

# WEST YORKSHIRE

## INFORMATION SERVICE

JUNE, 1970.

ISSUE NUMBER "/L.

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### W. NORTH'S, LTD., SHERBURN-IN-ELMET.

We have been asked by [redacted] of North's, to remind members that enthusiasts are not allowed to lock round the Sherburn premises, as the result again of the pilferings of certain irresponsible people.

We have no doubt at all that our members were not responsible for these thefts, but the request from [redacted] is that all enthusiasts' publications should repeat that permission cannot be granted to lock round the yard, and it would be appreciated if members confined themselves to external inspection of the yard, in order not to jeopardise our present sources of information as to disposals from North's.

(T.M.L.)

### FORTHCOMING EVENTS.

#### P.S.V. CIRCLE MEETING.

The next meeting will be held on Thursday, the 25th. June, in the Bradford Corporation Staff Canteen, Forster Square, Bradford, from 7.00 p.m., and all W.Y.I.S. members are welcome to attend.

PRESS DAY for the July Issue will be Saturday, the 4th. July, and all items should be sent to arrive on or before that date, to [redacted].

### 1. VEHICLE NOTES.

#### NEW VEHICLES.

YVR 50. DWU 835 H. Bristol VRTSL4G. 2/117. ECW 18240 H.39/31 FD. 8-14-2.  
YVR 51. DWU 836 H. Bristol VRTSL6G. 2/118. ECW 18241 H.39/31 FD. 8-14-2.

#### ADDITIONAL INFORMATION.

The chassis numbers of SRG.102-4 are 3/1026-8, and the body numbers 18610-2. We still need the unladen weights of these vehicles. The chassis number of CRL.6 is 4/302.

The new YVR's are actually VRTSL 2's, which are 1" longer than the earlier type. They are evidently extra to the 1970 order, and will probably replace the remaining YDB's. It is not known exactly how many are due, but it is believed to be 6 or 8.

The rear end differs from the earlier batches in that the engine cover is now in three sections, of which only the middle one lifts up, the two side pieces presumably hinging outwards instead. In addition, a rear indicator in the form of a three-track number blind is carried, and this is no doubt what will eventually be fitted to the earlier YVR's. These are not the first Bristol VR's in the country with rear indicators however, as Lincolnshire VR's, at least, have rear number blinds.

CRL.6, which entered service last month, was delivered as CRG.22, and was re-numbered before it entered service.

The unladen weight of SRG.12 after recent overhaul is now 7-16-2 (ex.7-9-1.)

#### ALLOCATIONS AND TRANSFERS.

1038:	from BRADFORD	(withdrawn).	30.4.70.
SHG.14.	" HARROGATE	(delicensed)	31.5.70.
YDB.89/91.	" YORK	"	"
DX.12/202.	" LEEDS	"	"
DX.187.	" BRADFORD	"	"
SRG. 7.	(delicensed)	to HARROGATE	1.6.70.
SUG.19/38.	"	" BRADFORD	"
CRG.4.	"	" BRADFORD	"
DX.204.	"	" LEEDS	"
VR. 36.	"	" LEEDS	"
YVR.50/1.	( new )	" YORK	"
28.	from HARROGATE	" LEEDS	"

1. VEHICLE NOTES, ALLOCATIONS AND TRANSFERS, (cont.)

- Notes :- 1. All vehicles are relicensed at their former Depots, except SRG.11, SUG.38 (both ex-Leeds.)
2. 1038 (SMG.2) had not run for about a month prior to withdrawal. The Company still refers to it as SMG.2, and as it only ran for a month as 1038, future references to it in these pages will be to "SMG.2".
3. SUG.38 had been off the road since 31.12.69, and is the only "OWX" registered LS5G now running.
4. YDB.91 had given continuous service at York since new on 1/2/52.

STORED VEHICLES.

LEEDS. SUG.38 had left Leeds yard by the 27th May. Currently in the yard are DX.12/35/6, SMG.57/8, EUG.90, of which only EUG.90 is in sale livery. DX.34 is still inside, not in sale livery. DX.7 is not yet at Leeds.

YORK. Now in the field are CUG.8/9, EUG.93, SMG.50, SUG.29/37 and DX.31, (not in sale livery) and YDG.85/6/9, YDB.85, SUG.34, SMG.2, DX.17/23/4/9/32/7 (all in sale livery.)

WITHDRAWALS.

30th April, 1970 : 1038 (SMG.2.)

1st May, 1970 : EUG.92, YDB.89/91.

There are now 28 vehicles held awaiting disposal, two of which (YDG.86 & DX.20) have been withdrawn for 11 months.

	C.	S.D.	DD.	FLEET TOTAL.	1.6.70	1.6.69.
Licensed :-	54	219	272		545	552.
Delicensed :-	-	21	7.		28	30.
	54	240	279.		573	582.
= The fleet total excludes =				EUG.92 & YDB.89/91.	=	=

2. VEHICLE NOTES.

OVERHAULS.

February, 1964 : SMG.41.

April, 1970 : KDX.75 & SRG.10.

May, 1970 : SMG.35, DX.204, YDX.233 & SRG.7.

REPAINTS.

April, 1970 : SMG.56, DX.65, CRG.1 & ERG.6/9.

May, 1970 : SUG.63, SRG.19, YDX.131/2/47, 1035, & EUG.90 (Sale livery).

PAINT DATES.

ERG.6 - K.9/64; CRG.8/9 - W.1/68; CRG.11 - W.3/69; SRG.53 - W.10/67; & SRG.29 - H.10/66.

CERTIFICATES OF FITNESS.

KSG.L.21 - 27/1/68; & DX.26 - 4/7/69.

GENERAL NEWS.

DX.125 (L) has received a new radiator Grille with, unusually, both chrome strips and a Bristol script, and very nice it looks, too!

DX.186/204 were treated to one cream band on overhaul, but retains CBC heating. These and DX.200 had their chrome strips on the radiator grille painted red.

SRG.11 (I) retained its special fancy grille on overhaul, and has its destination box blanked off at top and bottom, as on the new type VR's. The only trouble with the blanking off is that the blinds never seem to be set accurately, often being only half visible above the blanking plate.

SRG.102-4 had the cab interiors repainted green before entering service.

SRG.10 (L) now has a shiny (silver) radiator grille after overhaul, and also has its destination box blanked off at top and bottom.

DX.45, after repaint, is a further vehicle to lack an upper cream band. Additional grilles have now been fitted to the rear engine covers of VR.12/18/39.

SMG.37 is now fitted with a narrow LH blind, as on several earlier SMG's (14/5), until these were recently transferred to Bradford.

As well as the points mentioned under 'Additional Information', the new YVR's differ from the previous batches in several ways - twin fog lamps are fitted, and the interior floor is covered in brown lino, similar to hardboard in appearance. The rear indicator is changed from the rear of the lower deck, through a hinged section above the rear window. There is a small permanent window in the ceiling to show the number on the blind. The interior of the cabs have been painted green at Harrogate, and the paint dates also, have been obliterated.

The new 4 destination blind on SRG.7, referred to last month, is for use on the London-Yorkshire services.

VR.45 & SRG.68 now have twin fog lamps.

SMG.2 had its boot doors replaced, and, presumably, the towing hook removed, on withdrawal.

The "Sale livery" of EUG.90 consists of the maroon band being repainted green.

ADVERTISEMENT NOTES.

YLH.21 has a "Budget Rent a Car" advert., whilst SRG.58 has one in the same position for "Eber Caravans, Malton".

KSRG.96/7/48 have all now received the same advert.as YLH.21, on the upper rear. YDB.86 has the same advert.as YDB.88, but stuck directly on to the cream band, covering the headings.

A number of new advertisements have appeared during May.

New side adverts. are for the Norwest Fleetwood - Isle of Man Car Ferry; Paris Fly-Away holidays arranged by West Yorkshire/Skyways Coach Air; and one on VR.35 for Ertan Constable Hall. The Paris holiday one has also appeared as an interior one.

Of the Holts' adverts, "For Cars with Skin Problems" is for Car enamel and zinc plate, etc; "They make scratches vanish" is also for Car enamel; and "It makes dents disappear" is for Cataloy filler.

The Eastwood's advert. on SUG.61 is not a painted one - a paper advert. has been pasted on top of the old one, and at least 8 other Leeds vehicles have recently received similar adverts.

DX.10 is confirmed as having a paper Tetley's "A bitter all right" side advert., and a similarly worded Target advert has also appeared.

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3. SERVICE CHANGES.

EXPRESS SERVICE LEAFLETS. The Summer express service timetables were issued recently.

As well as the usual ones for Whitby, East Kent Coast, Type Tees Mersey, Ten Cities, Blackpool, Lake District, Fridlington/Filey, Scarborough and Southend, one was issued for X.88 to Morecambe, which includes the promised alterations to timings. Services not listed in the timetable, but which have had leaflets issued, are Yorkshire - Aberystwyth (this is via Birmingham, and passengers change there to a Crosville coach), Yorkshire - Eastbourne - Brighton - Worthing - Hastings (Fridays & Saturdays only, from 3rd July to 19th September), Leeds - Glasgow/Edinburgh, and Yorkshire - Southport (mostly change at Preston, but through journeys run on Saturdays only, 23rd May to 19th Sept.)

STAGE CARRIAGE.

It is understood that most journeys on the unremunerative Pateley Bridge - Lofthouse - Middlemoor (27) service was handed back to Longsters of Pateley with effect from the 18th May. This is particularly interesting, because, as well as Longsters once again becoming stage carriage operators, they are now operating the service that was taken over from them by West Yorkshire on the 14th July, 1930, just short of 40 years ago. Unfortunately, we are unlikely to see Crossleys, Vulcans or Boans running the service any more! Longsters are operating the Monday - Friday service, using GMY.222 C, and West Yorkshire run the Saturday duties. Service change S.023 came into effect from Saturday, the 9th May, and S.824 from the 4th May. In addition, from the 10th May, the 08.26 Yeaman - Leeds (35A) on Saturdays was withdrawn.

From 06.30 on the 9th May, traffic was banned from travelling into Wellington Street from Kirkstall Road, due to roadworks at Wellington Bridge. This should have applied until 19.00 on the 22nd May, but although still closed on Tuesday morning, the 12th May, by the afternoon traffic was again using the normal route. Various routes were followed during the diversion. Some vehicles travelled via West Street, Lisbon Street and Wellington Street, others via West Street, Westgate and Wellington Street, but several followed the 32 route of West Street, Westgate and Headrow.

It is understood that Keighley School Specials are now numbered in a special "400" series, and York School Specials are in the "600" series. Further details will be given when these are to hand.

KEIGHLEY - WEST YORKSHIRE SERVICES, LTD.,

A general fares increase on all Keighley - West Yorkshire services came into effect on Sunday, the 17th May.

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4. OPERATING DETAILS.

DEPOT REPORTS.

BRADFORD. On the 12th May, DX.107 (L) was used on Shipley Glen (60) in the morning, showing "Blank/60". KSRG.93 (K.I.loan B) worked the 09.45 ex Ilkley and the 10.45 on Bradford (63) on the 16th May, whilst on the 19th DX.12 (L) was on the 17.40 Bradford - Otley (53). DX.25 (B) worked the 17.05 Bradford - Leeds (55) on the 21st May. On the 28th May, EML.1 (H) worked the 09.10 Bradford - Harrogate (51), carrying a "Bradford" sticker. DX.107 (L) was used on the 17.10 Bradford - Denholme (56) on the 13th May, and on the same day, CUG.31 (I) worked the 17.10 Bradford - Ilkley (X.63) showing "Ilkley/Express". On the 17th May, SMG.15 (B.I.loan I) was on the 16.50 Ilkley - Skipton (76).

HARROGATE. On the 27th May, VR.49 (H) was on the 17.10 Harrogate - Bradford (53), and at the same time VR.48 (H) was on service 16. SRG.21 worked the Middlebrough (X.99) on the 22nd May. SRG.23 was on service 16 (Great Ouseburn - Knaresborough) on the 24th March, not service 8 as shown in the April issue.

#### 4. Operating Details, (cont.)

LEEDS. On the 8th May, LH.15 worked the 12.35 Leeds - Scarborough (43), on the 11th, LH.4 was used, and on the 19th & 21st, YSRG.96. On the 11th May, DX.150 (B.loan L) worked on Leeds - Thornor (42), and 38A at lunchtime, whilst on the 21st May, DX.182 (B.loan L) worked on 49, and DX.25 was on Leeds - Bradford (55). On the 22nd May, DX.78 (K.loan O) was on 32/32A. On the 2nd May, SRG.72 (H.loan L) was on Leeds - Tadcaster (42). On the 11th & 12th May, YLH.21 (Yk.loan L) was on Leeds - York (43). On the 28th May, DX.60 (H.loan O) was on 32A/32M, and VR.18 (L.loan I) worked the 12.15 Leeds - Otley (32M). On Friday, May 29th, DX.151 (B.loan L) was on Leeds - Bradford (30). SMG.6 worked the Airport (X.35) service on Saturday, May 30th. Used for the Church Fenton Air Display on the 25th May were YDX.238, DX.46 (L) & DX.62/8 (both H). There must have been few YDX's left in York that day, as YDX.87/89/91/128/32/94/5, 229/34 & DX.112/58 all worked from Lady Lane (outside Vicar Lane Bus Station) to Wetherby Races, showing "Race Course". At the same time, parked in Vicar Lane Bus Station were UUA 793 & 8848 WY (both Brown, Helperby), ERG.2, SRG.43/5/50, DX.63 (working on 36); Wilts & Dorset Bedford VAL 927 was parked outside the Depot, showing "Leeds" and DX.44 & YDX.91 were parked in Cookridge St., showing "Race Course". KDX.144 (K.loan L) worked the 12.05 Leeds - Otley (32M) on the 2nd June, and on the same day LH.16 (O.loan L) was used on Leeds - Wetherby (39).

MALTON. YDX.89 worked DX.156's duty on at least the 27th May, whilst during part of the week ending the 30th May, a YSRG had been working for them.

YORK. CUG.24, with public address equipment, is the vehicle being used for the City Tour this season. DX.156 (M.loan Yk) was on Leeds - York (43) on the 2nd May. On the 4th May, DX.65 (H) replaced a York vehicle for the last turn to Harrogate, at 22.30, on 84. On the 11th May, SRG.45 was on Y2 (Bur Dyke Avenue - Cornlands), and SMG.55 was on Y12. EUG.87 (Yk), still with a green disc, was seen at Tadcaster at about 07.35 on the 4th May, showing "York/79". On the 1st May, a CUG was on Y10 duplicates to and from Haxby at 17.00/17.30.

LONG DISTANCE. On the 30th May, SRG.7 was seen on the London - Yorkshire service via the M1, carrying a "Luton" sticker. SRG.10 (L), 55 (H) were noted duplicating on X.99 on Bank Holiday Tuesday; on the same day SRG.49 was on the Blackpool service. The shortage of SRG's thus caused resulted in an unidentified DX being used on Leeds - Ripon (36), a rare occurrence. Black & White HDG.369 D was on the South West Clipper service in Wakefield on the same day.

The above are the more unusual items, but we regret that space restrictions due to holidays and duplicating difficulties have meant omitting the remaining notes.

#### 5. SOLD STOCK NEWS.

OWX 144 (ex. SUG.32, LS5G, sold Norths, Sherburn, 11/69.)

To Ezra Laycock, Ltd., Barnoldswick, 4/70.

MXX 137 (A.E.C. Regent III, sold Norths, Sherburn, 11/68.)

To Ben Johnson, Royston, for scrap, 1/70.

NLP 598 (A.E.C. Regent III, sold Norths, Sherburn, 11/68.)

To Ben Johnson, Royston, for scrap, 12/69.

MLL 907 (A.E.C. Regent III, sold H. & C. Garston, 1/68.)

To Tiger Coaches (Dealer), Salsburgh, Scotland, 1/70.

KWU 371 (ex. DEW.15, KSW6B, sold Norths, Sherburn, 4/68.)

To Georges Coaches, Middlestown, 5/68.

Sold by 5/70.

JYG 734 (ex. SBW.19, LWL6B, sold Norths, Sherburn, 6/69.)

Believed to Tarmac (Contractors), 4/70.

LYR 915 (A.E.C. Regent III, sold P.V.S., Canvey Island, 4/68.)

To Isleworth Coaches, 6/68.

Continental Pioneer Coaches, Richmond, 22/5/69.

Noted at Brighton on May 3rd., but delicensed and out of use by May 18th. 1970.

JYC 721 (ex SGW.6, LL5G, sold E. Gibbons, Manchester, 5/69.)

Made a welcome appearance at the Stratford-on-Avon "Bus of Yesteryear" Rally on the 31st May. At the moment it is still in "as withdrawn" condition, but we understand plans exist to convert it back to original condition, with rear indicator, etc.,

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#### 6. TEN YEARS AGO.

This has had to be omitted this month, due to lack of space.

#### 7. OTHER INFORMATION. 40 YEARS AGO.

Due also to lack of space, we are unable to continue this in the present Issue, but meantime it should perhaps be pointed out that the route numbers listed last month were "paper" numbers only, and route numbers did not appear on bus indicators until 1935.