

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 164

NOVEMBER 1964.

Hon. President : ██████████  
 Hon. Vice-President : ██████████  
 Hon. Chairman : ██████████  
 Hon. Secretary : ██████████  
 Hon. Fleet Historian : ██████████  
 Hon. Tours Secretary : ██████████  
 Hon. Editors : ██████████

PERSONAL. ██████████, who is at present Chief Engineer of the Company, has been appointed Deputy General Manager of Bristol Commercial Vehicles Ltd., with effect from 1st January 1965.

██████████, Traffic Manager, has been appointed General Manager and Director of United Welsh Services Ltd., from 1st November 1964.

To both we would like to extend our congratulations and wish them every success in their new posts. We would also like to take this opportunity of thanking them for the assistance they have afforded us in the past.

FORTHCOMING EVENTS.

LEEDS MEETING  
SMURDAY 28TH NOVEMBER 1964.

As announced in the last bulletin, there will be a meeting at Wellington Street Bus Station Cafe, Leeds at 7pm on Saturday 28th November 1964, by kind permission of the Company. Members are asked to bring colour slides and to make every effort to attend.

NEWS DAY for the December issue will be Tuesday 1st December 1964 and all items should be sent to ██████████ on or before that date.

1. FLEET CHANGES.

New Vehicles.

SMG 37	AWU 465B	Bristol MW6G	213209	ECW	14143	B45F	UW 6-11-3
SMG 38	AWU 466B	Bristol MW6C	213210	ECW	14144	B45F	UW 6-11-3
LX 180	DWU 679B	Bristol FS6B	225068	ECW	14692	H33/27RD	
LX 184	DWU 336B	Bristol FS6B	225069	ECW	14693	H33/27RD	

Further details of SMG 36 are body number 14142 U.W.6-11-3.

Allocations & Transfers.

	from	YORK	(delicensed)	31/10/64
SG 145/149	"	LEEDS	"	"
SGW 6	"	LEEDS	"	"
SBW 21/28	"	YORK	"	"
SMG 5	"	LEEDS	"	"
SUG 58	"	KEIGHLEY	"	"
SUG 65/67	"	HARROGATE	"	"
EUG 1	"	LEEDS	"	"
EUG 2/76-79	"	YORK	"	"
EUG 71/72	"	BRADFORD	"	"
EUG 73/74	"	KEIGHLEY	"	"
EUG 75/80	"	LEEDS	"	"
CUG 7/8/21/22/26/27/31	"	HARROGATE	"	"
CUG 13/24/25/36/40/41	"	KEIGHLEY	"	"
CUG 14/15/17	"	BRADFORD	"	"
CUG 28/30/32-35	"	KEIGHLEY	"	"
EB 6	"	LEEDS	"	"
EBW 25	"	MALTON	"	"
EX 35	"	(delicensed)	to BRADFORD	1/11/64
EW 30	"	"	KEIGHLEY	"
CUG 37/38/39	"	"	"	"

DGW 5	(delicensed)	to	LEEDS	1/11/64
DX 32	"	"	LEEDS	"
DX 46	"	"	WETHERBY	"
SMG 37	(new)	"	SCARBOROUGH	"
SMG 38	"	"	YORK	"
DX 180/181	"	"	BRAADFORD	"
SMG 25	from SCARBOROUGH	"	YORK	"
SUG 26/29	" KEIGHLEY	"	BRAADFORD	"
SUG 53	" BRAADFORD	"	LEEDS	"
EUG 86/87	" BRAADFORD	"	LEEDS	"
CUG 18/19	" HARROGATE	"	LEEDS	"
DB 62	" ILKLEY	"	KEIGHLEY	"
DBW 21	" LEEDS	"	ILKLEY	"
DBW 30	" HARROGATE	"	YORK	"
DX 25	" WETHERBY	"	MALTON	"
DX 53	" BRAADFORD	"	HARROGATE	"

- Notes:-
- (a) All vehicles are relicensed at their former depots except CUG 37/38/39 (ex Keighley).
  - (b) With reference to the query in last month's issue about DB 36 and DB 63 the correct position is:-
    - (i) DB 36 was not delicensed in June, but was transferred from LEEDS to YORK on 10/8/64 and renumbered YDG 36 on 1/9/64.
    - (ii) DB 63 was delicensed at LEEDS on 30/6/64 and relicensed at HARROGATE on 1/10/64.
  - (c) SG 145 had been at York since new on 21/5/50.
  - (d) All Ilkley's double deckers are now 8 foot wide.

Fleet Total.

	<u>C</u>	<u>SD</u>	<u>DD</u>	<u>1/11/64</u>	<u>1/11/63</u>
Licensed:	12	175	293	480	468
Unlicensed	23	31	7	61	72
	<u>35</u>	<u>206</u>	<u>300</u>	<u>541*</u>	<u>540</u>

\* The Fleet Total does not include SG 145, 149 and DB 6.

Sales and Disposals.

DB 2/6, KDB 12, DB 16-9/23-5, KDB 26, DB 49/50/3, DBW 31, SG 106/19/145/9 and also probably DB 5/47 were all at Norths, Sherburn in Elmet by 7/11/64.

SG 145/9 went to Longstaff, Bromhill 11/64 and either DB 5 or DB 47 to Bedlington and District 11/64. SBW 1/3 were still at Norths 7/11/64 and therefore SBW 4/5/11/2 have all been resold. Two have gone to Mitchell, Luthermuir and one to Davies and Son, Wales. It is thought that SBW 5/12 are the two sold to Mitchell.

Stored Vehicles.

YDB 36 has now joined YDB 40 at York.

Withdrawals.

- 30/4/64 : KDB 12.
- 30/6/64 : SG 106
- 30/9/64 : SG 119, DB 2/5/16-9/23-5, KDB 26, DB 47/9/50/3, DBW 31.
- 31/10/64 : DB 6, SG 145/9.

DBW 31 is almost certainly the first KSW to be withdrawn. It was delivered as a 55 seater in 11/52 and completely rebuilt as a coach by the Company, entering service as a coach in 5/53. DB 23 also withdraw had been converted to a coach previously, but reverted to normal seating soon after DBW 31's conversion. (This enlarges upon information given last month).

2. VEHICLE NOTES.

Overhaul

- Sept 1964 : DGW 2 (L)
- Octr 1964 : DX 32 (L). YDB 36.

Repaints.

DBW 31, SG 145/149 all in sale livery.

General News.

DX 81 (L) retained its York depot discs until mid-October.

DGW 2 (L) has been fitted with T indicators and trafficators and becomes the first double decker, other than Lodelkas, to be thus equipped.

On DX 150 (L) and DX 151 (H), the running board and drivers running sheet are clipped to the back of the driver's seat instead of being on the offside in front of the door.

DX 32 (L) has been fitted with T indicators on overhaul, and the number plate on the staircase has been removed being replaced by a painted number.

Further notes on the SRGs are that they have twin exhaust pipes, bench seats over the wheel arches at the front as on the SMAs, fluorescent lights, the offside front one on SRG 1 being amber.

During a depot repaint YDG 88 had 'Petrol' on its auto vac replaced by 'Fuel'. Petrol was put on during the last overhaul in 10/62.

Y.1005, the York lorry, had its number painted out and jib removed at the beginning of November but was still at York on 10/11/64,

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3. SERVICE CHANGES.

Stage Carriage.

The following applications have been granted:- S.29, S.30, S.31, S.32, S.33, S.34, S.35, S.36, S.37, S.38, S.39, S.40, S.41, S.43, S.45, S.46, S.47, S.48, S.49 (all issue 163).

S.49. 25 HARROGATE-MARKINGTON.

Application has been made to introduce an ordinary return fare of 2/8d and a monthly contract ticket rate of 42/- between Harrogate and Markington at the request of Marlington Parish Council.

S.50. 83 YORK-TADCASTER.

Application has been made to withdraw the 1.59pm Askham Richard to York journey on Saturdays and this has been granted.

Express.

The following application has been granted:- E.14 (163).

E.15. #97/99 NEWCASTLE/MIDDLESBOUGH-LIVERPOOL.

Application has been made by the Tyne-Tees-Mersey pool operators to revise the request stop at Epley which at present reads '50 yards South of traffic roundabout north of village' to read Ripley (By-pass).

Excursions and Tours.

The following applications have been granted: T.3 (163), T.4 (163).

As long ago as 7th December 1962 application was made to operate an additional excursion from Bradford (Chester Street or Morley Street) to Stranraer (for Northern Ireland) and this would be confined to passengers holding inclusive tickets issued by Bradford District Co-operative Society for a nine days inclusive tour to Northern Ireland. In the current issue of N. & P. this application has been withdrawn.

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4. OPERATING DETAILS.

Depot Reports.

Bradford. Further to the note in last month's bulletin, DBs also appear on 56 Haworth-Bradford frequently. On Sat 31 Oct DB 20 (B) and DBW 22 (B) were the two vehicles working the Bradford-Denholme (56) journeys. Commencing on Monday 7th Sept additional vehicles were introduced on Bradford-Keighley (67) working three minutes before the Skipton timings. Three vehicles are required two from Bradford and one from Keighley. The Bradford cars work as follows:-

- MONDAY TO FRIDAY (a) 6.42am Bradford-Keighley  
 7.27am Keighley-Bradford  
 8.12am Bradford-Keighley  
 and so on until  
 5.57pm Keighley-Bradford.  
 (b) 7.12am Bradford-Keighley  
 7.57am Keighley-Bradford  
 8.35am Bradford-Shipley-Coach Road-Belmont School-Bradford.  
 11.42am Bradford-Keighley  
 12.27pm Keighley-Bradford  
 and then throughout the afternoon.

It is thought that the last journey from Keighley is at 5.05pm. The Belmont School journey was introduced on 19 Oct. The Saturday workings are as follows:-

- (a) 7.32am Bradford-Morton Lane (67) and return.  
 8.42am Bradford-Keighley  
 9.27am Keighley-Bradford  
 and so on until  
 4.57pm Keighley-Bradford.  
 (b) 9.42am Bradford-Keighley  
 10.27am Keighley-Bradford  
 and so on until  
 5.57pm Keighley-Bradford.

Although the Monday to Friday workings are new, the Saturday journeys have been operated before especially on busy Saturdays before Christmas. On Saturdays single deckers work the above duties, almost all types being seen. DX 66 (B) was noted on Leeds-Bradford (30) on Sat 17 Oct. On Fri 9 Oct KDX 140 worked the 3.40pm Bradford-Harrogate (51) and 5.10pm Harrogate-Bradford (53), a Bradford depot duty, and poses the query as to whether a Keighley-West Yorkshire vehicle has ever worked on these routes before.

Harrogate. On Fri 25 Sept SMG 4/7 (both H) were noted on 15 and 14 Harrogate-Boroughbridge respectively. The same day SGW 1 (L) and DB 5 (H) were on 1 Woodfield Road-Starbeck. The SRGs have continued to work on Leeds-Ripon (36) during the past month.

Ilkley. SMA 1 (G) was noted on 75 Ilkley-Grassington at Bolton Abbey on Fri 25 Sept.

Keighley. On 23 Oct KDX 94 was noted in Leeds working to Bradford (30).

Leeds. Lodekkas are reported to now work almost all journeys on 32 Leeds-Guisley and 35 Leeds-Shaw Estate, except for peak hour and Saturday duplicates. DBWs and DGWs only work occasionally throughout the day. Almost all Leeds DXs up to DX 150 have been noted, with the exception of DX 82, whilst one of the DX 176-9 batch was noted on 35 on Fri 9 Oct. DX 25 (W) was noted on Leeds-Keighley (31) on Sat 10 Oct. DB 52 (H) duplicated the 8.05pm Yeadon to Leeds (King Street) (35) on Wed 14 Oct and this vehicle usually carries 'King Street' on a card in the front bulkhead window. On Sat 26 Sept DX 175/177 were noted on 36 Leeds-Ripon. On Mon 5 Oct DX 9 (L) was noted on Wetherby (38) still carrying York discs. Two days later it was noted with Leeds discs. On Tue 6 Oct SG 150 (L) was on Shaw Estate (35) and DX 151 (H) was working for Leeds on Aberford (48). DX 81 (L) worked to Guisley (32) and SUG 56 (L) to Wetherby (39) the same day. On Wed 7 Oct DX 31 (L) and DGW 3 (L) duplicated to High Royds Hospital. On Fri 9 Oct DGW 2 (E) worked to Aberford (47). On Sat 17 Oct SG 146 (L) was noted on Yeadon (32A). On Tue 20 Oct DX 178 (L) was noted on Rawdon (33) whilst DX 122 (L) appeared on Rawdon (33), Guisley (32) and Coal Road (40). On Wed 21 Oct DGW 3 (L), DBW 15 (L) and SMG 27 (L) were all noted on Rawdon (33). DX 36 (M) worked a school special for Leeds on Thur 22 Oct. During the past month the following vehicles have been noted on 29/29A:- 6 Oct DBW 32/19/17/21 (all L), 7 Oct DBW 17/29 (L)? 8 Oct DBW 17/19 (L), 9 Oct DBW 19/29 (L), 20 Oct DBW 21 (L), DX 31 (L), DX 25 (W), 21 Oct DBW 19/17 (L). Also during the past month the following vehicles have been noted working from Leeds at about 5pm on route 34:- 7 Oct BUG 76 (L) to Bramhope: 19 Oct SUG 15 (L) to Otley, DX 59 (L) to Bramhope: 21 Oct SGW 6 (L) to Otley, DX 123 (L) to Bramhope and DX 82 (L) to Ilkley: 22 Oct SUG (?) to Otley, SGW 6 (L) to Bramhope, DX 82 (L) to Ilkley: 23 Oct SUG 15 (L) to Otley, SUG 37 (L) to Bramhope and DX 82 (L) to Ilkley. During the past month DBW 15 (L) has been noted on a variety of services as follows: 6 Oct Barwick 47 and Yeadon 35; 7 Oct Rawon 33; 19 Oct Aberford 47 and Seacroft 40. On 28 Oct DX 61 (L) and DBW 16 (L) were noted working to High Royds Hospital (32). On 17 Oct DB 6 (K) was noted on Guisley (32). On 26 Oct DX 25 (W) worked to Bramhope (34) with SG 107 (L) working to Otley. During the month of October CUGs were often noted on the Airport Service.

Malton. The November allocation is : SG 135, SBW 24/25, SMA 5, SMG 39/40, DBW 9/33, DX 25/33/37 - Total 11.

York. On Sunday 1st November Lendal Bridge was closed from 8am until dusk whilst being resurfaced. Services were routed along Blake Street, Davygate, Parliament Street, Coppergate, Nessgate, Low Ousegate, Micklegate, Railway Street, and Rougier Street to the foot of Lendal Bridge where they picked up their route. The reverse applied. Blake Street, Davygate and Parliament Street are not used by buses normally and indeed the first two are one way streets traffic being allowed to flow in both directions whilst the bridge was closed. Odd man out was route Y.9 which is the only route which crosses the river twice on Sundays. Because of this there was a spectacular double run. From Clifton it proceeded over the normal route to St. Leonards and from here it proceeded along Blake Street, Davygate, Parliament Street and Coppergate to Nessgate where it could have picked up its normal route along Clifford Street. However, in order not to omit Rougier Street, it travelled along Nessgate, Low Ousegate, Micklegate, Railway Street, Rougier Street, Station Road, Station Avenue, Rougier Street, Railway Street, Micklegate, Nessgate where it picked up its route. A bus stop sign has been fitted in Prices Lane, no doubt in anticipation of the re-routing of Y.4,4A/15 and W.Y.88 along this road when the lower half of Nunnery lane becomes one way. Prices Lane has not been used by service vehicles since the Hull and Bridlington services were re-routed to call at Rougier Street as well as Piccadilly. DBW 34 (Y) worked to Scarborough from York on Sat 17 Oct. YDB 36 was noted on Y.12 Acomb Hotel-Strensall on Sat 19 Sept. On Sat 17 Oct DBW 7/9 and SBW 23 were all noted on 80 York-Thirsk, whilst SMG 27 (L) was noted on 44 Leeds-Bridlington and SUG 58 (L) on 46 Leeds-Hull. On Sat 26 Sep DX 9 (L) was noted on Y.9 Clifton-Tang Hall Lane and YDX 129 was on 80 York-Thirsk. The same day DBW 34 (Y) was noted on Y.13 York-Nether Poppleton and SMA 5 (H) was working a Work-Halton duplicate on 43 - the previous day it had been on Y.17 York-Heslington one man. EUG 72 (Y) worked on 43 Scarborough-Leeds on Tue 6 Oct having earlier worked to Flixton (99) normally a double deck rota. On Thur 5 Nov SMG 38 (Y) was noted on Y.17 York-Heslington as well as working the 4.55pm Foston-York (82). SG 145 spent part of its last day of duty on Y.9/9A a route on which single deckers rarely operate especially on a Saturday, except as duplicate. York depot was short of double deckers that day SG 147 being noted in the depot that evening displaying 'South Banik' presumably having been on Y.4/4A. On Mon 2 Nov DBW 30 was noted on 12.30pm Rowntrees-Tang Hall Lane. Since the SUGs and SMG 5 were delicensed or transferred away from York, it has been short of one man vehicles. Hence YSMAs have been noted on 12.30pm York-Sheriff Hutton (82) and other non York-West Yorkshire one man routes and SGs and SGWs have been noted more frequently on Y.7. SMGs 39/40/45/48/49@50 are not equipped for one man operation but SMG 25/35-38 are, some of these being at Scarborough. DX 54 and DX 60 have been Loadmeter checking on Y.10/10A recently. DBW 31s last day of duty at the end of September found it on 80 York-Thirsk.

Long Distance. On 10 Oct the following vehicles were noted on X.97:- Northxx Western 869 (AEC Rel/Willbk), 851 (AEC Rel/Alex) and 957 (Leopard/Alex), Northern General 1851 (AEC Rel/Willbk), Lancs United 92 (AEC Rel/Plaxton). On Tue 29 Sep Yorks Woollen 900 worked the 0740 Leeds-London service and the following day 901 was similarly noted. The 1045 departure from London on Mon 12 Oct consisted of ERG 2 for Harrogate, ERG 6 for Keighley and CUG 8 for Leeds. A week later produced ERG 1 for Harrogate and ERG 6 for Keighley together with Yorks Traction 1145 (Tiger Cub/Plaxton) which was running from Birmingham to Bradford, arriving at Leeds. Yorks Woollen 831 (AEC Rel/Park Royal) was noted in Morley on Sat 26 Sep displaying J.10. Observations of X.192 Liverpool-Scarborough during September produced Ribble 875 (Royal Tiger/Leyland) on the 0820 ex Liverpool departure on the 24th and Ribble 890 (Royal Tiger/Leyland) on the 26th. The 0845 and 1245 departures from Leeds to Middlesbrough (X99) are 'United' worked and on Wed 23 Sep BUE 6 and BUE 4 were noted respectively. BUE 3 was seen on Tue 22 Sept. On Mon 12 Oct and again on Tue 20 Oct BUE 601 worked the 1245 departure. The 1255 Leeds-Newcastle (X97) produced United BUE 16 and EUG 89 (L) on Thur 1 Oct and Northern General 1746 (Tiger Cub/Willowbrook) and CUG 22 (L) on Mon 12 Oct. Yorkshire Woollen 889 (AEC Rel/Marshall) worked the 1330 departure from Newcastle as far as Leeds on Tues 22 Sept.

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5. SOLD STOCK NEWS.

JYG 749/36-9 (ex SBW 6-10).

The above are all owned by Pemberton of Upton, SBW 6 having been acquired instead of SBW 3 as previously reported. SBW 6 is delicensed minus engine.

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6. TEN YEARS AGO.

In the November 1954 issue which ran to six pages, it was stated that it was hoped to distribute Part II of the Fleet List with the December issue.

Only one new vehicle entered service and this was DX 11 which was allocated to

TEN YEARS AGO (Contd)

Leeds. The usual dolicensing of coachs had taken place on the 31st October these consisting of CB 1-6, CBW 3-12, CUG 1-4/7-9/15 and EUG 4/5/12-14/16-18.

All post war West Yorkshire vehicles were recordsd as being fitted with heaters whilst DBW 3/16/17 had been fitted with rear doors and KDB 10/29 with staggered seats. YDB 82-91 had received their first overhaul.

Operating details recorded that there was a noticeable increase in the use of CBs on Limited Stop services, CB 3/4 being noted on X99 Leeds-Middlesbrough and CB 1/2 on X.97 Leeds-Liverpool. Ripon depot of United had recently replaced 2 double deckers by LS5Gs on the Harrogate-Ripon service which meant that the service was now almost entirely operated by new vehicles, West Yorkshire using Lodckkas. The six surviving Js were to be noted frequently on the Leeds-Greengates section of 30/31. At York the Y.17 YorkeHeslington had been converted to double deck operation. The YDB 74-81 batch had been noted on West Yorkshire routes to Thirsk etc., whilst the YDB 82-91 batch had made occasional appearances on York-Leeds (43). The Summer timetable which came into effect on 30/5/54 introduced for the first time an hourly frequency on Leeds-Bridlington and Leeds-Scarborough. This had brought about some interesting workings and a survey of these was given. On Leeds-Bridlington (44/45) a sleep-out was introduced, the 7pm exxBridlington, worked by E.Y.M.S., garaging overnight in Leeds and returning from there at 7.45am the following morning. On Leeds-Scarborough (43) which had previously been worked by Leeds and Malton depots, the new timetable found both York and Scarborough participating for the first time, Scarborough being responsible for no less than six weekday departures.

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7. OTHER INFORMATION.

A new stage service commenced on the fringe of West Yorkshire territory on Monday 9th June when Shepherd's Blue Bird Coaches started their Aberford (St. John's) to Selby via Barkston Ash and Church Fenton service. This operates on Mondays only (except Bank Holiday Mondays) and there are three journeys in each direction. The timetable included a footnote to the effect that the 11.55am Selby to Aberford service connects at Aberford (Swan) with the 12.48pm 47 service to Vicar Lane, whilst the 4.10pm 47 from Vicar Lane connects at Aberford (Swan) with the 4.47pm to Selby.

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Are you interested in OTHER OPERATORS in Leeds and district?

If so, THE LEEDS AND DISTRICT TRANSPORT NEWS eaters for you. This is a news-sheet similar to "West Yorkshire" but dealing with Leeds Corporation, Sheffield Corporation, Samuel Ledgard, West Riding, Yorkshire Woollen District, Kippax & District, Farsley Omnibuses and several other local operators. Send 9d in stamps for a specimen copy and details of membership to the Hon. Publicity Officer at [redacted]

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DONOT FORGET THE LEEDS MEETING ON SATURDAY 28TH NOVEMBER AT WELLINGTON STREET BUS STATION CAFE.

GWD/JEW  
11.11.64.