

WEST YORKSHIRE

INFORMATION SERVICE

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FEBRUARY 1959

Hon. Chairman : ██████████
 Hon. Secretary : ██████████
 Hon. Editor : ██████████
 Hon. Fleet Historian : ██████████
 Hon. Publicity Officer : ██████████

FORTHCOMING EVENT :

LEEDS & DISTRICT TRANSPORT NEWS - Saturday, 7th March, 1959.

W.Y.I.S. members and friends are invited to a film show to be held in the Church Hall of the Church of The Holy Spirit, Tempest Road, Beeston, Leeds 11, commencing at 7.15p.m. Colour films of tramway and railway interest will be shown. Refreshments will be provided, and a small charge will be made to cover their cost and hiring of the hall.

PRESS DAY FOR THE MARCH ISSUE - TUESDAY, 24th FEBRUARY

1. STOCK CHANGES

	<u>Delicensed</u>	
SG 145/53	-	31/1/59
SEW 33/34	-	"
EUG 25	-	"
CUG 11	-	"
DB 24	-	"
DBW 16	-	"
DX 3/9/49	-	"

	<u>Relicensed</u>	
EUG 33	-	15/1/59
SG 141/54	-	1/2/59
SGL 4	-	"
CUG 10	-	"
DG 9/34	-	"
KDG 52	-	"
YDG 84	-	"
DBW 15/26/31	-	"
LX 7	-	"

(For SG 154 in Issue 95 read SG 156)

Fleet Total - 1/2/59

The licensed fleet total for 1st February is 427 (420), comprising 31 coaches (32), 120 single-deckers (126) and 276 double-deckers (262). (Figures in brackets refer to 1st February 1958)

2. REBUILDING

EUG 33 has been adapted for one-man operation.

SG 108 was rebuilt with metal body sides during October/November 1958. The side indicator has been removed, and the seats re-upholstered in a new style covering.

The conversion of SM 1 (Morris-Beadle) to a service vehicle was completed towards the end of 1958. The rebuilding is similar to 1024 (ex-SM 2), a description of which appeared in Issue 80. SM 1 has been renumbered 1023, is painted green, and its unladen weight is 3-4-1.

3. DEFOL CHANGES

Allocations & Transfers

1018		Loaned to Lincolnshire Road Car Co. Ltd. 9/58
DG 1	from	YORK to LEEDS 6/1/59
EUG 33		(delicensed) " SKIPTON 15/1/59
SEW 30	from	LEEDS " HARROGATE 18/1/59

3. DEPOT CHANGES (Cont.)

EUG 51	from	HARROGATE	to	LEEDS	18/1/59
EUG 16	"	YORK	"	LEEDS	20/1/59
DBW 5	"	LEEDS	"	YORK	"
DB 22	"	YORK	"	HARROGATE	"
DBW 34	"	HARROGATE	"	YORK	31/1/59
SG 145	"	YORK		(delicensed)	"
SG 153	"	BRADFORD		"	"
SBW 33/34	"	HARROGATE		"	"
EUG 25	"	YORK		"	"
CUG 11	"	KEIGHLEY		"	"
DE 24	"	YEADON		"	"
DEW 16	"	LEEDS		"	"
DX 3	"	BRADFORD		"	"
DX 9/49	"	LEEDS		"	1/2/59
SG 141		(delicensed)	to	ILKLEY	"
SG 154		"	"	LEEDS	"
SGL 4		"	"	PATELEY BRIDGE	"
CUG 10		"	"	KEIGHLEY	"
DG 9		"	"	LEEDS	"
DG 34		"	"	BRADFORD	"
KDG 52		"	"	KEIGHLEY	"
YDG 84		"	"	YORK	"
DEW 15		"	"	LEEDS	"
DBW 26		"	"	HARROGATE	"
DBW 31		"	"	YORK	"
DX 7		"	"	ILKLEY	"
SG 102	from	LEEDS	"	YORK	"
SG 139	"	ILKLEY	"	BRADFORD	"
SGL 12	"	PATELEY BRIDGE	"	HARROGATE	"
EUG 33	"	SKIPTON	"	YORK	"
KDG 16	"	SKIPTON	"	KEIGHLEY	"
KDG 17	"	KEIGHLEY	"	SKIPTON	"
DB 5	"	BRADFORD	"	YEADON	"
DEW 3	"	ILKLEY	"	BRADFORD	"
1023		(conversion)	"	LEEDS	"

Notes:

- (i) All vehicles are relicensed at their former depots except EUG 33 (ex-Leeds). (For SG 154 in Issue 95 read SG 156).
- (ii) 1018 is being used as a temporary office for works staff while alterations are taking place at Bracebridge Heath Works, Lincoln.
- (iii) The January edition of the Fleet Disposition Card contained some inaccuracies:-
DX 46 and DG 1 were omitted and should have appeared under "Bradford" and "Leeds" respectively.
The fleet total should have read 425 (not 426).
- (iv) With the departure of DG 1 & DB 22, all the WY double-deckers at York Depot are once again eight-footers.
- (v) The official transfer of KDG 17 back to Skipton from Keighley is the end of a three month 'mystery'. KDX 69 was supposed to have replaced it on November 1st, but never arrived, and then KDG 16 was allocated there. KDG 17 had previously given continuous service at Skipton depot from August 1949, only a month after rebodding.
- (vi) The re-entry into service of DG 34 at Bradford is also of interest. Except for five months while being rebodied (from 12/49 to 4/50), and the recent period of 8 months, DG 34 has given continuous service at Bradford since new on 1st January, 1939.

Temporary Loans

DX 58	returned	to YORK	3/1/59
DX 60	from LEEDS	to YORK	3/1/59 to 9/1/59
DX 61	from HARROGATE	to YORK	3/1/59 to 9/1/59
DX 37	from YORK	to HARROGATE	3/1/59 to 9/1/59.

POT CHANGES (Cont.)

Movements of Delicensed Vehicles

CEW 3 has been moved from ILKLEY to SKIPTON to join CUG 7/8/14/15.

4. VEHICLE NOTES

Overhauls

January 1959: SG 141, SGL 4,
KDG 52, YDG 84, DBW 15, DBW 26, DX 7.

Repaints

January 1959: CEW 5, CUG 5, CUG 10, DGW 4.

The Fleet Disposition Card for January 1959 suggests that EB 1-10 are again to be regarded as coaches!! These particular vehicles were demoted to stage carriage work in June 1955, and appropriate blinds were fitted.

The former CB & EG's have not been repainted on renumbering; only EG 3 (now SG 153) has been repainted in a revised livery and this took place last year. No alteration has been made to the coach-type seating.

DBW 31, recently overhauled and repainted, has been given a new livery much less 'flashy' than its previous design. It now has cream on all window surrounds, and red upper & lower panelling and roof, with no ornamentations. Maroon wings complete the 'picture'.

KDX 69, which entered service in November with no external fleet number, had received one by late January.

DG 34 re-entered service at Bradford with no rear intermediate blind, but is probably currently the only DG at Bradford so lacking.

"SUG" Blinds

As briefly mentioned in the last issue the SUG's have recently received new blinds. Previously, only SUG 1 (F) was fitted with anything but an express blind, this having been fitted on conversion from EUG in December 1956, and details of the composition of which were given in Issue 74. The rest of the SUG's have waited for over two years (SUG 2-8) or over one year (SUG 9-12) for the overdue replacement of their EUG blinds. The absence of the exposure "SERVICE" on the new blinds will be most conspicuous, but welcome.

SUG 6 (H), which, while at Bradford did have two stage destinations added to its old blind "SHIPLEY" and "WROSE" in addition to its "LONDON" to "EDINBURGH" variety of displays, can now show the following places. It seems likely that SUG 8/9 (H) will have similar blinds.

SCHOOL SPECIAL
CLARO ROAD
FARNAL ASH
BURN BRIDGE
BACHELOR GARDENS
FARNAL
TERYLENE
ROSSETT GREEN
BECKWITHSHAW
HARLOW HILL
CORNALL ROAD

HARROGATE
SCRIVEN
UNION INN
ST. GEORGE'S ROAD
BILTON
THE AVENUE
WOODLANDS (CIRCULAR)
GREAT OUSEBURN
BOROUGHBRIDGE
YORK
KNARESBOROUGH

HARROGATE
FOREST LANE
SCOTTON
BREATON
PATELEY BRIDGE
MIDDLESMOOR
STONE HOUSE INN
WETHERBY
STEFFORTH
SICKLINGHALL
BLUBBERHOUSES

Details of the new blind in SUG 7 (F) are also known, and are given below. There is a possibility that SUG 1 (F) may have received a revised blind similar to this.

PENNY POT LANE
HARLOW HILL
KNARESBOROUGH
SCHOOL SPECIAL
STARBECK
NESTON
BRADFORD
BILTON
ST. GEORGE'S ROAD

HARROGATE
PATELEY BRIDGE
BIRSTWICH
BIRSTWICH (BROOMFIELD)
SHAW MILLS
LOTHOUSE
MIDDLESMOOR
GREENHOW

BEWERLEY
BURNT YATES
BLUBBERHOUSES
MARKINGTON
STONE HOUSE INN
WETHERBY
BREATON
GLASSINGTON

4. VEHICLE NOTES (Cont.)"SUG" Blinds (Cont.)

SUG 11 (L) has a Wetherby depot blind, and it is thought that SUG 12's (L) will be similar. Details are:

DISHFORTH	COAL ROAD	BOSTON SPA
STONEFALL CEMETERY	BARDSEY SCHOOL	BILTON
NEW PARK	TOCKWITH	RUFFORTH
HAMPSTHWAITE	WETHERBY	YORK
HARROGATE	LEEDS	HELAUGH
RUDDING LODGE	TADCASTER	BRAMHAM
SICKLINGHALL	THORP ARCH	

The laugh about "HELAUGH" is that it should have been spelt HEALAUGH!!

5. OPERATING DETAILS

Bradford: Until recently, the 6.25 a.m. to Leeds (30) (Mon.-Fri) was operated by the same vehicle as the 8.25 a.m., which stayed on 30/31 all day. About two months ago a revised arrangement was introduced whereby the 6.25 a.m. vehicle, on return to Bradford at 8.12 a.m., goes direct to Wrose (not on service) to take over an existing car rota from there. The 6.50 a.m. to Haworth (56) car, which returns into Bradford at 8.22 a.m., now operates the 8.25 a.m. to Leeds (30) and follows that car's rota through the day on 30/31.

On January 22nd the 4.55 p.m. to Leeds (King Street), often a Bradford EUG, was worked by EB 11 (L). This duty returns at 5.43 p.m. duplicating the 31 to Greengates, then the 51 into Bradford. The 8.30 a.m. from Calverley (Stores) to Bradford on 10th January was SBW 17 (I).

The Baildon routes (59/61) are now worked by 8 vehicles at tea-time instead of 7 as hitherto. The comfortable journey time for one complete trip is one hour, so that 6 vehicles are required to maintain the normal 10-minute frequency, but only 7 instead of 8 were used for the morning and tea-time 7½-minute frequency, thus resulting in "out-price" trips as they became known. With the introduction of the Knoll Estate extension on route 61 early last year something had to be done at the tea-time peak as vehicles were arriving in Bradford five minutes or so after they should have left, and the timing was improved by allowing the car operating the 5.15 p.m. Baildon (58) to operate the 4.22 p.m. (59) thus easing the situation. Now, however, an eighth car works for the full duration of the 7½-minute tea-time service, (an arrangement which has always existed for Saturday 7½-min. svce. Under the new arrangement, the 5.7 p.m. (59) is operated by an Ilkley depot car, which subsequently operates the 6.5 p.m. to Ilkley (63). Among DX's noted on this turn have been KDX 40 on 27th January!

Harrogate: DB 2 (H) was noted on 53 (Bradford-Harrogate) on 5th January, making a change from the more usual DX or DBW.

Ilkley: SG 151/5 (K) have been running for this depot and noted working to Bradford. On 5th, 6th, & 9th February SG 155, and on 10th February SG 151 were seen on the 5.15 p.m. Bradford-Ilkley (68). SBW 17 (I) worked the 11.45 a.m. Ilkley-Bradford (63) on 26th January, and presumably other journeys, while DB 41 (B) was observed on 6th February on the 8.15 a.m. from Bradford on the same route, an Ilkley working.

Keighley: A very interesting working has recently been brought to light on route 31 (Leeds-Keighley). Last September, K depot introduced a duplicate to the 7.50 a.m. from Keighley (e.g. EUG 22) which rested in Leeds until 5.40 p.m. when it returned as a duplicate, the respective crews travelling passenger back to Keighley, or to Leeds, as demanded. Meanwhile, Leeds had a double-decker car duplicating the 7.35 a.m. ex-Leeds as far as Shipley, where it turned round and went back to Leeds with both the 7.50 a.m. ex-K. service car and its duplicate. Now, the 7.35 a.m. ex-L dup. runs right through to Keighley, and Keighley depot provide a double-decker dup. to the 7.50 a.m. ex-K. The crews of these two dups. change over at Shipley, where they are timed to meet, and return to their own depots with alien vehicles, which are not changed back until the following morning. As this 'operation' has a five-day week, alternate weekends find a foreign vehicle in the respective depots, usual participants being DB 58-60/62 (L) and DGW 1/2/7/8 (K). All very nice; wait till somebody makes a mistake, and...!!

Leeds: East Yorkshire have started using single-decker Leyland/Willowbrook coaches (616-629 series) on Leeds-Hull (46). For several years the

OPERATING DETAILS (Cont.)

Leeds (cont.) double-deck coaches (568-583 series) have been the mainstay of this service. The EYMS York depot turn, 7.40 a.m. ex-York, had EUG 19 (YK) on 26th January.

DX 34 (YK) worked a Leeds depot trip to Collingham (38) on 24th January.

The six Leeds EUG's are kept fully occupied, and their daily allocation is set out below:

Monday to Friday

7.45 a.m. to Bridlington	6.5 a.m. Hull & 1.5 p.m. Scarborough
9.5 a.m. to Bridlington	7.5 a.m. Scarborough & 2.5 p.m. Hull
11.5 a.m. to Bridlington	8.5 a.m. to Hull.

Saturday

7.45 a.m. Bridlington & 4.5 p.m. Scarborough	6.5 a.m. to Hull
9.5 a.m. to Bridlington	7.5 a.m. & 2.5 p.m. Scarborough
11.5 a.m. to Bridlington	8.5 a.m. & 4.5 p.m. Hull.

Sunday

7.45 a.m. to Bridlington	1.5 p.m. to Bridlington
9.5 a.m. to Bridlington	2.5 p.m. to Hull
11.5 a.m. to Bridlington	8.5 a.m. to Hull.

Pateley Bridge: The 8.20 a.m. Harrogate-Bradford (51), which is a PB duty was worked by SBW 26 (H) on Tuesday, 20th January.

Yeadon: Lately, a Bradford DEW has sometimes worked from this depot, an example being DEW 12. DB 5/6 which have been officially transferred to Yeadon from Bradford are still working regularly for Bradford on the Baildon services! Presumably Yeadon are "looking after" DB 61/63 (B) in their place.

The 8.5 a.m. Cookridge-Bradford (54), a Yeadon working, were SG 112, EUG 17, and SGW 9 (all B) on 26th, 27th, & 28th January respectively.

York: Three Loadmeter vehicles DX 58 (YK), DX 60 (L loan YK), DX 61 (H loan YK) worked the York-Malton (43) service on 3rd January. Ironically DX 58 was the only one unable to display MALTON on its indicator as it still had a Harrogate destination blind from its loan to that depot the previous week. DX 60/61 were noted on the Harrogate (74) route during the following week.

As forecast in the October Issue, when St.Helen's Road Bridge was closed for reconstruction for six weeks from 7th December 1958, services Y5/5A (Elmfield Avenue - Stuart Road) were diverted via Tadcaster Road, Moor Lane, Chaloner's Road, Eason View, Turnmire Road, and Thanet Road.

A YDX now works to Leeds quite frequently on Monday to Friday, operating the following journeys: York-Leeds: 7.20 a.m., 1.0, 4.0, 6.30, & 9.0 p.m.; Leeds - York: 8.45 a.m., 2.45, 5.15, 7.45, & 10.15 p.m. These vehicles are also used on out-district routes on Sundays.

On 19th January EUG 16 (YK) deputised for one-man vehicle EUG 23 (YK) and a conductor was carried throughout the day.

6. SERVICE CHANGES

Stage Carriage Routes

SHIPLEY - GORSE AVENUE

The Company has applied for a new service between Market Square, Shipley and Gorse Avenue, Coach Road, via Kirkgate, Otley Road, Green Lane, Coach Road (Gorse Avenue). Return via outward route reversed. The service to be operated daily throughout the year.

Express Services

LEEDS - THORP ARCH

As a result of the closing down of the Royal Ordnance Factory at Thorp Arch the license for this service has been surrendered.

8. OTHER INFORMATION

Keighley - West Yorkshire The Yorkshire Post dated 3/1/59 published the following statement:- "...Keighley Corporation will receive £8,582 as its half-share of the profits of Keighley-West Yorkshire Services Ltd. for the financial year ended September 30th last - an increase of £1,087 compared with the figures for the previous 12 months..."

Fare Increase The application to increase fares was heard by the Traffic Commissioners on 3/2/59, and was granted. The Chairman, Major Eastwood, described the application as "very reasonable". It was stated at the hearing that 2,851,000 fewer passengers were carried by the Company in 1958 than in 1956, and that the Wetherby - York and Wetherby - Harrogate services were losing 9d for every mile travelled. (Effective 22/2/59)

Recent Additions To the list of vehicles quoted in Issue 91, the following should be added:- TWW 803 Lewin road-sweeper - York depot.

A new washer is being constructed in the yard outside York depot. This has temporarily closed one of the side entrances to the depot, so the front entrance is now being used for single deckers.

Our 'tail' this month is in the words of a member who dissertates on . . .

LATE-NIGHT TRAVEL

The vagaries of late-night 'bus operation, are, we believe, well known, and certainly the last runs of the day provide students of "Practice and Performance" with some lively logs. The different types of working vary considerably, service 30, for example, has a most useful late run from Leeds to Bradford, carried out by a Bradford 'decker from service 55, which would otherwise finish at the wrong end. The neighbouring stretch from Yeadon to Bradford sees the nightly appearance of two DX's together on the last runs to Bradford of 50 from Otley and 51 from Harrogate; these converge at Yeadon Fountain and run into Bradford on the same times, sharing about one half of the load between them! Here again, the car on 50 is a stranger, being transferred from 53 in Bradford earlier in the evening to get one of the Yeadon cars on 50 worked home instead of ending in Bradford. Finally, may we mention a recent scene at White Cross, when DX 46, working a late journey into Bradford on 53, halted, and the conductor left hurriedly: "Shan't be a minute". After an interval he reappeared, triumphantly waving a tatty little strip of paper - "I've got a little bit", said he and jumped aboard. It was then apparent to the keen observer that he had successfully procured from the DB waiting at the 32 terminus enough raw material to print at any rate a good half dozen tickets, which, with luck, might last them down to Shipley!

EASG

18/2/59

"THE LEEDS & DISTRICT TRANSPORT NEWS"

This monthly publication contains information on the vehicles and services etc. of Leeds City Transport, Sheffield Tramways, West Riding Automobile Co. Ltd., Yorkshire Woollen District Transport Co., S. Ledgard Ltd., and other local operators. In addition, historical articles on Leeds City Transport are published periodically, as also are pages of illustrations. The annual subscription is 6/- per year, and a specimen copy may be obtained from the Hon. Secretary, "The Leeds & District Transport News", [redacted]