

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]

WINTER MEETING, January 1958:

We are hoping to hold a meeting in Leeds, probably on the evening of Saturday 11th January, full details see next issue. The meeting will take the form of an "Open Night" at which members will have an opportunity of exchanging their views on topics of general interest, with special reference to "West Yorkshire" and "W.Y.I.S." matters.

SUBSCRIPTIONS - 1958.

The 1958 subscription will remain at 6/-, and a renewal form is being sent with this issue. Members are again requested to assist the Hon. Treasurer by completing and returning the form as soon as possible.

PUBLICATIONS.

The P.S.V. Circle have recently published a Fleet List for the Yorkshire Traction Co., Ltd. and copies may be obtained from [REDACTED] at a cost of 2/-.

PRESS DAY FOR THE DECEMBER ISSUE - SATURDAY, 7th DECEMBER

1. STOCK CHANGES

(a) New Vehicles

EUG 70	TWT 122	Bristol MW5G	135006	ECW	9901	S 41	FB	6-1223
DX 61	TWY 603	Bristol LD6B	134151	ECW	9588	LD 33/27	RDB	7-15-0
DX 62	TWY 604	Bristol LD6B	134152	ECW	9589	LD 33/27	RDB	7-14-1

(b) Delicensed

965	-	31/10/57
SG 37	-	31/10/57
SGL 1	-	31/10/57
SUG 8	-	31/10/57
EUG 9	-	31/10/57
CB 3-6	-	31/10/57
CEW 1-12	-	31/10/57
CUG 1-6/15-20	-	31/10/57
YDG 79	-	31/10/57
DB 43/47	-	31/10/57
DX 2/17/18/35	-	31/10/57

(c) Relicensed

SG 134	-	1/11/57
CUG 13	-	1/11/57
DG 10/31/35/46	-	1/11/57
DBW 34	-	1/11/57

(f) Vehicle Sales & Disposals

Official disposals for the vehicles sold &c in 1957 have now been obtained and are given below:-

February 1957:	CP 2	Scrapped.
March 1957:	SG 39	Comberhill Motors Ltd., Wakefield.
May 1957:	EG 7-12	Norths of Leeds Ltd.
July 1957:	KSP 4	Comberhill Motors Ltd., Wakefield.
September 1957:	SG 36/49	P.D. Sleeman Ltd., Ealing, London.

FLEET TOTAL - 1/11/57

The licensed fleet total for 1st November is 422, comprising 32 coaches, 120 single-deckers and 262 double-deckers.

3. DEPOT CHANGES

(a) Allocations & Transfers

965	from	HARROGATE	(delicensed)	31/10/57
SG 37	"	BRADFORD	(delicensed)	31/10/57
SGL 1	"	LEEDS	(delicensed)	31/10/57
SUG 8	"	PATELEY BRIDGE	(delicensed)	31/10/57
EUG 9	"	ILKLEY	(delicensed)	31/10/57
CB 3/4	"	HARROGATE	(delicensed)	31/10/57
CB 5/6	"	BRADFORD	(delicensed)	31/10/57
CEW 1/2	"	YORK	(delicensed)	31/10/57
CEW 3	"	KEIGHLEY	(delicensed)	31/10/57
CEW 4/5	"	BRADFORD	(delicensed)	31/10/57
CEW 6-10	"	HARROGATE	(delicensed)	31/10/57
CEW 11/12	"	LEEDS	(delicensed)	31/10/57
CUG 1-6	"	BRADFORD	(delicensed)	31/10/57
CUG 15-20	"	HARROGATE	(delicensed)	31/10/57
YDG 79	"	YORK	(delicensed)	31/10/57
DB 43	"	LEEDS	(delicensed)	31/10/57
DB 47	"	BRADFORD	(delicensed)	31/10/57
DX 2	"	YORK	(delicensed)	31/10/57
DX 17/18	"	BRADFORD	(delicensed)	31/10/57
DX 35	"	SKIPTON	(delicensed)	31/10/57
EUG 70		(new)		
DX 61/62		(new)	to HARROGATE	1/11/57
SG 134		(delicensed)	" LEEDS	1/11/57
CUG 13		(delicensed)	" BRADFORD	1/11/57
DG 10/35/46		(delicensed)	" HARROGATE	1/11/57
DG 31		(delicensed)	" LEEDS	1/11/57
DEW 34		(delicensed)	" BRADFORD	1/11/57
SG 144	"	YORK	" HARROGATE	1/11/57
SGL 4	"	HARROGATE	" BRADFORD	1/11/57
SGL 8	"	KEIGHLEY	" PATELEY BRIDGE	1/11/57
SEW 30-32	"	LEEDS	" SKIPTON	1/11/57
CUG 9	"	LEEDS	" HARROGATE	1/11/57
EUG 50	"	HARROGATE	" HARROGATE	1/11/57
DX 47	"	LEEDS	" ILKLEY	1/11/57
DX 55	"	LEEDS	" SKIPTON	1/11/57
			" BRADFORD	1/11/57

Notes:-

- (i) All vehicles are relicensed at their former depots except SG 134 (ex-Harrogate), DG 35 (ex-Bradford) & DEW 34 (ex-Keighley).
- (ii) With the delicensing of SG 37 (the last of the pre-war SG's), and 965 (the last of the JO5G's), the Company have no pre-war single-deckers in service, nor any vehicle with bible indicator.
- (iii) It is of interest to note the delicensing of YDG 79 - one of the first new vehicles to be delivered to the Company during the immediate post-war period. (It was last overhauled in Jan 1956).
- (iv) DG 35 is the first Roe-bodied DG to be allocated to LEEDS.

(b) Temporary Loans

SGL 8	from	KEIGHLEY	to	SKIPTON	from 1/10/57 to 31/10/57 (now transferred - see above).
DX 27	from	KEIGHLEY	to	HARROGATE	from 19/10/57 to 3/11/57
DX 59	from	HARROGATE	to	KEIGHLEY	from 19/10/57 to 3/11/57

(c) Movements of Delicensed Vehicles

SG 132 and SUG 8 are now at HARROGATE.
 CP 1 had been moved from YORK to GROVE PARK, HARROGATE, by mid-October 1957.
 DG 2,29 had been moved from GROVE PARK, HARROGATE, to PATELEY BRIDGE by mid-October 1957.
 SG 31,62,66,67,70,82 had been moved from GROVE PARK, HARROGATE to YEADON by 31st October 1957.

4. VEHICLE NOTES.

(a) Overhauls

October 1957: SWM 27, DB 25, KDB 26, YDB 80, DSW 25, DX 21, DX 22.
November 1957: EUG 16, YDB 81, DX 35.

(b) Repaints

October 1957: DB 62, DB 20, DX 12, EG 2.

SG 134 & SG 144 (now at BRADFORD) were without front and rear intermediate blinds when seen on 6th November; yet, on the other hand, DG 35 was transferred to LEEDS complete with BRADFORD blinds!

5. OPERATING DETAILS.

Bradford : On 11th October, the afternoon journey on Bradford-Scarborough (43) was worked by CB 5 (B) instead of the customary EUG. The reference to the use of Lodekkas on this service (see Issue 79) applies only to Sunday afternoons.
SG 37, the last pre-war L5G, was operating the 66A service (Hirst Wood - West Royd Cres) with correct bible indicator on Saturday, 28th October.
SUG 6 (B), after spending some time on the Forster Square - Shipley service, has recently returned to the Wroose route. During its absence an SEW was the regular vehicle, the more powerful Bristol AVW engine being an advantage on the steep hill.
During October, Lodekkas appeared on Service 30 on a number of occasions.

Grassington : SUG 3 (K) replaced SUG 2 (SK/G) for a short time during October.

Harrogate : SG 103 (H), the one-man operated 'bus, is understood to have been used on an excursion to Newby Hall during the Summer.

R.A.F. Dishforth: West Yorkshire vehicles were again used between Ripon and Boroughbridge and the Aerodrome (United route 130) on "Open Day", 14th September. DEW 25 (H) and Boddys (Bridlington) PUA 170 were noted returning from Dishforth to Boroughbridge at 2.40 p.m. the double decker having worked from Harrogate on route 14. Other vehicles noted operating from Ripon were: SGL 2 (L/W), DB 25, DB 48, DG 6, DG 8 (all H).

Keighley : During the summer, DEW 34 was a regular performer on the 20 and 50 minutes past each hour journeys on Bingley - Fildwick (52) route. The Dick Hudsons and 62A journeys continued to be operated by an SUG.

SUG 2 (SK/G) was noted on K20 (Thwaites Brow) on 25th October, and DX 3 (I) was seen on K17 (Oakworth). K3GL 22 (K) worked a trip on route 31 (Leeds) on 8th November.

The Driving School was in operation during the first week of November, SGL 7 (K) being used.

During its stay at KETCHLEY, DX 59 (H) was used on K3, K7, K22, K23 and 67. It also did at least one trip on K10 (Skipton). DX 27 (K), which was loaned to HARRGATE in exchange for DX 59, was used on Bradford-Harrogate.

Malton : On Sunday, 27th October, DEW 2 (YK/M) was working the Hovingham (84) service.

EUG 23 (YK/M) duplicated DEW 31 (K/SC) on the 3.5 p.m. to Scarborough and 6.30 p.m. Scarborough-Leeds (43). Both journeys observed on the Whitby route were duplicated - SEW 27 (L) with SWM 25 (YK) were on the 3.20 p.m. to Whitby, and United BU 231 and BB 16 on the 2.15 p.m. to Leeds, the latter working to York only and later returning to Pickering. EUG 35 (B) and DX 31 (B) were on the two Bradford-Scarborough (43) journeys.

Scarborough : DX 5 & DEW 27 (both YK/SC) were operating Scarborough-York (43) on 27th October. As recorded above, DEW 31 was also working from this Depot giving an allocation of three double-deckers on this date. DX 5 was used on what is normally an EUG duty.

Skipton : SGL 8 was transferred to work the new 75A service. Both SGL 8 & SGL 9 have paper labels displaying "Greatwood Avenue" stuck on their blinds. DX 35 (SK) was observed on K12 (Ilkley-Keighley-Haworth) on 25th October and on 30/31 on 30th October. On both occasions it was working for KEIGHLEY.

York : DX 5 (YK) was noted on the 8.35 p.m. York-Leeds (47) journey on 19th October, and was seen on LEEDS duties on several days during the following week, including the 7.5 a.m. Leeds-Scarborough.

5. OPERATING DETAILS (Contd).

Yorkshire Services : The following were seen on Yorkshire Services at Victoria Coach Station, London, on Saturday, 31st August, 1957:-

WY:	CBW 4/6, CUG 12/14/15.	YTC:	1028, 1031, 1035.
YWD:	683/85/86, 740/41, 761.	EYMS:	617, 618, 624.
E.Mid:	C.18, LRA 350 (Albion Valkyrie),	C.21, LVO 781 (Leyland PS 1),	
	C.22 (Leyland PSUC 1)	, C.27 (Leyland PSUC 1).	

The interesting vehicles amongst these are those of East Midland; they had presumably run from Sheffield and Chesterfield.

6. SERVICE CHANGES.

SERVICES 44/45	LEEDS - YORK - BRIDLINGTON.
SERVICE 45	LEEDS - YORK - HULL.

With the commencement of the winter timetable (29th September 1957) journeys to Leeds now call, in addition, at Piccadilly, York. York-Hull buses now start at Rougier Street instead of Piccadilly. Several adjustments to timings have also been made.

The variations published in last month's Bulletin (Issue 89, Page 5) have been granted.

7. SOLD STOCK.

DW 603 (ex-WY SG 89, Bristol L5G, sold P.V.D. 2/56). Sindall (contractor), Cambridge, 10/57. (CWY 987 was similarly reported in 3/57 - Issue 77 refers).

The "Telegraph and Argus" recently illustrated a Bedford - Duple coach of West Yorkshire now running in Cyprus. It must be either ex-CP 3 or CP 4, and apparently still has "West Yorkshire" on its off-side indicator box.

8. OTHER INFORMATION.

965 : The withdrawal of 965 sees the disappearance of a vehicle which was quite unique. It was first licensed at Leeds Depot on 1st March 1937, as a 34-seater, with ECW body. It remained at Leeds until withdrawn for rebuilding on 31st July 1946, when it was sent to ECW and fitted with roller blind during a complete overhaul. On return, it was licensed at Bradford Depot on 1st November 1946. It was withdrawn on 29th February 1952 following an accident, and was then used, in conjunction with 934, for an experimental vehicle. The chassis was extended forward, and a Gardner 5LW engine fitted in front of the front axle. In this form 965 was placed in service at Leeds on 1st August 1952, but after a short time it was transferred to Harrogate on 22nd September 1952, since when it has spent most of its time on the Scriven route (S). If we regard it as 965, its service has been 20 years 8 months, but as 934 it is 21 years 10 months.

SG 37 : SG 37 was the last of the 95 pre-war L5G's. SG 1 (as 110) was licensed at Harrogate on 1st July 1938, and KSG 95 (as K205) at Keighley on 1st January 1941, having been stored since its delivery on 16th April 1940. These vehicles replaced the last of the TSM's, Leyland Tiger 'buses, and the Albions, though one or two Tigers were used again after returning from Government service.

"Remembered" The news in Issue 77 of the joining of the Skipton-Harrogate and Harrogate-Tadcaster services has reminded one of our members that before the 1939-45 war the Bradford-Harrogate via Yeason Moor service (now 51) operated through to Boroughbridge. When the buses left Bradford, "Boroughbridge" was shown as the destination on the bible indicator, and on wooden side boards, but both were changed at Harrogate for ones showing the present intermediate for the Harrogate-Boroughbridge section. They were changed back on the return journey. Route 51 was via Ferrensby and route 52 via Staveley.

There was also through working with Yorkshire W.D. between Ilkley and Huddersfield. Long, wood side indicators extending the full length of the bus, as used on the express services of the day, were carried. The YWD Huddersfield-Bradford service is still 68, although it was suspended for a time during the War, and some YWD vehicles still carry "Ilkley" on their blinds.

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