

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 153

DECEMBER 1963.

### EDITORIAL.

Last month's bulletin was the largest we have had for some time and we would like to thank all members who have written in expressing appreciation of this. This was of course only possible because of the many reports received from members and we in turn would like, to express our thanks to all who sent in reports, and hope that they will continue to do so and thus enable us to give you larger and newier bulletins. Dare we suggest, that when making New Year Resolutions that one of them be to send in at least one report a month. We would like to wish all members and friends a Happy and Prosperous New Year.

### FORTHCOMING EVENTS.

Darlington Visit - Sunday 10th May 1964. Preliminary arrangements are now in hand regarding the above visit. Further details are expected to be at hand by the next bulletin but in the meantime to whet your appetite here are a few details. The tour will start from Bradford and will travel to Darlington via Leeds and Harrogate. The new United Bus Station will be visited in Darlington and also the new garage at Redcar. A run will then be made along the coast to Whitby, and the return journey will be over Route 91 to Bradford. It is hoped to hire a CUG for this tour. Please make a note and reserve the date.

### PRESS DAY

Press day for the January 1964 bulletin will be Saturday 11th January 1964 and all items should be sent to ~~the Secretary, West Yorkshire Information Service, 100, The Arcade, Leeds LS1 2JL.~~

### SUBSCRIPTIONS

Members are reminded that 1964 subscriptions fall due on 1st January 1964 and if you have not already done so, please complete and return the renewal form which was enclosed with the last bulletin.

### 1. FLEET CHANGES.

#### New Vehicles.

KDX 164 575 EWK 7-15-0  
DX 170/171.

Further details of the above vehicles are required.

Details are given below of KDX 162/3 reported last month:-

KDX 162	573 EWX	Bristol FS6B	214067	ECW	H33/27RD	7-15-0
KDX 163	574 EWX	Bristol FS6B	214078	ECW	H33/27RD	7-15-0

In response to our appeal last month for further information regarding previously reported vehicles, we now give details to reach us to date:-

Body Numbers:- SMG 19 - 13465: SMG 20 - 13466: SMG 22 - 13468: SMG 23 - 13469:  
SMG 24 - 13470: SMG 25 - 13471: SMG 26 - 13472: DX 161 - 12983.

Unladen Weights:- SMG 28 - 6-9-0: EUG 84/87-89 - 6-18-1: CUG 37-39 - 7-7-0:  
DX 156/157 - 7-15-1: KDX 133-135 - 7-19-1: KDX 141-145 - 7-15-2  
SMA 1/5 - 4-8-1.

There are still a few gaps in the unladen weights to be completed.

#### Allocations and Transfers.

DX 31	from	LEEDS	(delicensed)	30/9/63	(Correction)
DBW 12	"	MALTON	"	31/10/63	"
SUG 46,47,49	"	LEEDS	"	30/11/63	"
SUG 50	"	ILKLEY	"	"	"
CUG 13	"	HARROGATE	"	"	"
CUG 14,16	"	KEIGHLEY	"	"	"
YDG 64	"	YORK	"	"	"
KDB 10,15	"	KEIGHLEY	"	"	"
DX 19	"	LEEDS	"	"	"
SUG 17		(delicensed)	to	MALTON	1/12/63
SUG 59		"	"	ILKLEY	"
SUG 60		"	"	LEEDS	"
CUG 24		"	"	HARROGATE	"
CUG 28,29		"	"	KEIGHLEY	"

Allocations and Transfers (Contd)

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YDG 60		(delicensed)	to	YORK	1/12/63
KDB 28		"	"	KEIGHLEY	"
DB 45		"	"	BRADFORD	"
DBW 11,12		"	"	YORK	"
DGW 10		"	"	LEEDS	"
DX 29		"	"	BRADFORD	"
DX 44		"	"	LEEDS	"
DX 59		"	"	HARROGATE	"
DX 65		"	"	ILKLEY	"
KDX 164		(new)	"	KEIGHLEY	"
DX 170,171		"	"	LEEDS	"
SGW 6	from	YORK	"	LEEDS	"
SMG 5	"	KEIGHLEY	"	LEEDS	"
SMG 29	"	SKIPTON	"	SKIPTON	"
SUG 19	"	SKIPTON	"	KEIGHLEY	"
DBW 32	"	MALTON	"	SCARBOROUGH	"
DX 38	"	YORK	"	LEEDS	"
	"	ILKLEY	"	KEIGHLEY	"

- Notes:-
- (a) All vehicles are relicensed at their former depots except SUG 59 (ex Keighley) and DBW 12 (ex Malton).
  - (b) The allocations to MALTON and SCARBOROUGH are now as follows:-  
MALTON (9 vehicles) SD SG 135: SBW 24/25: SMA 5: SUG 17.  
DD DBW 9: DX 33/37/120.  
SCARBOROUGH (6 vehicles) SD SUG 19: EUG 85.  
DD DBW 25: DX 34/45/113.
  - (c) Further to last month's notes it is of interest to note that both ex double deck coaches (DB 23 and DBW 31) are now back at their former depots.
  - (d) A further point of interest is that with the licensing of KDX 164, 2/3rds of Keighley-West Yorkshire double deck fleet consists of Lodekcas (15 KDBs/31 KDXs).

	<u>Fleet Total.</u>			<u>1/12/63</u>	<u>1/12/62</u>
	<u>G</u>	<u>SD</u>	<u>DD</u>		
Licensed :	9	166	301	476	469
Unlicensed :	26	29	4	59	63
	<u>35</u>	<u>195</u>	<u>305</u>	<u>535*</u>	<u>532</u>

\* The Fleet Total does not include SBW 6-12 and KDB 10.

Withdrawals.

DB 7 and 9 (FWX 828/30) were withdrawn on 30/9/63.

Sales and Disposals.

YSG 121/122/125/127 and SBW 1-12 are reported as being at North's at Sherburn in Elmet. (See also under Other Information regarding this dealer).

KDB 11,27 were stored at Keighley with all numbers obliterated and were noted travelling towards Skipton in the last week of November.

2. VEHICLE NOTES.

Depot Repaints.

November 1963 : SG 149: SBW 21.

December 1963 : SG 147: YSG 126 was painted blue prior to sale.

General News.

Further vehicles noted with 'T' type indicators are YDG 60 and YDB 81  
DBW 32, DX 12/31/32/36 have all been noted with 41 inch blinds with very small print.

Under the heading "Bingo gadget helps Clippies legs", the Daily Express for Thursday 5th December 1963 carried a description of the illuminated panel fitted to DX 159 (B), which we reported briefly in the August bulletin. We quote:- "A bus company has become Bingo minded to ease the feet of its busiest conductors and clippies. An electric chart nicknamed the Bingo Card by West Yorkshire conductors at Bradford tells them when the upstairs seats are taken. A full house indicator flashes on when all the 33 top deck seats are occupied and saves the conductor a journey. Then as seats become vacant an electric eye lights up numbers on the chart at the back of the bus. The bingo bus - introduced as an experiment - is on the Bradford-Keighley run, one of the busiest. The chart works from electric wires connected under stair pads and is operated by the passengers' feet as they go up and down stairs. But already it has run into snags. Bradford depot engineer, Mr Harry Jacques said 'It is not childproof as the whole system depends on passengers stepping on the top two steps'. Many children have already found out and jump the last two steps causing havoc to the chart."

SERVICE CHANGES.

Stage Carriage Routes.

ROUTE 60 SHIPLEY-COACH ROAD.

The Coach Road terminal point has been amended to read "BOWLAND AVENUE" instead of "GORSE AVENUE".

Excursions and Tours.

From BRADFORD

Additional excursions to operate throughout the year are:-

1. Whitburn: 2. Seaton Carew: 3. Sherburn and Selby: 4. Ackworth: 5. Lothersdale Moors: 6. Haworth and Ilkley: 7. Fewston and Skipton: 8. Grey Goose Moors: 9. Barley: 10. Rimmington: 11. Clap Gate and Sicklinghall: 12. Buckstones Moss: 13. Pickraze Moor: 14. Elslack Moor.
- Numbers 1 and 2 are Day Excursions, the remainder may be operated as afternoon or evening ones.

From SHIPLEY (Otley Road)

Additional excursions authorised to operate throughout the year are:-

1. Haworth and Ilkley: 2. Guide Inn and Dick Hudsons: 3. Rimmington: 4. Clap Gate and Sicklinghall: 5. Buckstones Moss: 6. Pickraze Moors: 7. Elslack Moors.
- All may be operated as afternoon or evening excursions.

Traffic Courts.

A battle has recently been waged in the Traffic Courts between Bradford Corporation and West Yorkshire concerning the former's application to replace trolleybuses by motor buses between Saltaire and Crossflatts. Hearings were held in August and September and after reserving decision the Commissioners granted Bradford's application in October. Bradford Corporation operated a through service between Bradford Moor and Crossflatts until September 1962 when owing to redevelopment in the City Centre it became impossible to operate a through service and dispensation was granted for the use of motorbuses. The object of the application was to restore the original frequency in force when the through service was operated as the previous annual carryings of 12½ million passengers had dropped some 7½% since passengers had had to change in the City Centre. West Yorkshire produced figures of operation from Saltaire outward for a specimen week which showed that the Corporation carried 1832 passengers on 118 buses while the Company carried 3758 passengers on 127 buses. From the boundary at Bingley on to Crossflatts the figures were Corporation 393 passengers on 118 buses and Company 3527 passengers on 127 buses. For West Yorkshire it was stated that the Keighley-Bradford service had been started by its predecessors, Premier Transport Company, during the 1926 General Strike, and the licence was later withdrawn by the Corporation but upheld by the Minister on appeal. In 1939 the Corporation changed from Tramp to Trolleybuses and these were outside the jurisdiction of the Traffic Commissioners. Now that road service licences were being sought, the Corporation once more came under the jurisdiction of the Traffic Commissioners and this was the first time West Yorkshire were able to challenge the operation. West Yorkshire carried the greater weight of passengers and it was felt that there should be a tapering off of Corporation frequency particularly beyond the Borough boundary. For the Corporation it was stated that West Yorkshire had modified its own services in the area in the past and it was felt that it was unfair to cut services of the Corporation without reviewing those of the Company. As stated earlier the Corporation were granted their application but the Traffic Commissioners suggested that the Corporation should consider whether their frequency on the ½ mile stretch between Bingley and Crossflatts was not too high especially in view of the extremely light loadings on this part of the route.

An application to the Traffic Commissioners by the Company is to introduce booked fares on a number of stage carriage services, which would mean a saving of up to 2/- for passengers on return journeys.

4. OPERATING DETAILS.

Depot Reports.

Bradford.

We now give below further details of the Salts Grammar School workings briefly referred to last month and held over owing to lack of space. This term the school has moved into new premises near the Coach Road terminus. Previously scholars could be transported by duplicating vehicles on routes 31 and 67 which passed Victoria Road, Saltaire, the site of the old school. The only service to Coach Road is 60, which of course only operates from Shipley, and if this were to be used scholars would have the trouble of changing in Shipley and the Company would have to provide duplicates to transport them to Shipley and further duplicates from Shipley to Coach Road. To solve this therefore various School Specials are operated direct to and from the School and in order to assist the Company in coping with the numbers involved the School hours have been altered to 9.30am to 4.30pm instead of 9.00am to 4.00pm. Eight West Yorkshire vehicles are used each morning and teatime (Mon-Fri) and are:- Mornings - Bradford depot one double deckers from Baildon via Baildon Green: one double decker from Calverley (Stores): one double decker from Bolton Woods: one single decker

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Depot Reports (Contd)

one single deacker from Wrose: one single deacker from Shipley: one double deacker from Bradford: one single deacker from Baildon via Baildon Bridge while Leeds depot provide one double deacker from Rodley. The Bradford depot workings were effective from 7th September and Leeds workings from 16th September. At teatime Bradford depot provide one single deacker to Baildon via Baildon Green, one double deacker to Bolton Woods, one double deacker to Calverley, one single deacker to Shipley, one single deacker to Bradford, one double deacker to Baildon via Baildon Bridge, whilst Leeds depot (from 16th Sept) provide one double deacker to Rodley and Harrogate depot (from 10th Sept) provide a vehicle to Wrose. (Samuel Ledgerd also operate two double deckers from and to Pudsey).

Harrogate. The vehicle mentioned in connection with Salts Grammer School is the one which used to lie over in Bradford after working the 2.20pm from Harrogate (51) until 4.55pm duplicate to Harrogate (53). It now works the 2.20pm from Harrogate (51), 4.10pm (61 dup) to Shipley and Salts Grammer School, 4.35pm Salts G.B.- Wrose (School Special): 4.51pm Wrose to Shipley (NOS): 5.08pm Shipley to Harrogate (53 dup). SMG 8 and 9 still quite often work this duty but DXs are appearing more frequently eg DX 57/8. On 23 Nov SG 146 (H) was noted duplicating the 12.30pm departure from Otley to Ilkley (76). On recent Saturdays SG 119 (H) has appeared on this duty several times. An unusual visitor to York on 4th December was DBW 1 (H) which worked the 5.05pm Harrogate to York which returns from York at 6.30pm.

Ilkley. On 4th December SMG 25 (K): SMG 26 (K): SMG 27 (L): SMG 30 (G): and DX 5 (K) were all noted on private hire in Ilkley. The report last month that route 77 is not normally operated by Lodekka was not strictly correct in that the 10.45pm Otley to Ilkley is usually worked by a Lodekka which has worked to Otley on Service 76. A random hour's observations on 30 Novr at Ilkley produced the following:- DX 8 (B) and DX 18 (I) working on 63 (Bradford-Ilkley-Ben Rhydding): SMA 1 working the 5.30pm 75 (Ilkley-Grassington) (SMA 1 is G): DB 62 (I) working on 76 (Otley-Ilkley-Skipton short workings): KDX 139 (I) and 143 (K) on K.12 (Ilkley-Keighley-Haworth). Also noted in the Depot were two stored CUGs, one of which was CUG 28, DX 65, SMG 2 and two 39 seater buses.

Keighley. Lodekkas have been noted on services normally operated by KDBs during November. These included KDX 39,40,41,43 and 76. DB 62 (I) was noted working K12 (Keighley-Haworth) on 12th November. Would the anonymous contributor from Keighley please contact the Editors.

Leeds. As from 16th September Leeds depot operate the service cars at 7.25am Otley-Bradford (53) and 8.05am Bradford-Otley (53) Monday-Friday, and this is normally a DBW type vehicle. The Leeds vehicle mentioned in connection with Salts G.S. duplicates back to Bradford (60/59) in the morning and lies over until reversing the procedure at 4.04pm. Following the delicensing of the early batch of EUGs (2-6) in October, EUGs 84, 87, 88 and 89 have been regular performers on the special service to Yeadon (Leeds and Bradford Airport). It is of interest to note that various other DXs are now appearing on Service 34 instead of DX 82, which however does still appear quite frequently. On 23 Nov DX 120 ( ) was noted in Wellington Street Bus Station working a lunch time Leeds-Scarborough (43) - the intermediate and route number details were set correctly but the ultimate destination was blank and the vehicle carried a paper sticker on the lower saloon window. Our note that Leeds SMGs appeared to have replaced SUGs on the East Coast services was not strictly correct although they are appearing rather more frequently on these services. However on 28 Novr SUG 57 (L) worked the 1.05pm to Scarborough and SUG 58 (L) worked the 4.05pm to Hull. The following vehicles have been noted on route 47 (Leeds-Aberford) between 5pm and 6pm. On Nov 21 DX 27 (L), SMG 22 (W), SMG 7 (H) (dup) and on Nov 28 SMG 6 (H). The Harrogate SMGs are those mentioned last month which formerly worked Coal Road duplicates. It has been a long standing practice, which does not appear to have been previously reported, for a Pocklington depot EYMS vehicle which has worked the 1.30pm Hull to Leeds (Vicar Lane) (Mon-Fri) and which then lays over for the 6.15pm departure from Vicar Lane to Hull to work a Coal Road (40) duplicate at approximately 5.30pm. The usual vehicle is a Roe bodied PD2 double deck coach, however on 14 Novr EYMS 592 (MKH 410) a Weymann bodied Royal Tiger single deacker was noted. On 5 Decr EUG 87 (L) was noted in Leeds carrying Route number 34.

Wetherby. On the same day that SMG 22 (W) was noted working on route 47 for Leeds depot, SMG 24 (L) was noted working a Wetherby turn on route 39.

York. On the 11 Novr DBW 9 was noted on Learner Duties whilst in December SUG 17 has also been noted on Learner Duties. On 26 Novr YSMA 11 was noted working on hire to Majestic on the Neburn Hospital service, displaying 'Fulford'. Since 8th Decr SMA 5 (M) has been noted on Y.7. With the commencement of the Autumn term one new School has opened in York and another has removed to new premises. The new school is the Margaret Clitheroe Secondary Modern School which is near the Tang Hall terminus of Service 1 and the school transferred to new premises is the Archbishop Holgate's Grammer School which has moved to new premises on the Hull Road near to the Hadrian

terminus of  
to West York  
vehicle to  
York on hi  
School

Depot Reports (Contd)

the terminus of 9A. In order to cater for these schools two vehicles are operated hire to West Yorkshire. One of these is hired from Burley t/a Majestic of Cawood, the vehicle usually being 9948 WW (Bedford SBL/Duple C4LF) which having worked into York on his own service then operates as follows: Piccadilly dept 4.00pm arrive Rydal Avenue 4.10pm: Depart Rydal Avenue 4.12pm (Service 1 duplicate) arriving at Acomb (Knapton Lane End) 4.40pm. Depart Knapton Lane End 4.43pm (Service 1 duplicate) to Station arrive 4.56pm. Depart Station 5.02pm (Service 10 duplicate) to Haxby arrive 5.22pm. Depart Haxby 5.22pm (Service 10 duplicate) to York Station arrive 5.42pm. The vehicle then runs to Piccadilly where it is due at 5.47pm and it is thought to work the 6.00pm departure of Burleys to Selby. The other vehicle hired is from Pooley (formerly Robinson but see below), the usual vehicles here being either RJR 160 (Bedford SBL/Flaxton C4LF) or 605 BDH (Commer TS3/Duple C4LF). This works the following duties: 7.30pm Thirsk-York Station arrive 8.36am on route 80 (this is a long standing turn), The vehicle then works 8.36am York Station to Tang Hall Lanc (Hadrian Avenue) (9A duplicate) arriving there at 8.51am. The vehicle then lies over in York prior to working 4.05pm duplicate Tang Hall Lane to St. Leonards (9A) arriving at 4.21pm then 4.21pm duplicate St. Leonards to Haxby (10) arriving at 4.38pm. 4.40pm duplicate Haxby to York Station (10) arrive 5.00pm, then 5.30pm York Station to Easingwold (80 dup). The Thirsk to York and York to Easingwold workings are of long standing whilst the other turns are new.

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5. SOLD STOCK NEWS.

YG 55 (ex 543, Leyland TS 4)

Last reported with the "Gospolaires" (Evangelists), Colchester, this has now passed to Blackwell, East Colne, for scrap.

CWY 960 (See Issue No.152)

The fleet number was erroneously stated to be SG 12: it should of course have read SG 21.

DX 1 (JWT 712), which was sold to Kinson, Harrogate 1962, was broken up by Blamires, Bradford in 8/63.

The dismantled body of YSG 130 was sold to F.W. Robson, scrap merchant, Walmgate, York.

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6. TEN YEARS AGO.

The following extract appeared in the December 1953 bulletin:-

"Reconstructions - 751 (L) converted to a double decker coach in 1951 has now reverted to a normal 55 seater. The change took place when the vehicle entered works for overhaul in November 1953. It is thought that the original seats have been put back. Normal 48" indicators are provided at the front and rear. The rear entrance doors have been retained: so has the five speed box, and so 751 remains unique in this respect at least. The unladen weight changes from 7-15-1 to 7-12-3".

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7. TIME TABLE ALTERATIONS.

An additional alteration to those shown last month is:-

Service K20 - Keighley-Thwaites Brow

Journeys are now operated on SUNDAYS ONLY at 9.00am from Thwaites Brow and 10.40am from Keighley via Dalton Lane, Thwaites and Parkwood Street.

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8. OTHER INFORMATION.

NORTHS OF SHERBURN IN ELMET.

We have been asked by [redacted] at Sherburn in Elmet to point out that if any members wish to look around these premises they are welcome to do so during the week, as we understand that this property has been damaged by persons unknown who have tried to enter the premises at the weekend when these have been closed. Apart, of course, from the serious consequences which follow such damage and trespass, actions such as these severely strain the good relationship which exists between dealer and enthusiast. These remarks apply equally to unlawful trespass upon operator's premises. We sincerely hope that our members have not been responsible but we pass the information on as requested.

8. OTHER INFORMATION (Contd)

Extensions have been made to Malton Bus Station giving more stand facilities and these took place during the Summer.

██████████ of Carlton Husthwaite has taken over the business and vehicles of ██████████ of Carlton Husthwaite who traded as Carlton Coaches. ██████████ worked a Thirsk-Carlton Husthwaite-Easingwold service with short workings between Carlton Husthwaite and Easingwold and Husthwaite and Thirsk in his own right in addition to the hiring arrangements mentioned in the York depot report. As far as can be ascertained these arrangements continue.

GWD.JEW  
12.12.63.