

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NO. 118

DECEMBER 1960

Hon. Chairman: [REDACTED]
Hon. Secretary: [REDACTED]
Hon. Fleet Historian: [REDACTED]
Hon. Editors: [REDACTED]

WITH HEAVEN

Members will now have learned of [REDACTED] decision to resign from the Chairmanship of the Service. Since its formation, [REDACTED] has worked tirelessly for the Service in several capacities, and it was unanimously agreed at the recent Leeds meeting to place on record our very sincere appreciation of the work he has done over the past ten years. [REDACTED] is to continue as Chairman until the new President is installed and will then serve as a Vice-President.

LEEDS MEETING - 26th NOVEMBER 1960

Thirty members attended this meeting at which the future of the Service was discussed. It was obvious from the feelings expressed that there was a very strong desire that the Service should continue, that the monthly Bulletin be maintained, and indoor meetings, study tours and excursions be revived. In the light of [REDACTED] decision to relinquish the Chairmanship some changes in the structure of the executive were decided. The Chairman is to be succeeded by a President; [REDACTED] and [REDACTED] were elected Vice-Presidents, in recognition of their past, and continuing services to the organisation; and a new post of Hon. Fixtures Secretary, to deal with meetings, tours etc. is to be filled by [REDACTED], assisted by [REDACTED]. The remaining members of the executive continue as at present. The appointment of Dept Correspondents was reviewed and a revised list will be published next month.

[REDACTED] reported that membership now stood at 99 (the highest ever) - an increase of seven since the beginning of the year. After hearing a report on the financial situation it was decided to restore the subscription to 6/- for 1961, as it will be necessary to consolidate our finances in view of our commitments on production of Fleet Lists. Part I of the Fleet List is to be reprinted and a current list produced. A history of the fleet is to be compiled jointly with the P.S.V. Circles.

Next year, the W.Y.I.S. will have been in existence for ten years and it was decided to mark the occasion by having a buffet supper followed by a film show, on a Saturday evening during March 1961, at a cost of not more than 10/- per head. It is hoped to install the new President at this meeting further details will be given in due course.

A suggestion for a Study Tour taking in the new Pateley Bridge and Grassington depots, and including the new Menwith Hill Camp (Harrogate) route was agreed. If any members have any further ideas for tours or excursions, please let [REDACTED] know - his address is [REDACTED].

We thank the Company for once again kindly allowing us the use of Wellington Street Bus Station Cafe.

SUBSCRIPTIONS

As already stated the 1961 subscription will be 6/- and a renewal form is enclosed with this issue of the bulletin. Members are asked to assist the Hon. Secretary by completing and returning the form as soon as possible.

PERSONAL

May we take this opportunity of wishing all our members and friends a very Merry Christmas.

MISS PLY

Press Day for the January issue will be Tuesday, 17th December. Please send items to [REDACTED].

PLANT CHANGES

Allocations and Transfers

SG 135	from	YORK	(delicensed)		20/11/60
SG 137	"	ILKLEY	"	"	"
SGL 13	"	HARROGATE	"	"	"
SBW 15	"	YORK	"	"	"
YDG 56	"	YORK	"	"	"
DB 43	"	LEEDS	"	"	"
DBW 5	"	LEEDS	"	"	"
SEW 14		(delicensed)	to	KEIGHLEY	1/12/60
YDG 60		"	"	YORK	"
DB 16		"	"	BRADFORD	"
DB 47		"	"	LEEDS	"
DX 28		"	"	KEIGHLEY	"
DX 30		"	"	ILKLEY	"
LX 22		"	"	LEEDS	"
SG 106	from	HARROGATE	"	YORK	"
SG 107	"	HARROGATE	"	LEEDS	"
SEW 20	"	HARROGATE	"	BRADFORD	"
SEW 21, 23, 34	"	HARROGATE	"	YORK	"
SEW 32	"	KEIGHLEY	"	ILKLEY	"
SUG 22, 26, 27, 28, 30	"	LEEDS	"	HARROGATE	"
SUG 24, 25	"	YORK	"	HARROGATE	"
SUG 31	"	BRADFORD	"	HARROGATE	"
SUG 43, 44, 45	"	HARROGATE	"	LEEDS	"
SUG 52, 53	"	HARROGATE	"	BRADFORD	"
SB 12	"	BRADFORD	"	LEEDS	"
DG 9, 26, 37, 43	"	LEEDS	"	HARROGATE	"
DG 11, 28, 29	"	HARROGATE	"	LEEDS	"
DG 24, 46	"	BRADFORD	"	HARROGATE	"
DEW 1	"	KEIGHLEY	"	LEEDS	"
DEW 20	"	KEIGHLEY	"	BRADFORD	"
DX 5	"	ILKLEY	"	KEIGHLEY	"

Notes:

- (a) All vehicles are relicensed at their former depots.
 (b) This month sees the first move for a number of vehicles -
 SG 106 (new to HARROGATE on 25/2/47);
 SUG 24 (new to YORK on 25/2/55); SUG 26, 27, 28, 30
 (new to LEEDS on 1/5/55); SUG 52, 53 (new to
 HARROGATE on 1/7/56); DG 24 (new to BRADFORD on
 1/1/39); DG 43 (new to LEEDS on 25/3/46).

Temporary Loans

For Loadmeter checking -

DX 54 (H)	to	SKIPTON	-	from	20/11/60	to	26/11/60
DX 57 (H)	to	ILKLEY	-	from	20/11/60	to	26/11/60
	"	WETHERBY		"	27/11/60		
DX 60 (L)	to	YORK	-	from	20/11/60	to	26/11/60
	"	SCARBOROUGH		"	27/11/60		
DX 61 (H)	to	LEEDS	-	from	2/10/60	to	19/11/60
	"	YORK		"	20/11/60	"	26/11/60

Other loans -

DX 62 (L)	to	HARROGATE	-	from	22/6/60		
		(in exchange for DX 82)					
DX 7 (I)	to	HARROGATE	-	from	20/11/60	to	25/11/60
DX 35 (SK)	to	HARROGATE	-	from	20/11/60	to	26/11/60
DX 49 (L)	to	HARROGATE	-	from	20/11/60		
		(in exchange for Loadmeter vehicles)					

FLEET CHANGES (contd.)

Fleet Total

	<u>C</u>	<u>SD</u>	<u>DD</u>	<u>1/12/60</u>	<u>1/12/59</u>
Licensed :	5	152	271	428	428
Unlicensed :	25	60	12	98	95
	<u>30</u>	<u>212</u>	<u>284</u>	<u>526</u>	<u>527</u>

VEHICLE NOTES

Overhauls

November 1960 ; SBW 14, SUG 11, YDG 60, DE 47, DX 28, DX 32.

Rebuilding

SUG 1, 5, 6, 7, 15, 26, 28, 29, 30, 31, 42, 52 have been adapted for one-man operation (11/60).

The recent conversions differ from earlier ones in being fitted for a manually-operated "Setright" ticket-issuing machine. When electrically-operated machines have been fitted, it has also been necessary to re-position the driver's door.

1025 has now been converted to a 'tree-lopper' (11/60).

General News

Fluorescent lighting has been installed in DX 65 (11/60).

DX 23, 34, 37, KDX 39, 41 are now the only Lodekhas to retain Brake-cooling vents in the front wings. The vents are being removed and the wings shortened as vehicles so fitted are overhauled.

External fleet number plates were removed from DE 47 & SUG 11 (off-side) when overhauled recently.

SERVICE ALTERATIONS

Stage Carriage Routes

HARROGATE LOCAL SERVICES

The town services underwent a drastic revision on Sunday, 4th December. The existing services 1, 2, 21, 2, 4, 5, 7, 9, 12, 17, 17A, 18, 18A were discontinued and replaced by the following new routes :-

- 1 BUS STATION - STARBECK (Harrogate Hotel)
- 2 BUS STATION - STARBECK (Cawthorn Avenue)

Alternate journeys on weekdays (10 minute frequency) to each terminus. All Sunday services operate to Cawthorn Avenue.

3 BATCHELOR GARDENS - HARLOW PARK

Frequency 20 mins. on weekdays and 30 mins. on Sundays.

- 4 HARLOW HILL - FOREST LANE
- 5 HARLOW HILL - THE AVENUE

These services are operated by one-man buses, frequency 30 mins. four journeys per day (except Sundays) terminating at The Avenue.

- 7 PENNY POT LANE - CORNWALL ROAD - BURN BRIDGE
- 7A PENNY POT LANE - CORNWALL ROAD - PANNEL

On weekdays a half-hourly service is operated, alternate journeys to Burn Bridge & Pannel. There is no service 7A on Sundays. One-man vehicles are used.

3. SERVICE ALTERATIONS (Contd.)

HARROGATE LOCAL SERVICES (Contd.)

9 NEW PARK - OATLANDS

Frequency 20 mins. on weekdays.; Sundays, 30 mins. between town and New Park only.

11 BILTON (Roche Avenue) - WOODLANDS - BILTON (Fountains Avenue)

12 BILTON (Fountains Avenue) - WOODLANDS - BILTON (Roche Avenue)

On weekdays a half hourly service is operated on each route; service 11 operates via Wetherby Road & Oatlands Drive and service 12 in the reverse direction. On Sundays the frequency is again half hourly, but only route 12 goes to Woodlands, alternate journeys via the two routes: 11 runs between Bus Station & Bilton only.

Services 1A (Clare Road), 5 (formerly 5A - Beckwithshaw) & 6 (Rossett Green) now start from Bus Station. Saturday journeys to Rossett Green operate via Stray Rein.

All services now operate along Station Parade, and Reglan Street & Victoria Avenue are discontinued as termini. Details of the new services were issued in six sections, in leaflets of distinctive colours; these indicate the routes on which one-man buses are used, and urge passengers to tender the correct fare - the leaflets include fare-tables for these services.

4. OPERATING DETAILS

Dept Reports

Bradford : KDX 93 (K) was seen on the Bradford-Ilkley route on 25th November.

Harrogate : DB 4 (L) was noted on 'learner' duties here on 24th & 25th November.

SUG 1 (PE) worked from here during week commencing 6th November, being noted on Services 4/5 (Reglan Street-Barlow Hill) & 16 (Knaresborough). The new F86H's normally work on 36 (Leeds-Ripon) & 10 (Penny Pot Ln.) on weekdays, but on Sundays they are seen on Bradford (51/53) and Knaresborough (16) & York (74) services. DX 105 was noted on a Bus Station-Bilton (12) extra on 16th November, the first known appearance of the type on this route.

SB 14 duplicated the 5.45 p.m. Reglan St.-Barlow Hill (5) on 3rd & 4th November, an unusual duty for this type. To demonstrate its versatility, SB 14 (as recorded last month) worked to Doncaster on Yorkshire Services on the following day!

On the final Sunday before the revised services were introduced, 27th November, SEW 34.35 were on services 17A/18A (Victoria Ave.- Woodlands) & 4 (Reglan St.- Barlow Hill) respectively instead of the usual SG or SGL; DX 2 was on route 9 (New Park) but DEW 7 appeared on 12 (Bilton) instead of DX 1.

Leeds : The 7.35 p.m. Leeds-Keighley (31) was operated by IG 46 (H) on 1st November.

United BU 223 (LS5C/wCWB45F) was seen working the 5.30p.m. Leeds-Yeadon (32A) on 2nd November.

DX 82 duplicated the 10.19p.m. Leeds-Yeadon (55) on 26th November, after completing its duties on services 20/31 (Bradford/Keighley). This was presumably part of the regular rota.

5. SOLD STOCK NEWS

GWX 527 (ex KDG 28, Bristol KEG, Sold Fleet Car (Sales) Ltd. (dealer) 10/60)

FWA 521 (ex DG 54, Bristol KEG, Sold Fleet Car (Sales) Ltd. (dealer) 10/60)

Both these vehicles now belong to Premier Travel, Cambridge. Noted 11/60. The former is numbered 125 in the Premier fleet.

"THE INDICATOR STORY"

Part I - The Bible Era

The varied methods by which the public of yesteryear were informed "where the bus is going" provide an interesting study. The 'bible'-type indicator, which was with us until the Autumn of 1958, when the last 10 pre-war SG's, stored the previous winter, and half-unexpectedly granted a further three month lease of running life, made their final bow, gave accurate and directive help to anyone requiring the route of a West Yorkshire vehicle for nearly thirty years. The standard once set by these white boards is a high one to be maintained by the modern four- or five-aperture blind, and although perhaps the most comprehensive indicators were linen blinds, those of the immediate post-war period, the more recent examples of this display have taken a turn for reduction in information in the interests of economy.

In pre-W.Y. days the Tilling-Stevens B10A and B9A's of the Harrogate & District R.C.C., along with Premier Transport, carried brackets for square route stencils with 10" high numerals. These were augmented by side slip-boards at waist or roof level giving the two termini and one or two intermediate points. Most early West Yorkshire cars displayed a single slit destination, still augmented at the sides, this being the feature of many of the vehicles taken over, such as Keighley Bros.' Lions & Lionesses, while others were converted. More "primitive" vehicles, for instance 1928 T.S.M. B10B charabancs, still bore their ultimate goal chalked on the windscreen, like the innocent "Keighley and Cornish Riviera". New vehicles, such as the TD 1's, were delivered with single slit roller blind exposures, but very soon afterwards, along with the rest of the fleet, received frames for "grasping" bible indicators, although 657, the 1931 T.S.M. demonstrator, arrived without provision for any front indicator! The first series of vehicles delivered new with built-in bibles are believed to have been the YG-registered TS 4's (540 series) and TD 2's (435 series) of June 1932, followed closely by 658, (later 801), the first Dennis Lancet I., although the arrival state of the 50 1932 B49A7's (715-742) is not certain.

Of the bible conversions the original roller boxes of the Titans were not removed, but painted over. These new bibles were only fitted at the front, and were illuminated from a trough running along the bottom. (Rainwater caused the lights to be out more often than not.) The original style of layout was as shown

L E E D S

SALTAIRE
GREEN GATES
CALVERLEY

on the left, i.e. with the destination at the top and with no route number. The lettering was of the same type as that used shortly after the war on labels stuck onto many bibles, and varnished over. These bibles had a pronounced lean forward, which was evident even up to the Bristol J's. The hinge was

vertically down the centre of the indicator (hence their name), as the horizontal version, which could be clipped easily and was lifted or dropped for changing, did not appear until 1936, or thereabouts. The Titan's rear indicator was used as a registration aperture with a red star on the off side of the box as a rear light. (The WW series also had a second rear light offset at waist level, whilst the WX series had one similar to the present day Flush-type and set in the curve of the stairs.)

All succeeding single deckers up to, and including, the AVX Bristols, which had a basically similar Eastern Counties body, had four supports on each side along the length of the bus above the windows for long wooden indicator boards, and also below the windows were supports for shorter wooden boards. It is interesting to note that on Leeds-Scarborough short boards were often used, but held by the two front roof supports, yet on Huddersfield-Bradford-Ilkley long roof boards were carried, as on the coastals. On many routes a change of board would take place at

some intermediate point, hence on Bradford-Harrogate-Boroughbridge buses leaving Bradford would show "Boroughbridge", with "Knaresborough" as an intermediate, but at Harrogate both bible and side boards would be changed to show more local intermediates. (The side boards were kept in a rack at the Harrogate street stand.)

On the take-over of York Corporation in 1954 bible-type indicators were fitted in front of the existing slit destination and route number layout. These route numbers were not introduced on West Yorkshire until after 1935, appearing in red to the right or left of the intermediate points. At about the same time destinations began to appear at the bottom of the display, the arrangement which lasted to the end.

When the ANW Bristol G's were supplied new they carried two supports on the inner side of the nearside back window, but this was never seen in use as shortly afterwards supports were fitted at the rear waist line of both single and double deckers for short boards. At first these boards showed the route number in red along with the destination, but this inclusion of a route number did not last for long.

As far as is known all York-West Yorkshire pre-war G-type double deckers had small rear roller blinds. The DWU batches latterly had them sheeted over as it was found that the boxes caused infringement of the 26' maximum vehicle length.

With the advent of the CXX "blue seat" Bristol K's and the similarly fitted BTY motors came very smartly lettered deep side boards for the 67 & 69 routes (Bradford-Keighley & Skipton). At a slightly earlier date the bible holders had the words "NOT ON SERVICE" stencilled on, but this passed early in the war, although it was evidently the only exposure, other than for the 67 & 69 routes, on the ten East Kent TD 5's, as whenever they ran elsewhere they always displayed "NOT ON SERVICE". The rear boards disappeared about 1943, and the side boards on the introduction of the East Kents. The war also saw the bibles displaying only one intermediate point en route along with the destination and route number, by now all black.

30 GREENGATES

LEEDS

The loaned London Transport ST's of 1942/3 running on service 56 bore fixed black-on-white blinds announcing:

West Yorkshire

LEEDS

and

HARROGATE

Part II of "The Indicator Story" will be given in the coming February Issue.

EASC/5.12.60