

# WEST YORKSHIRE

INFORMATION SERVICE

OCTOBER 1962.

ISSUE NO. 139

## KEIGHLEY TOUR.

Twenty-seven members and friends joined the tour to Keighley on Sunday, 30th September, starting from Vicar Lane, Leeds. DB 1 was used for the first stage of the tour which took route 34 from Cookridge Street to Ilkley, via Bramhope and Otley. From Ilkley (Brook Street) route K.12 was followed through Silsden to Steeton to join the K.8 route to Sutton, which was approached via Eastburn Lane. From Sutton to Keighley, the route was again K.8 via Cross Hills.

At Keighley Bus Station KDG 51 took over for the next stage covering Laycock (K.7), returning from there on the direct route via Braithwaite (K.4), and Oakworth (K.17). The depot was then visited where the party was met by [redacted] on behalf of [redacted]. Vehicles in the depot included the five Loddekas due to enter service the next day, and the K5Gs which they were to replace.

From the depot KSGL 21 took the party, first to Hainworth (K.25), then on the famous climb to Thwaites Brow (K.20). After returning to Keighley the route then lay to Riddlesden (K.13), a route which could only be operated by full length single deckers after the road on a sharp bend was redesigned. From Riddlesden KSGL 21 rejoined the main Keighley - Bradford road to reach Morton (K.14) and then continued to Bingley Railway Station (K.15).

Here DB 1 took over again, first for a trip to Dick Hudson's (62) and back. Then the journey back to Leeds commenced, the route being via Saltaire, Shipley (Market Place) (67), White Cross, Shaw Estate, Yeadon (55), Greengates (50), and Calverley (31). It was not possible to inspect the former West Yorkshire J05G 999, so arrival in Leeds was earlier than originally planned.

The tour took place in mainly sunny weather. The routes covered in the Keighley area gave a good idea of the difficult conditions, in the shape of very steep hills, narrow roads and bridges and awkward corners, which are encountered by the Keighley company.

Our thanks are due to the Company and its staff for making the tour possible and to [redacted], assisted by [redacted] and [redacted], in planning the route and making the necessary arrangements on behalf of the service. Also a word of thanks to [redacted] (Leeds) and [redacted] (Keighley) both for their driving skill and their assistance to the photographers.

As will be seen from the fleet changes this month, DB 1 was delicensed after the tour, presumably for withdrawal. We were very fortunate to be able to use this vehicle on its last day of service. It was just ten years ago, on 28th September 1952, when we said goodbye to the last G05G, 336.

The tour was much enjoyed by those who took part, but the number was insufficient to meet the cost. Unfortunately, the Service can ill afford to incur a deficit on such an event and unless more support is forthcoming for any future tour, serious consideration will have to be given to discontinuing them. This would be a regrettable step as it is felt that a tour is a good opportunity for members to get together, to travel over little known routes generally in interesting or unusual buses. Remember, the future depends on you the members! If you have any ideas for a future tour, please let us know.

## JUNIOR BRANCH FIRST ANNIVERSARY TOUR.

No report has been received of the Junior Branch trip but it is understood that SGL 2 was used from Bradford, bookings not being sufficient for DX 82 as originally planned.

Unfortunately SGL 2 has to be replaced by SGW 12 and this resulted in a delay which meant that the visit to Plaxton Coachworks and the study tour of the Malton - Hovingham route had to be cancelled.

## PRESS MAY

For the November issue is Tuesday, 6th November. Please send items to [redacted]

1. FLEET CHANGES.New Vehicles.

KDX 136	950 BWR	Bristol F8GB	196013	ECW	12984	H33/27RD	7-15-2
KDX 137	951 BWR	Bristol F8GB	196014	ECW	12985	H33/27RD	7-15-2
KDX 138	952 BWR	Bristol F8GB	196015	ECW	12986	H33/27RD	7-15-2
KDX 139	953 BWR	Bristol F8GB	196016	ECW	12987	H33/27RD	7-15-2
KDX 140	954 BWR	Bristol F8GB	196017	ECW	12988	H33/27RD	7-15-2
DX 150	274 BWU	Bristol F8GB	196028	ECW	12972	H33/27RD	7-15-1
DX 151	275 BWU	Bristol F8GB	196029	ECW	12973	H33/27RD	7-15-1
DX 152	276 BWU	Bristol F8GB	196035	ECW	12974	H33/27RD	7-15-1
DX 153	277 BWU	Bristol F8GB	196036	ECW	12975	H33/27RD	7-15-1

(All were delivered in September, KDX 136-40 being stored at Keighley and DX 150-53 at Harrogate).

Allocations and Transfers.

	from		(delicensed)		30/9/62
SG 102	"	HARROGATE	"	"	"
SG 120,134	"	BRADFORD	"	"	"
SG 138	"	KEIGHLEY	"	"	"
SG 142,143	"	YORK	"	"	"
SBW 17	"	ILKLEY	"	"	"
SUG 60-63	"	LEEDS	"	"	"
EUG 65,68	"	KEIGHLEY	"	"	"
EUG 66,67	"	YORK	"	"	"
EUG 74,86,87	"	BRADFORD	"	"	"
EUG 80	"	SKIPTON	"	"	"
EUG 82-85	"	HARROGATE	"	"	"
EUG 88,89	"	LEEDS	"	"	"
CF 1	"	YORK	"	"	"
CUG 1,4	"	YORK	"	"	"
CUG 14	"	KEIGHLEY	"	"	"
CUG 31	"	LEEDS	"	"	"
KDG 17,18,19,21	"	KEIGHLEY	"	"	"
YDG 84	"	YORK	"	"	"
DB 1,4,6	"	LEEDS	"	"	"
DB 2,3,8	"	BRADFORD	"	"	"
KDB 54	"	KEIGHLEY	"	"	"
DEW 11	"	YORK	"	"	"
DEW 28	"	LEEDS	"	"	"
DX 25	"	WETHERBY	"	"	"
DX 56	"	HARROGATE	"	"	"
YDX 91	"	YORK	"	"	"
KSGL 19		(delicensed)	to	SKIPTON	1/10/62
SUG 25		"	"	HARROGATE	"
SUG 45		"	"	LEEDS	"
DB 20		"	"	LEEDS	"
YDB 82		"	"	YORK	"
DBW 23		"	"	HARROGATE	"
DBW 30		"	"	BRADFORD	"
DBW 32		"	"	LEEDS	"
DX 80		"	"	ILKLEY	"
KDX 136-140		(now)	"	KEIGHLEY	"
DX 150,151		"	"	HARROGATE	"
DX 152,153		"	"	LEEDS	"
SGL 7	from	BRADFORD	"	KEIGHLEY	"
SGL 16,17	"	YORK	"	HARROGATE	"
KSGL 20	"	SKIPTON	"	KEIGHLEY	"
SGW 2,3	"	WETHERBY	"	LEEDS	"
SBW 27,29	"	LEEDS	"	WETHERBY	"
SBW 30	"	HARROGATE	"	ILKLEY	"
SUG 29	"	HARROGATE	"	YORK	"
CUG 17	"	LEEDS	"	KEIGHLEY	"
DEW 12,16	"	LEEDS	"	YORK	"
DX 18,61	"	YORK	"	LEEDS	"
DX 52	"	ILKLEY	"	WETHERBY	"
DX 117,119	"	LEEDS	"	BRADFORD	"

Notes: (a) All vehicles are relicensed at their former depots.  
 (b) Van 1016 is now at Keighley being noted there on 30th September.

FLEET CHANGES (Contd)Fleet Total.

	<u>G</u>	<u>SD</u>	<u>DD</u>	<u>1/10/62</u>	<u>1/10/61</u>
Licensed:	51	169	281	481	471
Unlicensed:	5	70	11	46	54
	<u>56</u>	<u>199</u>	<u>292</u>	<u>527</u>	<u>525</u>

Note: The Fleet total excludes KDG 17,18,19,21, DB 1,3,4,8 and KDB 13.

2. VEHICLE NOTES.Overhauls.

February :	EG 106, DX 4.
May :	KDG 26, DX 12.
June :	KDX 40
July :	DBW 16, DX 53, DX 67
September :	SUG 45, YDB 82.

Livery Changes.

September : SJG 45 Red and Green to Red. See below for  
SUG 48 has also been repainted - date unknown. further Vehicle Note.

3. SERVICE CHANGES.Stage Carriage Routes.20. KNARESBOROUGH - BREARLION.

With the closure of Mid Bridge Railway Station two outward and one inward Journeys on Saturdays have been rerouted so as to serve Mid.

43. YORK- MALTON.

The additional half hourly service operated between these points on Saturdays was discontinued from 6th October 1962. Departures from York at 5 and 35, and Malton at 20 and 50 minutes past the hour, supplemented the half hourly service between York and Scarborough. The 10.30pm journey from York is now advertised to run to Norton (Parliament Street).

97. YORK - TOCKWILL - WALSHFORD BRIDGE - WETHERBY.

An application to revise the route between Wetherby and Walshford Bridge so that all journeys operate via Kirk Deighton, has been granted.

K.18. KEIGHLEY - OLSHOPE - WEMING - DENNISLAW.

The Denholms terminus has been amended to read "School Street" instead of "Mechanics Institute".

Express Services.YORKSHIRE SERVICES.

The license for the Yorkshire - Birmingham service has been renewed for one year only.

Excursions and Tours.From BRADFORD (Morley Street or Chester Street)

Additional excursions are authorised as under:-

Beninbrough Hall : Harrogate (Both to operate throughout the year).

From YORK

The license has been amended to provide that excursions may start from Rougier Street in addition to the Railway Station.

An additional excursion authorised is to the Ice Stadium, Kirkstall Road, Leeds. This may be operated throughout the year.

VEHICLE NOTES (Continued)General News.

The new double deckers differ externally from the previous batch in having a new style grill at the front incorporating the work 'Jedeikka'. Registration plates are oblong and slightly offset to the left. The front 'intermediate' indicator has been dropped the new arrangement of destination and route number being similar to the rear indicators which have been standard for some years. Inside, the seat backs have a light coloured formica covering.

Fleet number plates were removed from KDG 26 and KDB 26 on overhaul in 5/62 and 12/62 respectively.

2. VEHICLE NOTES (Continued)

General News.

Loddekas fitted with flashing trafficators on overhaul:-  
DX 4 (2/62), DX 12 (5/62), DX 13 (2/62), KIX 40 (6/62), DX 49 (10/61), DX 53 (7/62),  
DX 67 (7/62), KDX 70 (10/61).  
DB 1 carried 'West Yorkshire' transfers of both styles, the old on the nearside and  
the new on the offside.  
YDG 88 has the word 'Petrol' on the fuel injector pump since its recent visit to works.

See Page 3 for Item 3 Service Changes.

4. OPERATING DETAILS.

A new one-man duty has been instituted at Malton depot, using SUG 29 or SUG 31.  
Details of routes covered are not known, except that it is believed to include the  
Ampleforth (84) service. At York SBW 6 has been used on all SG duties except to  
Leeman Road.

A Keighley School Special operates from Keighley Technical and the Girls Grammar  
Schools (dept 5.50pm) to Skipton on route K.10. The vehicle concerned then operates on  
Skipton town service 73 (Short Bank Road) before journeying to Grassington (71).

KDG 51 and others have been noted on learner duties at Keighley recently.

Unusual workings noted include DBW 7 on the 5.30pm Skipton-Harrogate on 2nd Sept  
and an SUG on Liverpool-Scarborough on 30th September.

5. SOLD STOCK.

EWY 402 (ex WY DG 44, Bristol K5G, sold 11/59).  
With Laing (contractor), noted at Hondon 21/9/62.

THE HOVINGHAM ROUTE.

The Junior Branch had hoped to include a study tour of this route during their anniversary  
trip to Scarborough but as this was not possible it seems a suitable time to offer a few notes  
on this perhaps lesser known area of West Yorkshire operation.

Hovingham is a picturesque little village situated mid-way between the market towns of  
Malton and Helmsley, on the main road between these two places, some 8 miles west of Malton.  
It is the terminal point of most journeys from Malton on service 84, although some do continue  
to Stonegrave, Nunnington or Ampleforth.

The Hovingham service operates from Malton Bus Station, as do all West Yorkshire routes  
from that town. Incidentally, the bus station, which is adjacent to the railway station, is  
actually situated in Norton in the East Riding, whereas Malton is in the North Riding, the  
county boundary being the river which runs behind the bus depot. To return to the Hovingham  
route, the main Helmsley road is joined at the Yorkersgate/Wheelgate cross roads, which will  
be familiar to anyone who has suffered the traffic jams there. On outward journeys the main  
road is soon left to make a short diversion via Finkle Street, Newgate and Middlecave Road to  
pick up passengers from the Market Place. The Helmsley road is then followed through the  
villages of Broughton, Swinton, Anotherby, Appleton-le-Street and Barton-le-Street to Slingsby.  
Here buses run round the village before continuing to Hovingham to terminate at the Spa Garage.

The services beyond Hovingham will be described more fully at a later date. They follow  
the same route to Hovingham, except those operating to Nunnington via East Ness, which leave  
the main road at Slingsby. It should be mentioned here that there is no clear division  
between routes 84 and 85. In the timetable they are shown as 'Malton-Hovingham-Ampleforth'  
and 'Malton-Nunnington' respectively. One journey at least operates via Hovingham and  
Nunnington to Ampleforth. It would appear from observations that journeys to or via Hovingham  
are numbered 84 and those via East Ness are 85.

The journey time from Malton to Hovingham is 27 minutes and the village is served by 9  
journeys on Monday to Friday, 13 outward and 15 return on Saturday and 3 on Sunday. Departures  
from Malton are generally at 5 or 55 minutes past the hour which give a return arrival, with  
one minute layover at Hovingham, at 0 or 30 minutes past the hour, thus connecting with the  
York and Scarborough services.

For some years a double decker has been provided for the service as far as Hovingham.  
At one time DBs were used, but when they left York, DBWs took over and those, or DXs are  
still used. DGW 9 also appeared when allocated to York Depot.