

WEST YORKSHIRE

INFORMATION SERVICE

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Hon. Chairman: [REDACTED]
Hon. Vice-Chairman: [REDACTED]
Hon. Editor: [REDACTED]
Hon. Treasurer, Membership Secretary and Publications Officer: [REDACTED]
Hon. Publicity Officer: [REDACTED]

OUTSTANDING SUBSCRIPTIONS :

No further copies of the Bulletin will be sent to members whose 1957 subscription have not been paid by 31st January, 1957.

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 [REDACTED], General Manager, Bradford City Transport. W.Y.I.S. members welcome.

BLACKPOOL TRAM TOUR :

[REDACTED] is organising a tour on Sunday, 7th April, 1957, in order to ride on Blackpool open-balcony bogie car number 40. This is the last serviceable open-balcony car in the British Isles, and this tour may well be the last passenger carrying journey. A coach will be run from Leeds at about 9.0 or 10.0 am returning for 9.0 pm. Cost will be about 15/- for the journey and 5/- for the tram ride. As the tour on number 40 will not take very long (Marton and Lytham routes only) there will be an additional journey, possibly from Starr Gate to Fleetwood on a more modern car. Any W.Y.I.S. member who would like to take part (ladies are welcome) should get in touch with [REDACTED], as soon as possible. Firm enquiries should be accompanied by a 7/6d deposit.

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

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1. STOCK CHANGES.

(b) Relicensed

DG 1,2,5,14,45	-	14/12/56
SG 109	-	1/1/57
SUG 7 (ex-EUG 7)	-	1/1/57

(c) Delicensed

SG 31,72,76	-	31/12/56
SG 101	-	31/12/56
CUG 20	-	31/12/56
EUG 30,31	-	31/12/56

(d) Renumbering

EUG 1,6,7 to SUG 1,6,7 - 1/1/57

(f) Vehicle Sales & Disposals

Official confirmation of sales in 1956 has now been obtained, and details are given below:-

Passenger Vehicle Disposals Ltd., Marton, Rugby:

January 1956 : K962, K963 ; KSG 57, 59, 95.
February 1956 : SG 4, 11, 20, 21, 44, 45, 47, 48, 53, 54, 63, 69, 71, 75, 77, 79, 84, 89, 90.
March 1956 : SG 1, 10, 16.

(Also sold to P.V.D.; SG 2, 6, 8, 9, and ADG 1, 2, 3, in December, 1955).

York Autowreckers Ltd., York:

April 1956 : SG 52, 1010-14.
May 1956 : SG 73 (This was written off stock in December 1955 - see Issue 62)

Comberhill Motors Ltd., Wakefield:

August 1956 : SP 1, 2 ; SG 42, 43, 50, 51, 61, 65, 68, 80, 91, 92.
October 1956 : SG 15 ; CP 3, 4.

2. REBUILDING.

SG 107 was rebuilt with metal body sides during October/November 1956, and SG 109 during November/December 1956. Both have been re-upholstered with L.T.E. type moquette.

DX 3 : The supercharger fitted to DX 3 was of the "blower" type, being a Wellworthy - Ricardo WS 5 of 3.25 litres capacity, governed to run up to speeds of 3,500 r.p.m. This type gives full efficiency even at low engine speeds. The difference in engine noise is not very noticeable. The supercharger makes a noise somewhat like a three-axle trolleybus running in wet weather.

The performance was quite remarkable, and it developed more power on the test bed than did the standard 6LW which it had replaced. On the road, hills could be climbed in 2 gears higher than normal.

The drive to the supercharger was by three half inch steel cord fan belts in parallel from the engine fan shaft to a pulley on the front of the supercharger. The compressed air was delivered to the engine by a large diameter pipe, split just before it reached the cylinder block, the front pipe going to the front three cylinders, and the rear pipe to the two rear cylinders.

Owing to mechanical trouble this supercharged 5LW engine has now been replaced by a standard 6LW engine.

SUG 1-8 : Eight EUG's are being converted to 45-seat buses and reclassified SUG. The seating conversion is being done by Eastern Coach Works at Lowestoft. Seats similar to those in the DX's are being fitted. They are covered in L.T.E. type moquette. The cream lining is being painted red, and the fleet numbers appear on the front dash on the off-side.

3. DEPOT CHANGES.

(a) Allocations & Transfers

DG 1		(delicensed)	to	YORK	14/12/56
DG 2,5		(delicensed)	"	HARROGATE	14/12/56
DG 14		(delicensed)	"	BRADFORD	14/12/56
DG 45		(delicensed)	"	LEEDS	14/12/56
SG 31	from	HARROGATE		(delicensed)	31/12/56
SG 72	"	YORK		(delicensed)	31/12/56
SG 76	"	BRADFORD		(delicensed)	31/12/56
SG 101	"	HARROGATE		(delicensed)	31/12/56
CUG 20	"	HARROGATE		(delicensed)	31/12/56
EUG 30	"	LEEDS		(delicensed)	31/12/56
EUG 31	"	YORK		(delicensed)	31/12/56
SG 109		(delicensed)	"	HARROGATE	1/1/57
SUG 7		(delicensed)	"	PATELEY BRIDGE	1/1/57
SG 7	"	YORK	"	BRADFORD	1/1/57
SG 102,108	"	PATELEY BRIDGE	"	HARROGATE	1/1/57
SUG 1	"	HARROGATE	"	PATELEY BRIDGE	1/1/57
SUG 6	"	YORK	"	BRADFORD	1/1/57
EUG 17,18,25	"	BRADFORD	"	YORK	1/1/57

SUG 1/7 are the first eight-footers to be allocated to PATELEY BRIDGE.

SUG 6 had not arrived at BRADFORD up to 12th January 1957.

(b) Temporary Loans

Tilling	-	OJJ 750	Bristol LS6B	ECW	LEEDS	21/12/56
Tilling	-	OLU 756	Bristol LS6B	ECW	LEEDS	28/12/56

(c) Movements of Delicensed Vehicles

SG 37 was moved from BRADFORD to YEADON on 12th December 1956, and is stored inside the depot.

CP 1 had been moved from YORK to GROVE PARK DEPOT, HARROGATE, by 22nd December, 1956.

SG 76 had been moved from BRADFORD to YEADON by 6th January, 1957. This, also, is stored inside.

4. VEHICLE NOTES.

(a) Overhauls

September	1956 :	DGW 1.
December	1956 :	SG 143, SEW 17, YDG 57, KDB 29, DX 12.
January	1957 :	KDG 16, DB 21, DEW 29.

4. VEHICLE NOTES (Contd)

(b) Repairs

November 1956 : YDB 78, YDB 89.
December 1956 : YDB 77, YDB 79, CB 2.
January 1957 : CUG 9, CBW 11.

External front indicator handles have been fitted to: YDG 57.

Red radiator grilles are to become standard on West Yorkshire buses. This welcome decision will improve the frontal appearance considerably. It is not intended to publish lists of vehicles as they are done, but it will be interesting to see how many of the 14 vehicles with pre-war "shield" type radiators survive to have them painted red. (The 14 vehicles are: DG 38,39,42 ; SG 7,23,55,64,66,70,74,82,85,87,93). SG 7 has already been treated. It is in excellent condition and is the oldest complete West Yorkshire vehicle (18 years).

DG 34 and DB 6 have been experimentally fitted with exhaust brakes.

DX 4 has had an alternator fitted, which, through a rectifier, supplies D.C. for lighting and other auxiliaries.

EG 1 has recently had its divided rear window removed and replaced with one complete panel of glass (See Issue 42).

DG 41 (now delicensed) has one L.T.E. type moquette covered seat squab on the rear upper deck.

5. OPERATING DETAILS.

Bradford : On 21st December, DX 21 (B) replaced DX 16 (H) and worked the last trip from Bradford to Harrogate (53) - 10.25 pm. It was working for HARROGATE the following day.

A regular EUG working is the 4.55 pm Baildon (61). EUG 20 (B) was noted on this turn on 2nd January, 1957. The 5.2 pm White Cross (53) has for some years been a single deck working, but DG 34 (B) was noted on it on 3rd January. The 6.55 am Bradford-Crompton Parkinson's (55) is now regularly worked by DX's.

SG 114 (YN) worked the 7.52 am Bradford-Swine Lane (Crossflatts) on 2nd January. The 4.55 pm Bradford-Leeds (King Street) (30) has, for some time, been a regular YEADON depot single decker working. SG 115 (YN) was noted on it on 2nd January.

The first observed working of SG 7 at BRADFORD was the 5.05 pm Otley (53) on 3rd January.

Harrogate : On 12th December, 1956, EUG 9 (H) worked the 6.30 am Skipton-Harrogate (76) as DX 28 (SK) had failed the previous night. DG 39 (H) was similarly used on 13th December.

On 31st December 1956, DG 54 (H) was on the 5.35 pm Harrogate-Aldbrough (14).

Between mid-September and 22nd December, 1956, one way traffic was in operation in the lower part of Station Parade due to road repairs. During this period various services to Bilton, as well as that to New Park, were diverted to operate via Station Parade, Oxford Street, Commercial Street, Strawberry Dale, to Mayfield Grove.

Leeds : Two coastal services (Whitby and Morecambe) have been suspended as a result of fuel restrictions. Saturday, 15th December, 1956, was the last day of operation of the Whitby service (91) and it produced EG 10 (L) on the morning departure and United BBE 18 on the afternoon journey. The West Yorkshire vehicle has nearly always been a 31-seater - very often one of the EG 7-12 series. As stated previously, EUG's are rarely used, although one was noted on Sunday, 9th December, 1956. The Morecambe service (X,88) ceased on 29th December; West Yorkshire had provided the service car, an EUG (usually EUG 27), since the commencement of the winter timetable.

Although advertised as being cancelled from 16th December, the 3.5 pm Leeds-Bridlington (44) journey was in fact operated on that date, the reason being that service restrictions announced by the East Yorkshire Motor Services, who were responsible for the journey concerned, did not come into effect until the 17th December.

Six vehicles were required to maintain the Christmas Day schedules ; one each on 36 (Ripon), 43 (York) and 55 (Bradford), one on 39/42 (Wetherby/Boston Spa), and two on 38/47 (Wetherby/Aberford). DX 8,13,47,48 ; DB 60 and SBW 30 (all L) are understood to have been used.

York : DG 1 (YK) was first observed on 20th December, 1956. It worked the 9.10 am York-Thirsk (80). It has since appeared regularly on the York-Wetherby (96/97) service, a route for so long the haunt of York's previous representative of this type - DG 5. On 3rd January, 1957, it was noted on a morning trip on Leeds-York (43).

5. OPERATING DETAILS (Contd)

Yeadon : SG 76 (B) was loaned to YEADON on Saturdays, 10th November & 15th December, 1956. It was used on Leeds-Yeadon (32A). The "32A" T-board used, now resides at Bradford !!

DX 25 (B) worked from YEADON on 21st & 22nd December, 1956. It was used on Leeds-Rawdon (33) on the 21st, and on Bradford-Otley (50) early on the 22nd, being later replaced by DB 8 (YN).

The spare double decker on Sundays is used, if required, for duplicates between Otley and Rawdon. The two 'deckers rostered to work Bradford-Otley and return journeys on Service 53 on Sundays (see Issue 70) no longer do so, as these journeys have now been withdrawn because of the fuel crisis.

On 4th January, 1957, the 7.41 p.m. Leeds-Goiseley (32) was worked by SG 116 (YN). Normally a double decker is used. LEEDS DG's are often used as duplicates on Saturdays. DG 45 was so noted on 15th December, 1956.

6. SERVICE CHANGES.

<u>SERVICE 2</u>	<u>BACHELOR GARDENS - PANNAL.</u>
<u>SERVICE 3</u>	<u>BACHELOR GARDENS - BURN BRIDGE.</u>
<u>SERVICE 5</u>	<u>RAGLAN STREET - HARLOW HILL.</u>
<u>SERVICE 5A</u>	<u>RAGLAN STREET - BECKWITHSHAW.</u>
<u>SERVICE 13</u>	<u>BUS STATION - St. GEORGE'S ROAD (G.P.O. Hutments).</u>

As from Sunday, 16th December, 1956, the above mentioned Harrogate local services were re-routed to operate via West Park and Otley Road in each direction, instead of via Beech Grove.

SERVICE Y5/Y5A ELMFIELD AVENUE - DRINGHOUSES. (See Issue 70)

The alteration of route between Peasholme Green and Dodsworth Avenue (via St. Maurice's Road, Monkgate and Heworth Green - as on Sundays) applies only after 7.0 pm on Monday to Saturday.

As from Sunday, 30th December, 1956, certain express services were revised as a result of fuel restrictions. Major changes are:-

SERVICE X.88 LEEDS - SKIPTON - MORECAMBE.

Suspended. Final day of operation was 29th December, 1956.

YORKSHIRE - BLACKPOOL.

The 10.30 am, 12.30 & 4.30 pm departures from Leeds, and the 10.45 am, 12.55 & 4.45 pm departures from Blackpool are withdrawn.

The Harrogate-Blackpool service will operate on Fridays, Saturdays, Sundays and Mondays, instead of daily.

YORKSHIRE - LONDON.

The southbound service will operate only on Fridays, Saturdays, Sundays and Mondays, and the northbound service on Saturdays, Sundays, Mondays and Tuesdays.

LIMITED STOP SERVICE.

Leeds-Middlesbrough: - The 10.35 am Leeds-Middlesbrough will start from Ripon, and the 2.35 pm Middlesbrough-Leeds will terminate at Ripon. The 6.35 pm Leeds-Middlesbrough is withdrawn. The 5.50 pm Middlesbrough-Ripon will terminate at Thirsk, returning from there at 7.20 pm to Middlesbrough. The 7.55 pm Ripon-Leeds connection is withdrawn.

Leeds-Newcastle: - The 10.30 am ex-Newcastle & 3.35 pm ex-Leeds are withdrawn. The 9.35 am ex-Leeds becomes Su.X. and the 11.35 am Su.O. The 2.30 pm ex-Newcastle becomes Sat.O. and the 4.30 pm Sat.X.

Leeds-Liverpool: - The 8.55 am Liverpool-Leeds will operate via Mirfield & Dewsbury instead of Bradford. The 1.15 pm Leeds-Liverpool (via Bradford) is withdrawn. The 1.25 pm Leeds-Manchester journey is extended to Liverpool. A number of other journeys have been curtailed or withdrawn.

.. SOLD STOCK.

AWW 35 (ex-WY Y330, Bristol G05G). Showman, Castleford 11/56 (See also 10/56 issue).

BWT 780 (ex-WY 985, Bristol J05G). The vehicle noted in York in August, 1956, (See Issue 67, Page 6) has been confirmed as being 985, and is in fact the same vehicle that was reported in Issue 60, Page 4, as BWT 770 (ex-975). Please note the correction. It is owned by the Ferrybridge Salvage Co.

DEPOT ALLOCATION - 1/1/57

C. S. D.

BRADFORD :

B: 4 12 43

SG 7.
SG 120.
SGW 7/8/9.
SEW 15/16/17.
SUG 6.
EB 1/3/4.
EUG 12/13/14/20.
DG 12-14/31-37.
DE 2-6/16/36/38-41/47/49/61.
DEW 5-7/10/11/20-22.
DX 17-23/25/29/31/32.

Total: 59.

Service vehicle :- 1002.
Stored (unlicensed) :- SG 62/76, EUG 35-45, DG 29/30,
CB 5/6, CBW 5, CUG 1-6/11/12,

HARROGATE :

H: 7 35 30

965.
SG 23/55/64/66/74.
SG 102-10/17-19/31/34/35.
SGL 4.
SEW 18-23/33-35.
EG 1-4.
EUG 8-11/19.
CUG 13/15.
DG 2-5/7/8/28/38/39/42/54.
DE 25/37/48.
DEW 18/23/26/34.
LX 1/3/4, 10/15/16/37/38/44-46/50.

Total: 72.

Service vehicles :- 1004/06/08/15/16/18/21.
Stored (unlicensed) :-
Grove Park :- SG 31, SG 101, SM 1/2, CP 1,
CB 3/4, CBW 6-10, CUG 10/16-20,
EUG 50-56/59, DG 41, DX 52-54,
647 (CP 2).

ILKLEY :

I: 1 5 8

SG 133/38/39/41.
EB 2.
EUG 4.
DEW 3/4/24.
DX 6/7/33.
KDX 39/40.

Total: 14.

Stored (unlicensed) :- SG 17/32/35/67/86/94, DG 40.

KEIGHLEY :

K: 3 16 48

SG 70/82/93.
SGL 7/14, KSGL 18/20-23.
SGW 10-12.
SEW 13/14.
EB 5.
CUG 7/8/14.
DGW 1/2/7/8.
DX 24/26/27/30.
KDG 16/18-27/48-53.
KDB 10-15/26-35/54-57.
KDX 41-43.

Total: 67.

Service vehicle :- K1003.
Stored (unlicensed) :- KSG 60, CBW 3/4.

C. S. D.

LEEDS :
 (incl: Wetherby)
 L: 11 27 53
 W: - 6 -

SG 111/36/37/46-50.
 SGL 1-3/15.
 SGW 2/3.
 SEW 27-32.
 EB 6-10.
 EG 5-12.
 EUG 2/3/15/21/22/26-29.
 CB 1/2.
 DG 6/9/10/11/15/44-47.
 DB 1/17/19-23/42-46/50-53/58-60/62/63.
 DEW 12-17/19/28/29.
 DGW 3-6/10.
 DX 8/9/11-13/47-49/51.

Total: 97.

Service vehicles :- 1001/20.
 Stored (unlicensed) :- SG 38-40/49/81/83/88, DG 43,
 EUG 30/32-34/46-49/57/58/60,
 CBW 11/12, CUG 9.

PATELEY BRIDGE :
 P.B: - 5 -

SG 132.
 SGL 5/6.
 SUG 1/7.

Total: 5.

SKIPTON :
 (incl: Grassington)
 SK: - 4 3
 G: - 4 -

SGL 8-13, KSGL 19.
 KSP 3.
 KDG 17.
 DX 28/35.

Total: 11.

Stored (unlicensed) :- KSG 56.

YEADON :
 YN: - 5 5

SG 112-16.
 DB 7-9/18/24.

Total: 10.

Stored (unlicensed) :- SG 37, KSG 58, KSP 4.

YORK :
 (incl: Malton &
 Scarborough).

YK: 4 22 65
 M: 1 4 5
 SC: 2 - 2

SG 85/87.
 SG 140/42-45.
 YSG 121-30.
 SGL 16/17.
 SGW 1/4-6.
 SBW 24-26.
 EUG 5/16-18/23-25.
 DG 1.
 DEW 1/2/8/9/25/27/30-33.
 DGW 9.
 DX 2/5/14/34/36.
 YDG 55-65/77-92.
 YDB 64-91.

Total: 105.

Service vehicles :- Y1005/19, 1017.
 989 (rest bus).
 Stored (unlicensed) :- SG 72, CBW 1/2, EUG 31.

TOTAL OPERATING FLEET

	<u>1/1/56.</u>	<u>1/1/57.</u>
Coaches	32	33
Single deckers.....	161	145
Double deckers.....	242	262
	<u>435</u>	<u>440</u>