced.
Leeds depot now has the largest number of vehicles remaining with full intermediate blind displays which are used fully and correctly. So fitted are DBW 7/8/15/16/17/23/29, DGW 7/9, DX 10/12/123, SBW 27 a total of 13. Vehicles with SERVICE fixed in position are DBW 18/26, SBW 35. DBW 32 retains its York intermediates set permanently at SERVICE whilst DX 27 retains its Skipton intermediate and hence also has it set usually at SERVICE although it has been noted with SCHOOL SPECIAL at times. All other vehicles have T indicators or SUG displays.

ERG 9 is of exactly the same appearance as ERG 1-6, and has the same seat
mouquette as CUG 6.
SMG 61 (ex SUG 15) and SMG 2 are now fitted for OMO including plastic PAYE
board hinged on the bulkhead below the nearside front window so that it need
only be displayed when operating OMO.

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3 SERVICE CHANGES.

Stage Carriage.

The following applications have been made to the Traffic Commissioners:-
S.278. 24 HARROGATE-PATELEY BRIDGE.

To retime the 07.00 Pateley Bridge to Harrogate on Monday to Saturday so as
to depart at 06.55 and operate 5 minutes earlier throughout.

S.279. 64 SHIPLEY-WROSE.

To introduce an additional journey on a Sunday at 22.45 from Shipley to
Wrose and 22.56 Wrose to Shipley.

S.280. 50 BRADFORD-OTLEY.

To introduce additional journeys daily at 21.40 from Bradford to Yeadon
(Albert Square) and 22.15 from Yeadon (Albert Square) to Bradford and to
retime the 22.40 Bradford to Yeadon (Albert Square) and the 23.15 Yeadon
(Albert Square) to Bradford so as to depart at 22.50 and 23.25 respectively
and operate 10 minutes later throughout.

S.281. K9 KEIGHLEY-COLNE.

On Mon-Fri to introduce a journey at 08.05 from Colne to Keighley and to
discontinue the 08.15 from Cowling to Keighley. At the same time to
annotate the 07.50 Keighley to Cowling journey with a sign denoting that
it operates school terms only.

New Service Y5B YORK-OTTERWOOD LANE/FOXWOOD LANE.

This new York local service was introduced shortly after the issue of the
new timetable. There are 4 journeys daily. The terminus at Acomb is
very close to the Askham Lane Terminus.

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4. OPERATING DETAILS.

Depot Reports.

Bradford. CUG 28 (B) was noted at Redcar Races on Sat 18 Jne. These
notes concern mainly the activities of vehicles which have been
on loan to Bradford owing to a vehicle shortage. During June and to date
the following "Foreign" vehicles have been noted operating for Bradford:-
DB 60/61, DX 100 all K, DX 54(H), DBW 15(L), DBW 9 and SGW 5 (both Yk).
On the 5 Jul Harrogate depot had a changeover at Bradford when DX 14(H) came
off at Bradford being replaced by DX 160(B). The previous change mentioned
was DX 54(H) which was acquired when DX 180(B) was taken off at Harrogate
and this was rectified the following day. DB 60/61(K) arrived on loan during
the week ending 18th June and subsequent notes found DB 61 being used as a
changeover for DX 81(B) on the 08.25 Bradford-Leeds (30) - this rota
involved "round trips" i.e. Bradford-Leeds-Keighley-Leeds-Bradford, twice
round followed by 3 straight return journeys to Leeds and return. This
particular Saturday was the last of these "round" trips on Saturdays due
to the new timetable coming into force. On Tue 21 Jne DBW 15(L) worked on
the full day rota on 30/31 starting at 05.40. The second departure for Leeds
i.e. 06.25 was worked by DB 60(K) - this rota just does the one return journey
to Leeds, then running dead to Wrose, duplicating from there to Shipley and
back on 64, then Wrose to Belmont Avenue School Special, Belmont Avenue to
Bradford 59 dup, DB 61(K) worked 07.07 to Hepworth & Grandages at Yeadon
50 dup, 07.45 Yeadon to Bradford 50, dead to Forster Square, from there to
Shipley Glen Royal 66 dup, Glen Royal to St. Walburga's School Special 61/
59, Ring O'Bells to Bradford 67 dup. The following Tues 28 Jne DBW 9(Yk)
worked the 06.25 Leeds 30 etc., and was seen at teatime on Bradford-Otley 53,
on a split rota re-starting at 11.40 Bradford-Otley 53. DB 60(K) worked
to Hepworth and Grandages etc., On Wed 29 Jne DGW 9(Yk) operated the first
Leeds 30 etc., at 5.40 and DB 60(K) the 06.25 Leeds 30. On Thur 30 Jne
DBW 9(Yk) operated the 06.25 Leeds 30 etc., On Fri 29 June it again worked
the 06.25 to Leeds, DB 62(K) worked the 07.07 Yeadon 50 dup and DB 60(K)
worked the 07.20 Bradford-Baildon 58, 07.49 Baildon-Bradford 61, 08.20
Bradford-Baildon 58, 08.49 Baildon-Bradford 61. ERG 4(B) operated the
08.35 to Blackpool (J6) this day. On Mon 4 Jly DBW 9(Yk) again worked
...the 06.25

the 06.25 Leeds 30 and DX 59(L) worked the 06.50 Bradford-Haworth, 07.40 Haworth-Bradford 56, 08.25 Bradford-Leeds 30 and remained on Leeds until 16.12 then running dead to St. Bede's Grammar School, 16.20 St. Bede's to Keighley School Special returning as a duplicate on 67. On Tue 5 Jly DX 59 operated the first Leeds car 05.40 etc., SMG 5(Yk) was noted on dups on 30 at teatime. This vehicle had been acquired from York on Sun 3 Jly as a changeover for SUG 14(B) which was one of four Bradford depot vehicles on the Staff Children's Annual outing to Flamingo Park Zoo. On Wed 6 Jul ERG 4(B) worked the 08.35 J6 again and ERG 3(L) was noted on the 12.50 Leeds-Fleetwood J1 - these vehicles have now been used by Leeds depot for two or three weeks on Blackpool. SMG 61(B) worked the 08.55 to Scarborough 43 and SMG 2(B) worked the 13.55 to Scarborough 43, SMG 20/1/8, the vehicles usually employed, being in the garage. KDX 223 was noted on the 17.10 Leeds-Bradford 30 a Keighley depot turn, a rota which starts 05.40 Keighley to Leeds but it seems unlikely that it did the full turn. A rather old piece of news but mentionable because it was unusual is that on Thur 26 May DBW 24(B) operated the 17.40 Bradford-Harrogate 51, a Bradford depot turn but one on which normally nothing older than DX 154 appears. With regard to the new timetable the following alterations affect Bradford depot. Services 30/31 have been drastically cut - Mon-Fri is reduced to hourly on each service in the evenings, running alternate half hourly Leeds-Greengates and in the reverse direction. This change obviously alters car rotas greatly, and as regards Bradford depot instead of two vehicles doing "round" trips i.e. 14.25 and 15.55 departures from Bradford, the new rotas only involve the 13.55 departure from Bradford doing a "round" trip arriving back in Bradford at 18.42 and then running off. The Bradford-Greengates section is also covered by services 50/51 but the Leeds bound vehicles leave Bradford at the same time (40 minutes past the hour) as 51s at 18.40, 19.40, 20.40 and at the same time as the 50 at 21.40. The timings also involve vehicles on 30/31 running from Greengates to Leeds together at 19.00 and 23.00. Keighley depot's 15.50 departure from Keighley still does a "round" trip as before but their 13.50 does not now do the 15.20 to Bradford. On Saturdays there are no "round" trips by any depot, just straight 30/31s, though some lay-overs are involved, but one Bradford vehicle departs Bradford 05.40, 07.55, 09.55, 11.55, 13.55, 15.55 then on arriving in Leeds at 16.47 operates 17.06 to Guiseley 32 dup, 17.55 return, then 18.35, 20.35, 22.50 Leeds to Bradford 30. The Saturday service is reduced to 30 minutes on each route as against 20 minutes and in the evenings to hourly instead of half hourly. Again departures from Bradford are timed with 50/51s in the evenings and at 23.00 Greengates-Leeds three vehicles run together, a 30, a 31 and a 31 dup (the 22.32 Leeds-Greengates 31 dup returning). On Sunday the service is hourly on 30 and hourly on 31 as against hourly to lunchtime and half hourly afterwards. Departures from Bradford are again largely with 50s or 51s. No "round" trips are done though the first from Keighley at 07.15 works the 08.35 Leeds-Bradford 30, then going on to another service operated into Bradford by Keighley depot thought to be the 67 but not yet confirmed. Service 50 - the 21.40 from Bradford which used to be a 51 to Harrogate is now a 50 to Yeadon, whilst the 22.40 to Yeadon now departs at 22.50. Service 51 - On Sunday the 20.40 only operates to Pool instead of to Harrogate and presumably returns as a dup at 21.41. The 21.40 to Harrogate does not operate but see above. In the evenings vehicles operate on 51 in both directions instead of as previously and still operate during the day as Bradford-Harrogate 51, Harrogate-Bradford 53 and return, Harrogate-Bradford 53 and return, Harrogate-Bradford 51. This is the general pattern throughout but there are exceptions. Service 53 Evenings and Sundays now operates a half hourly service Bradford-Harrogate instead of hourly to Harrogate with alternate half hourly journeys operating Bradford-Otley. The increase in Harrogate journeys is to compensate and act as connections to the Skipton-Otley 76 service which is now split with no through service Skipton-Tadcaster at these times. Service 56 - Evenings and Sundays there are now no short workings Bradford-Denholme. Services 58/59/61 these have not been altered since March but not previously reported are some of the operating details. Previously vehicles operated Bradford-Baildon 59 returning on 61 and vehicles going out on 61 returned on 59, the 58s operating separately at peak times. Now vehicles operate on 59 in both directions and on 61 in both directions but at peak times Mon-Fri and from 09.00 to 17.40 on Saturdays the vehicles going to Baildon on 61 return on 58 and vice versa. Vehicle shortage often involves a SUG or EUG vehicle operating service cars into Bradford on 61 which is normally DX operated. In fact at these peak times the normal deckers used this way round are DBWs though DXs do appear.

...Harrogate

Harrogate. EUG 82(H) was noted at Redcar Races on Sat 18 Jne. Noted in United's Redcar depot on Sat 2 Jly, having worked an excursion there, was SUG 34(H). On Sun 3 Jly the following observations were made in Harrogate:- Ser 11- DX 33: Ser 15A - SRG 2: Ser 16 - DX 64/113: Ser 17B - SMG 33: Ser 36 - SRG 4/14/10(L), DX 213: Ser 51 - DX 56/7: Ser 53 - DX 54/175, DX 180/181/187(B), Ledgard MXX 148. The same day found ERG 9(H) working an excursion. On Sat 9 Jly DX 113 was noted on 14 Harrogate-Boroughbridge whilst SGW 3(H) worked on 15 to Boroughbridge.

Keighley. The rarity on KL2 on 20 May (see last issue) was not quite as rare as appeared from our notes - it was in fact DB 62 and not DBX 62. SRG 9(L) again worked on 31 on 7 Jne. KDX 69 worked from Bradford depot during the month being used on 57/67. DB 60(K) was noted on 57 on the 24 Jne whilst on 3 Jly DB 62(K) was noted on 57 - somewhat unusual as DBs rarely leave the depot on Sundays.

Leeds. On 8 Jne SUG 37 was on learner duties and DBW 8 worked on Leeds-Guiseley 32 all day with full intermediates to front and rear. On Sat 11 Jne SRG 11 was seen on Airport duties, possibly the first time an SRG has been so used. The same day SMG 51 was on Leeds-Arthington 34A. On Fri 24 Jne SRG 11 and SUG 21 were noted in Dewsbury Road on private hire. On Mon 27 Jne United LS5G U7 was working on Leeds-Whitby 91 whilst DBW 25/32 were on Red Hall Lane 38A and SMG 51 worked 12.30 to Wetherby via Collingham 39A. An unusual occurrence the same day was the use of SUG 32 from Airport duties as 48 dup to Scholes at 12.45 with DGW 2. Lunchtime dups on this route are unusual. On Wed 29 Jne DX 82 worked 12.10 to Barwick 48 together with DGW 3 to Aberford 47 dup. On Fri 1 Jly SUG 61 was on airport duties together with SMG 51. The same day DX 82 worked to Rawdon 32 followed by a Benton Park School Special, return to Leeds on 33, followed by a trip to Aberford 47 dup. On Mon 4 Jly DB 62 was working on Leeds-Bradford 30 and was also noted on 5 Jly working the 16.06 to Guiseley 32 dup with DGW 3. (See Bradford notes). On Sun 3 Jly DX 19/124(L) were noted on 38 Leeds-Knaresborough.

Scarborough. On Mon 4 Jly SRG 17(Sc) worked the 12.35 Leeds-Scarborough 43 operating as a one man vehicle, the first time it has been noted. On the 5 Jly it worked the same journey but with a full crew.

Wetherby. On Sat 11 Jne SRG 16 was working on 76. On Fri 24 Jne CUG 8(L) was noted on the Wetherby by pass on private hire and SMG 5 (Yk) was working to York on 79. Used on Leeds-Randon 33 on Fri 1 Jly was DX 124. SMG 22(W) was noted on 39 on Sun 3 Jly.

York. CUG 13(Yk) was noted in Thirsk and Ripon on an excursion on Sun 3rd July. On Wed 29 Jne EUG 86(Yk) worked the 08.10 Murton-York Y16 showing "Express 16" and EUG 87 (Yk) worked from Rowntrees to Hull Road at 12.33. The following day another EUG worked the Murton-York whilst a further one worked a 12.33 Rowntrees Special to either Fulford or Walmgate Bar. This same day SBW 32 worked on Services Y5/5A/5B/6 and DX 55 and SUG 35(B) were noted in the depot the former vehicle showing "Service 12" on the indicators and the latter showing "Whitby X91" having failed the previous Sunday on this route. During the week commencing 26 Jne CP 1 was off the road and various vehicles including CUG 13 and EUGs were used for the City Tour. EUG 78/79(L), EUG 82/84(H) were on loan on Thur & Fri 7/8 Jly for private hire work. DBWs usually 3 and 33 work a teatime duplicate at approximately 17.30 from York Station to Huntington or Strensall each day. The four DBWs at York are not used very often nowadays and are used mainly for peak hour duplicates and works specials. SBW 23 was noted on Malton Road, York showing "Leeds 43" on Wed 29 Jne at approximately 17.40 whilst on Mon 4 Jly this same journey was operated by SMG 7 one man operated.

Long Distance. On Sat 4 Jne the 08.15 departure from Bradford to Margate on the new Yorkshire-East Kent Express was worked by Yorkshire Traction 1327 Leyland Leopard FHE 327D. This journey on both Sat 18 Jne and 2 Jly was operated by an East Kent vehicle. Leeds' first ERG, 3, has been used on excursions and express services during the past month. On Wed 8 Jne it worked to Bridlington Exp and on Tue 28 Jne was seen on J2. On Wed 8 Jne three consecutively numbered Yorkshire Woollen vehicles appeared in Wellington Street, all on different services. 760 worked to Birmingham YS, 761 to Liverpool X97 and 762 to Coventry YS. On Sat 11 Jne CUG 18 worked to Newcastle X97 and North Western 916 to Llandudno X97. On 24 Jne EUG 82 ...was noted

was noted at Pity Me, Co Durham at 16.25 working to Newcastle X97. On Mon 27 Jne CUG 13(Yk) worked to Scarborough X192 and on Thur 30 Jne CUG 6(Yk) worked to Liverpool X192 returning to Scarborough the following day. Noted in Middlesbrough on Sat 2 Jly working the 10.10 X99 to Liverpool was United UE 602. Noted in Harrogate on Sun 3 Jly were 16.15 X97 YWD 759 to Newcastle, YWD 767 to Consett, Northern 2519 to Newcastle: 16.00 X 97 to Manchester North Western 832/837 with United R53 duplicating: 19.00 X99 to Leeds United UE 526. The same day in Thirsk on the 19.40 X99 to Leeds were EUG 72(H) and SUG 64 (H). ERG 3(L) and ERG 4(B) are regularly noted on J1 and X88. On the 1 Jly EUG 81(K) duplicated to Keswick and return. ERG 10 was first noted working to London on 4 Jly and ERG 9 was thus seen the following day but only worked as far as Leeds where it laid over until the evening.

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5. SOLD STOCK NEWS.

DHW 579 (ex SG 65)
DHW 584 (ex SG 70)

Both still with shotmen (see issue 182) and noted at Newcastle (Tom Moor) Fair 24.4.66, this being the first time that either vehicle has been seen so far North.

JYG 740 (ex SBW 11)
JYG 748 (ex SBW 5) (Bristol LWL6B)

Sold J.W. North 11/63. to F & J. Mitchell, Luthermuir, Montrose -/64. Both were noted at Luthermuir on 14th and 15th June 1966. Ex SBW 11 was being used on the following service on the 14th June - Luthermuir-Montrose, then Hospital Special, then Montrose-Luthermuir and on the 15th was in the garage. Ex SBW 5 was being used on the Brechin-Luthermuir service. Both now have flashing trafficators, and have Mitchell in the nearside indicator, but a destination blind, which is used, in the offside one. Ex Royal Blue LWL6B LTA 961, a similar vehicle, makes up the trio of LWLs and all are in West Yorkshire livery, Mitchell using Red/Cream as his livery.

CWX 67x (ex DG ?)

A Roe bodied K5G of the DG 24-37 series, believed to be either CWX 672 or 677 was noted in Leeds at 10.30 on 17th June 1966 painted red with black bands. If anyone else saw this vehicle and can let us have any further details these would be welcome.

JWU 873 (ex SGL 3, Bristol LL5G, sold J.W.North 11/65)

To McLaughlan (Contractor), Knottingley, 5/66. Noted 7/6/66 still in Red/Green livery.

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6. TEN YEARS AGO.

The July 1956 issue ran to six pages. New into service were EUG 47/48 to Leeds. EUG 50-56 to Harrogate, DX 44-46 to Harrogate on the 1st July and EUG 57 to Leeds and EUG 59 to Harrogate on 10th July. EUG 2/3 were transferred to Keighley and EUG 4 to Ilkley these being the first EUGs allocated to these depots.

Depot Reports found some 25 vehicles working to the Great Yorkshire Show Ground at Harrogate including EUG 59 which had been on show at the Show Ground but had been pressed into service. EUG 47s maiden trip for Leeds was a private hire to Derby whilst EUG 48s maiden trip was on J1 Blackpool. On the 7th July CP 4 had worked the 8.15am Leeds-Southport J9. At York one of the vehicles on 74 York-Harrogate was also rostered to work 9.58am 88 dup Copmanthorpe-York and this year double deckers were working on 74. Although this was not the first time deckers had worked to Copmanthorpe this was the first time they had operated via Bishopthorpe and Bishopthorpe Road. A report was given of an observers trip from Leeds to Torquay. A full page was devoted to Leeds-East Coast Services during the Winter 1955/6.

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Bristol Commercial Vehicles have very kindly supplied us with a list of the operators who had SRG 15 on loan. We are in course of fitting dates to these visits and hope to publish a comprehensive list next month.

JEW 13/7,
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