

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE No.55.

SEPTEMBER, 1955.

Hon. Chairman: [REDACTED]
Hon. Vice Chairman: [REDACTED]
Hon. Editor: [REDACTED]

Hon. Treasurer, Membership Secretary and Publications Officer: [REDACTED]

SKIPTON AND HALLEY TOUR - SUNDAY, 2nd October, 1955 :

Any members who intend to come on this Tour, full details of which were given in our last Issue, and who have not yet booked are requested to do so immediately. There are still a number of vacant seats and if the cost is to be kept down these must be filled. Please see all your friends, particularly those who have been with us before, and invite them to join us in this entertaining journey.

TROLLEY BUS SOCIETY - DONCASTER VISIT :

There will be a Tour of the Doncaster Corporation Trolley Bus system on SUNDAY, 18th SEPTEMBER, 1955. All members of the West Yorkshire Information Service are welcome. Meet at Trolley Bus Depot, 2.30 pm. Further details from [REDACTED].

MR. J.T.E. ROBINSON :

As briefly announced previously, [REDACTED], who has been Traffic Manager of West Yorkshire since 1948, has been appointed General Manager and a Director of the United Counties Omnibus Co.Ltd., Northampton. [REDACTED] has seen the growth of West Yorkshire from the very beginning, as he joined Premier immediately after leaving Salts High School in 1924. After serving in the workshops and later in the office at Keighley, he was transferred to Harrogate in 1930 as Chief Traffic Clerk, two years after the formation of the present Company. [REDACTED] was appointed Assistant Traffic Manager in 1936, and later left the Company for a short time to take up the position of Traffic Manager with the Brighton, Hove & District Omnibus Co. Ltd., in 1945. In 1948 he returned to West Yorkshire as Traffic Manager. Our Chairman has written to [REDACTED] congratulating him on behalf of the W.Y.I.S., and thanking him for the help he has given us.

[REDACTED] :
The successor to [REDACTED] is [REDACTED] who was previously Traffic Manager of the Brighton, Hove & District Omnibus Co. Ltd.

PERSONAL :

We offer our heartiest congratulations to our member [REDACTED] who was married to [REDACTED] at St. Cuthbert's Church, Heaton, on 14th September 1955.

* PRESS DAY FOR THE OCTOBER ISSUE - SATURDAY, OCTOBER 8th *

1. STOCK CHANGES.

	(b) <u>Relicensed</u>		
YDG 83,86,91	(ex-YDG 67,70,75)	-	1/9/55
	(c) <u>Delicensed</u>		
SG 20		-	14/7/55
SG 13,14,16,21,24,27,34,41		-	31/8/55
CP 3,4		-	31/8/55
YDG 69,71,74,76		-	31/8/55
EUG 44,45		-	31/8/55

The four YDG's were the last of the batch to be withdrawn, and also the last complete pre-war double deckers to remain in service. DG 38-42 (ex-707-11), new in 1944/45, still have their 1938/39 second-hand bodies. West Yorkshire is thus probably the first Tilling Company to eliminate pre-war double deckers in original condition.

(f) Vehicle Sales & Disposals

The remains of 102, which was written off stock in August 1954, were sold to Tye of York in July 1955.

2. REBODYING.

YDG 83	(ex-YDG 67)	OWT 196	B1	K5G	12706	ECW	H	29/26	R	8355	7-3-0
YDG 86	(ex-YDG 70)	OWT 199	B1	K5G	12705	ECW	H	29/26	R	8354	7-2-3
YDG 91	(ex-YDG 75)	OWT 204	B1	K5G	12707	ECW	H	29/26	R	8356	7-3-1

The altered seating capacity is achieved by doubling the single seat upstairs, and reducing the inwards facing seat downstairs to seat three persons. The offside front number on these three vehicles is on the body below the front window, similar to the Lodekkas, not on the cab-side as previously.

3. DEPOT CHANGES.

(a) Allocations & Transfers

SG 20	from KEIGHLEY	(delicensed)	14/7/55
SG 13,14,41	" LEEDS	(delicensed)	31/8/55
SG 16,34	" BRADFORD	(delicensed)	31/8/55
SG 21	" ILKLEY	(delicensed)	31/8/55
SG 24,27	" BRADFORD	(delicensed)	31/8/55
CP 3, CP 4	" BRADFORD	(delicensed)	31/8/55
EUG 44, EUG 45,	" BRADFORD	(delicensed)	31/8/55
YDG 69,71,74,76	" YORK	(delicensed)	31/8/55
YDG 83,86,91	(rebuilt) to YORK		1/9/55
EG 1, EG 2	" YORK	" BRADFORD	1/9/55
SG 141	" YORK	" ILKLEY	1/9/55

EG 1 & EG 2 return to the depot they were at in 1949 when numbered 249 & 250. SG 141 is the first West Yorkshire single decker with roller blind indicator to be allocated to ILKLEY (K419 - now KSG 18 - was there for a short time, and EB 3 has been there a season).

(b) Temporary Loans

Eastern Counties LS 757	FVF 757	Bristol LS6B	LEEDS	20/8/55
Eastern Counties LS 493	GPW 493	Bristol L6B	LEEDS	27/8/55
Tilling -	LYM 731	AEC Regal IV	SCARBOROUGH	27/8/55
Tilling -	MXB 746	Bristol LL6G	SCARBOROUGH	3/9/55
Tilling -	MXB 748	Bristol LL6G	SCARBOROUGH	3/9/55

Lincolnshire 1171 shown in the August Issue as a Bristol L6A is, of course, a Bedford OB.

SG 82,93,139 & SGL 7,14 (all K) were loaned to YORK during Bank Holiday period. This explains the appearance of SGL 7 & SGL 14 on York duties on 5th August - see Issue 54, page 7. CBW 1 & CBW 2 (both YK) were loaned to BRADFORD during the Bank Holiday period.

(c) Movements of Delicensed Vehicles

SG 20, SG 45, K962 & K963 were moved from KEIGHLEY to SKIPTON by 21st August. (K962 & K963 had been stored at South Street since late 1952, and their movement means that South Street is now empty).

CP 2 (ex-647) and 1010 are stored outside GROVE PARK depot, Harrogate. SG 73 has now been moved inside the depot, and SG 34 has joined SG 33 outside.

All vehicles stored at YEADON had been moved outside by 3rd September.

4. VEHICLE NOTES

(a) Overhauls

August 1955 :	SGL 16, KSGL 22, EB 7, DB 6, YDB 68, DX 2.
September 1955 :	SGL 15, SEW 32, YDB 66, DEW 5.

(c) Heaters

A heater has been fitted to KDB 57.

Staggered seats (as DEW 14) have been fitted to DEW 16.

Outside front indicator handles have been fitted to YDB 68.

Rear doors similar to DB 23 (ex-751) have been fitted to KDB 57.

5. OPERATING DETAILS.

The heavy coastal traffic noted in the August issue has continued, but each week has seen a slight decrease. A feature introduced in 1954 that has not been continued to the same extent in 1955 was the use of small stick on destination slips on hired vehicles, and vehicles whose blinds had not got the required destination.

Bradford : On Saturday, 6th August, EUG 25 & EUG 45 (both B) worked the 8.30 am Bradford-Skegness, while CUG 8 (K) ran through from Keighley. The 2.30 pm Bradford-Skegness was worked by Lincolnshire 1843 (AEC Regal I, EBE 409, Duple, C33F, originally Wright of Louth).

No less than 18 coaches were used on the 2.30 pm Bridlington departure, compared with only 7 to Scarborough. Of these 18, 9 were Boddys:- RN S759, RN 8818, FWF 89, LBT 511, NBT 500, MWF 286, NRH 898, GRR 953 & PUA 170. Another coach was a 1955 Bedford - Duple "Vega" of Beehive Motors, Doncaster, - OMT 773.

5. OPERATING DETAILS (Contd)

Bradford: An interesting vehicle used on the 8.55 am Newcastle journey was DKH 441, a Leyland T88 with an 8' x 30' body built by K.W. Bodies, Mispham. It was originally East Yorkshire 333, and is now owned by Elwell Bros., Thurnscoe.

During this week (ending 6th August), CEW 1 & CEW 2 (both YK) were on loan to Bradford; CEW 1 duplicated the 6.30 am Bridlington express journey, while CEW 2 ran the 8.20 am Huddersfield-London. CEW 4 & CEW 5 (both B) ran from Barnsley to London on Friday night, 5th August.

One of the few occasions on which a Tilling coach has been seen on a day service to London was Monday, 15th August, when OLU 755 duplicated CUG 10 (B) from Bradford on the 9.30 am departure.

Harrogate: Until recently Harrogate Depot did not work regularly on route 76 (Harrogate - Skipton). The service requires three vehicles which were provided by Skipton (1) and Ilkley (2). Now Harrogate has taken over one turn from Ilkley. The Harrogate car runs to Otley via service 53 at 6.55 am, and then takes over the 7.30 am Otley-Skipton (76). This would explain the appearance of DX 10, seen on this service in July and reported in our last issue. The new arrangement probably took effect on 1st May, when Ilkley took over two turns on 53 (Otley-Bradford), one from Yeadon and one from Bradford, but received only one additional vehicle (DBW 24).

Leeds: Amongst the many hired vehicles noted at Leeds on 6th August, the following are of interest:-

MAW 42 Bedford - Duple "Vega" of J.F. Whittle, Highley, Near Kidderminster, used on the 6.30 am Blackpool express. This had been used on a Forces express journey and garaged at Leeds depot on Friday night. Whittle has been running to Leeds for some years now, but this is the first time a vehicle has been noted hired to West Yorkshire.

DKH 452, a Leyland T88, of Mason's, Doncaster, was also sent to Blackpool. This is ex-East Yorkshire 344, and retains its original body.

Three vehicles of Fynes were seen :- LNR 840 (Daimler "Freeline" - Burlingham) was on the 7.0 am "Coach-Air" Blackpool journey; LYC 964 (Daimler "Freeline" - Burlingham) was on the 7.5 am Scarborough (43), and HNX 923 (Daimler CVD6 - Plaxton) on the 8.15 am Blackpool (J9).

The Burlingham Seagull coach of Andertons, OMT 940, which won the second prize in Class "C" at the Clacton Coach Rally on 17th April, was on the 6.30 am Scarborough express.

Standerwick 88 and North Western 263,386,533 were used on the 8.5 am Scarborough (43).

The 3.25 pm Llandudno departure on Saturday, 6th August, consisted of: Crosville KW 231, KW 238, KW 252 & UG 296-99. SG 149 (YK loan L) was the service car on the 7.20 am Blackpool (J5) on this date, and was accompanied by LUB 564 of B & I de Luxe, Leeds 6, and DCX 626 of Beaumont, Selby; both are Bedford OB's.

Other recent interesting hirings have included :-

- | | | |
|---------|--------------------------|---|
| JTC 769 | Leyland PS1 - Burlingham | R.Wood & Sons, Ashton-under-Lyne. |
| NTC 365 | Bedford SB - Duple | Mark Baines, Haslingden, Lancs. |
| XJU 924 | Commer - Allweather | S. Stringer (Lees Motorways), Pontefract. |
| MAT 338 | Austin - Plaxton | Primrose Valley Coaches, Piley. |
| LAL 618 | Bedford OB - Duple | Primrose Valley Coaches, Piley. |

CUG 7 (K) was scheduled for Llandudno on Saturday, 13th August; CB 2 (L) and 4 EUG's were also due to go. EB 7 (L) was noted at Galashiels on this date, en route for Edinburgh. The congestion caused by traffic diversions in York was reflected in Leeds when EUG 10 (YK) & EUG 22 (L) came through from Scarborough on X192 at 2.30 pm (about an hour late). EUG 22 had an "on hire to YTC" label, so had evidently worked from Barnsley district to Scarborough in the morning.

Maidstone & District CO 315 worked through from Hastings to Leeds on Friday, 19th August.

Another coach of Whittle's was on hire to West Yorkshire on Saturday, 20th August. This was JMT 719 Leyland PSU1 - Burlingham.

North Western vehicles proceeding empty to the East Coast were again hired by West Yorkshire on Saturday, 27th August. Those seen were 317,560 & 586.

During August, West Yorkshire provided a vehicle for use on the Fawdon day service. EG 9 & EG 10 (both L) were used on 12th August, EG 9 on 18th August, and EG 10 on 19th August. Also, a Wrays coach was hired during the week for duties on Limited Stop. FKW 446 & KTB 504 were so noted.

Scarborough: It has been mentioned previously that the Scarborough-London service has been transferred to a night service for the 1955 season. Vehicles run from London to Scarborough on Friday night, and return to London on Saturday night. The service has usually been run by Tilling Transport vehicles, up to three have been noted, and these have been used by West Yorkshire for the Scarborough-Leeds & Bradford express services. It is of interest to note that the AEC Regal IV's have been seen again this year, although none were used in 1954. The 1954 Bristol LSGB's have also been used a number of times.

5. OPERATING DETAILS (Contd)

Yeoman : Little change in the workings has taken place since the change of supervision from Leeds to Bradford took place. SW 20 (B) was working 32A on Saturday, 3rd September. The double decker operating the morning journey from Cookridge to Bradford (54) is now quite often a Yeoman vehicle.

York : Tilling LYM 730 duplicated the 4.50 pm York-Scarborough (43) after returning empty from Leeds on 13th August.

On 17th August, DG 11 (L) worked the 5.30 pm Carriage Works - South Bank Workmen's service, and then the 5.50 pm York-Wetherby (97).

For the August Races, Harrogate and Leeds vehicles operated specials as usual. East Yorkshire vehicles observed on hire were :-

23rd August - EY 594. 25th August - EY 545,556,657.

SG 93 (K) worked the Y7 (Hull Road-Leeman Road) service on 1st August while on loan to York.

EB 1 (B) worked the 7.20 am York-Leeds (43) - a YORK duty - on 22nd August. On the previous day it was receiving attention at York depot, having come off service 91.

6. SERVICE CHANGES.

Torquay Service Appeal.

In the appeal by the Yorkshire Services Pool Companies for additional facilities between the West Riding and Birmingham, the Minister of Transport has upheld the decision of the Yorkshire Traffic Area Licensing Authority in refusing the applications.

At the same time, the Minister also upheld the decision of the Authority in refusing applications from Wallace Arnold Tours, Hansons Buses, O & C Holdsworth, and Kitchen's for an express service from the West Riding to Paignton and Torquay.

Also not allowed were appeals from Yelloway Motor Services for an express feeder service from Huddersfield to Rochdale, and of Hebble Motor Services for an express feeder service from Bradford to Rochdale.

Further details regarding this appeal, which has been regarded as a 'Test Case' for the principle of linking express routes, have appeared in the "Commercial Motor".

7. SOLD STOCK.

- WX 7099 (ex-WY 688, AEC Regal) Both sold to Norths in 1950, were noted in the yard
 - WX 7753 (ex-WY 690, AEC Regal) of Lancashire Motor Traders in January 1954.
 - YG 8985 (ex-WY 305, Bristol G05C) Both sold to Cowley in 8/52, were still in his yard
 - YG 3991 (ex-WY 311, Bristol G05G) at Pennington, Leigh, in March 1955.
 - YG 8982 (ex-WY 609, Dennis Ace) Sold 2/48, was owned by Wordsworth, Hoyland, (not 610 as stated in July 1952 issue). It is now owned by [redacted], Hoyland Common, who bought up Wordsworth in 1952. It has a Cawood C18R body.
 - AWW 171 (ex-WY 931, Bristol J05G) Sold 10/52, is now owned by a Showman, [redacted].
 - AWW 178 (ex-WY 938, Bristol J05G)
 - BWT 759 (ex-WY 964, Bristol J05G) All sold to [redacted] 6/53, were noted at
 - BWT 773 (ex-WY 978, Bristol J05G) Blackbushe Airfield, in 5/54. They have since
 - BWT 792 (ex-WY 997, Bristol J05G) left.
 - BWT 766 (ex-WY 971, Bristol J05G) Both sold to Norths 3/54.
 - BWT 795 (ex-WY 101, Bristol J05G)
- A visit to the Scottish Highlands reveals that the "song of the ex-West Yorkshire J's" is becoming familiar up there. BWT 795 was seen on 6th August, 1955, near Inverary, Argyll, where it is employed as a Contractors bus on the Glen Shirra Hydro-electric scheme. BWT 766 was seen near Dalnacardoch Lodge, Perthshire, the following day alongside the Highland Main Line and the main Perth-Inverness road (A9) on a similar project. Both were in West Yorkshire livery with the bible indicators painted red, and are owned by A.M. Carmichael Ltd., Contractors, of Edinburgh. They have "Private" Road Fund Licenses, and still display the remarkable variety of moquette sported by the J's in their later days.
- AWX 809 (ex-WY 957, Bristol J05G) Sold to Cowley 3/54, was seen at Wrexham on 24th August 1955, painted grey. It is now owned by Tarmac Ltd.

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