

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 208

JULY 1968

Hon. President :
 Hon. Vice-Presidents :
 Hon. Chairman :
 Hon. Secretary :
 Hon. Fleet Historian :
 Hon. Publications Officer :
 Hon. Tours Secretary :
 Hon. Editors :

EDITORIAL.

Due to increased commitments, [REDACTED], our Co-Editor and very capable typist, has to relinquish this position after this issue. Our very grateful thanks are due to [REDACTED] for the splendid way he has typed the Bulletin during his "term of office".

This means, however, that we now urgently require a typist in time for the August issue, and anyone who is prepared to type 8 or 10 stencils a month is asked to contact our Chairman, [REDACTED], at the address above.

(T.M.L.)

SOUTH-COUNTRY H.C.V.C. WEEKEND 3rd/4th AUGUST.

As briefly mentioned in issue 205, it is hoped that the two preserved Keighley-West Yorkshire double-deckers, K383 and K451, will be attending two Veteran Commercial Vehicle Rallies in the South of England during the weekend of 3rd/4th August. On the 3rd, the 5th Woodcote Veteran Transport Rally to be held at Woodcote, near Reading, will be attended, followed on the 4th by attendance at the 10th Anniversary Rally of the H.C.V.C., to be held in the grounds of Beaulieu Abbey. This weekend excursion promises to be extremely attractive for those interested in any form of road transport as, apart from the vehicles to be seen at the two Rallies, vehicles from many operators will be seen on the journey to and from these, and this will also be an excellent opportunity to sample the two preserved K-W.Y. double deckers.

Anyone interested in joining this excursion should write to either [REDACTED], [REDACTED], [REDACTED], or [REDACTED], enclosing an SAE for full details, etc.

PRESS DAY for the August issue will be Saturday, 3rd August, 1968, and all items should be sent to arrive on or before that date to [REDACTED].

1. FLEET CHANGES.

Additional Information. Further to the list of Unladen Weights in the May issue, it should be pointed out that 646 (now CP 1) has 3-11-3 as its current U.W.

New Vehicles.

UWW 730F	Ford Zephyr V6 de luxe.	Black	New 4/68.	Chief Engineer.
UWW 731F	Ford Zephyr V6 de luxe.	Black	New 4/68.	Traffic Manager.
UWW 732F	Ford Corsair	Black	New 4/68.	Asst. Traffic Manger.

Allocations and Transfers.

SMG 46	from WETHERBY	to YORK	16.6.68
SUG 68	" LEEDS	" WETHERBY	"
SMG 17	" BRADFORD	(delicensed)	30.6.68
SUG 17	" YORK	"	"
SUG 25	" BRADFORD	"	"
SUG 62	" LEEDS	"	"
DX 65	" HARROGATE	"	"
DX 157	" KEIGHLEY	"	"
SUG 63	(delicensed)	to LEEDS	1.7.68
CUG 11/13/14	"	" BRADFORD	"
DX 64	"	" HARROGATE	"
DX 159	"	" BRADFORD	"
SMG 49	from BRADFORD	" YORK	"
DX 111	" BRADFORD	" KEIGHLEY	"

....DX 123

DX 123
DX 150

from BRADFORD
" LEEDS

-2-

to LEEDS
" BRADFORD

1.7.68
"

- Notes:-
1. All vehicles are relicensed at their former depots except CUG 13 (ex Harrogate) and CUG 14 (ex Keighley).
 2. This is the first month this year that all coaches have been licensed, a state usually achieved by May. There are now more coaches than at any time in the last 10 years.

Withdrawals.

- April, 1968:- 4 CWX, 6 CWY, 8 EWT (Private Cars). 6 CWY was, however, noted in use once in May. All are still owned but store, probably at Grove Park.
- June, 1968:- SUG 17/25 were withdrawn on 30th June.

Sales and Disposals.

- 27th June, 1968:- UUA 794 to Hutchinson Bros., The Garage, Hushwaite.
- 2nd July, 1968:- UUA 793 to E. & G. Brown, Helperby (who already owns UUA 795).

Fleet Total.

	C	SD	LD	1.7.68	1.7.67
Licensed	54	222	284	560	533
Delicensed	-	10	5	15	23
	54	232	289	575 *	556

* The Fleet Total excludes SUG 17/25.

2. VEHICLE NOTES.

Overhauls.

June, 1968:- DX 159

Depot Repaints.

- May, 1968:- SMA 13, YDX 234.
- June, 1968:- SRG 13, SUG 20 (TUV), SMG 38, YSMA 7, SUG 36.

General News.

SRG 13 on repaint received fleet numbers in four positions on the outside (see last month for details). There is no sign of any return to the larger fleet numbers hitherto used, and SRG 13, therefore, continues to use the smaller (2") type, as does SUG 20. SRG 13 now has a black painted radiator grille, and this improvement has also been applied to SRG 17. The only stage-carriage classes without black grilles are now the DX, SMG (new type), SMA, SMP, SML, and certain of the DAW 1-10, DGW 11/12 batch.

SUG 36(B) has now appeared in a new version of the SUG livery. The window surrounds are now red, whilst the stepped waistline below the windows is now cream once again (it will be recalled that this band used to be cream until quite recently, SUG 13/14 being the last vehicles so painted). SUG 36 also carries its fleet number in the new standard four positions. SUG 63 now has the broad waistband below the windows painted cream, and the window surrounds and band above the windows painted red. The fleet name remains in the usual position on the centre panel. Fleet numbers in the now standard four positions are carried.

Although, as reported last month, DAW 4 was repainted red during May, at the time of writing it is still standing in Grove Park minus the engine which caused its premature visit to works, and has not worked in service since being repainted.

3. SERVICE CHANGES.

Stage Carriage.

The following applications have been made to the Traffic Commissioners:-

S.549. 57 Keighley-Denholme-Bradford.

To re-route the 06.25 Denholme-Bradford via A629 to Denholme Gate Inn, A629 and Long Causeway to the Brown Cow Inn then B6145.

There is an amendment to the re-routing of 50/35/55/78, etc. in Yeadon. The applications should have read "on outward and return journeys the section of route via South View Road and Town Hall Square will be discontinued, and to operate these services via the New Harper Lane in one direction only. The return route from Albert Square will be High Street, Ivegate, and as authorised.

...S.550

S.550. Wetherby (Bus Station) - Thorp Arch (Buywell Centre).

Application has been made for a substantive licence for this service which has operated on a series of short term licences since before Christmas. It will operate Fridays and Saturdays only.

S.551. 79A York-Wetherby via Bickerton.

On the 06.55 York-Wetherby Mon-Fri to revise timings at Bickerton to read 07.26 and Wetherby 07.37.

Excursions & Tours.

T.74. From Harrogate.

To introduce an additional excursion to Hornsea (Half Day) Fare 10/3 and one to Ripon (Evening) Fare 6/-.

Also to amend the Haddon Hall excursion to read Haddon Hall or Chatsworth House with the condition that passengers who would prefer to visit Chatsworth House may be conveyed to that point after passengers for Haddon Hall have been set down.

Bradford route changes. As from 1st June vehicles leaving Bradford on the 56 and 57 services do so by turning right down Morley Street and then along New Victoria Street. The previous route was as is followed by the other stage carriage services via Chester Street and Great Horton Road to New Victoria Street. The inward route is unchanged.

Plans were announced recently in connection with the road works and involves the construction of a new link road between Little Horton Lane and Morley Street, just below the old Civil Defence building. The bottom parts of both Little Horton Lane and Morley Street will then become one way as will the new link road, while Great Horton Road will more or less become a cul-de-sac. All stage carriage services except 56/57 and 70 have stops in Great Horton Road on their outward journeys.

On 23rd June, a new one-way system in the Godwin Street/Westgate area involved the re-routing of several services. At the traffic lights by Sunwin House, instead of proceeding straight across, vehicles now turn left along Sunbridge Road and then turn right up Barry Street, left on Grattan Road, and then right into New John Street, joining their previous route at the John Street traffic lights. The inward route is unchanged. All the outward stops were situated in John Street previously, but two stops are now located in New John Street, details being as follows:-

- 1st stop (New John Street) - Services 53/55/63/63A/65;
- 2nd stop (New John Street) - Services 67/X67/68/68A;
- 3rd stop (John Street) - Services 59/60/61;
- 4th stop (John Street) - Services 30/50/51/54.

Service 58 is also thought to use the 3rd stop with the Baildon services.

Leeds-Ripon (36). The joint service United/W.Y. between Leeds and Ripon commenced on 16th June, and a leaflet was issued to cover this. Most timings are revised, and the journey times between Leeds and Harrogate, and Harrogate and Ripon have both been reduced by 2 minutes, an overall saving of 4 minutes. Only 1 journey a day now works through to Ripon Railway Station.

4. OPERATING DETAILS.

Depot Reports.

Bradford. On 21st June an unknown new-type SRG was noted on Bradford-Menston, whilst the following day SRG 22 worked the 16.40 Bradford-Baildon (61), and SBW 19 (H loan B) worked the 16.25 Bradford-Harrogate (53) in place of the usual SRG. On 1st July DX 159 (B), freshly overhauled, was working on Shipley-Wrose (64), whilst on the 2nd SRG 67 (B) worked 13.10 and 15.10 to Otley via Yeadon. On the 6th July a new-type SRG, probably SRG 69, worked the 19.10 and 21.10 Otley via Yeadon journeys, whilst an early SRG worked the 20.10 and 22.10 journeys (22.10 operates to Yeadon only). Recently the teatime journey to Horsforth (54) has been double-deck operated instead of the usual single decker. DGW 8 was so noted on 31st May and DX 181 on June 7th. On Whit Monday, 3rd June, SRG 3/4 (both B) were noted on Bradford-Bolton Abbey (63B). DX 173 (K) was noted operating on 57 on 31st May. Further to the note last month that Keighley normally supply a KDX for the 57 service, SRG 71 re-appeared on this service on 10th June, and has operated on it almost daily ever since. One exception

exception was on 26th June when KDX 226 was so noted. On 14th June SRG 67 was working on Bradford-Harrogate (53), and should have operated the 13.55 ex Bradford. An SRG was required for the 13.55 Bradford-Scarborough (43), however, so SRG 67 was sent to Scarborough, its place on the 13.55 Harrogate being taken by DX 123. Similar situations have occurred at this time on several days since 14th June. SRG 40/41, with the seats with rounded backs, are the most regular performers on the Bradford-Scarborough (43) service, but on 14th June SRG 41 was on Bradford-Denholme (56), whilst on 19th June, SRG 40 was noted on 56 and also on 57. On 19th June SMG 17/49 were operating to Woodlands Hospital (51), whilst the following day SRG 61 worked the 17.30 Gaumont Cinema (Thornton Road)-Denholme (56 dup.).

On 25th June SMG 17 was noted working on 55/60 in the evening in place of the usual DD. SRG 4 is frequently used on 57 by Bradford depot, and it was so noted on 26th June, whilst SRG 41/61 were the teatime vehicles on 56 Bradford-Denholme. On 27th June EUG 87 was seen in Bradford Bus Station displaying "76". On 28th June, SRG 21 was Bradford depot's contribution to the 57 service, whilst SRG 71, as usual, was Keighley's contribution. On the same day, SRG 4 was operating on Bradford-Ilkley (63). On 2nd July, KSRR 81 operated the 13.50 Bradford-Keighley (57) journey, the first time one of the KSRRs has been seen in Bradford. By teatime it had been replaced by a DX. The following day, 3rd July, DX 31 was the Keighley car on 57, whilst on 4th July SRG 71, the usual vehicle, was noted.

Leads. On Fri 7th June DGW 8 (B) arrived from Keighley (31) on a Keighley turn, and was set up to work the return journey, but was replaced by DX 50 (B) which had been standing spare. Although DX 59 is officially the learner vehicle, the vehicles turned out for these duties vary greatly, almost every vehicle except DX 59 having been seen lately. Examples are:- Wed 5th June - DGW 5; Fri 7th June - DX 36; Mon 10th June - DX 17; Wed 12th June - DX 46; Fri 14th June & 26th June - DX 177. The joint working of 36 between Leeds and Ripon came into effect on Sun 16th June, but the first United vehicle seen was on Wed 19th June when R32, an RELL, was noted. R68 was similarly noted on Sun 7th July. On Sat 15th June DBW 21 (B) was working on Rawdon-Leeds (35) in the evening, whilst DGW 7 was noted on 33 carrying full blind display, one of the very, very few vehicles now able to do this. On 2nd and 5th June, Rogers Bedford/Duple 2644 UG worked the Airport service, on hire to W.Y., whilst on 3rd June, United UE 545 worked more than one trip on this service, also on hire.

York. On Mon 13th May, YMG 85 was noted on Y9/9A, whilst at lunchtime SMG 61 worked to Stockton-on-Forest, showing "York/14". On Sat 18th May both SMA 5 and 13 were on Y7, whilst YSMA 12 was on Y17. On Wed 29th May SMG 36 worked Y5/5A/6, whilst the following day SMG 35 worked on Y7.

Long Distance. CUG 28 (B) was noted in Eastern Counties Cambridge depot on 8th June. On 21st June CUG 23 was noted in Bradford on X192. On 6th July Crosville ERG 55, probably on hire to Ribble, was noted in Bradford on X192, whilst on the 1st Hebble 79 was noted working the South West Clipper service to Paignton. 22nd June saw SRG 49 working on Bradford-Fleetwood, whilst CUG 16 and Ribble 836 were both noted working to Liverpool, probably on X192. On both 22nd and 29th June, Wilts & Dorset 921 (LMR 732F), a Bedford VAL, was noted on hire to W.Y., and was working to Bridlington. Noted on X192 on Sat 15th June were ERG 10 (Scarborough-Wigan), and CUG 23 (Liverpool-Scarborough). Over Whitsuntide Southdown 1198 was noted on hire. During June a Yorkshire Woollen coach on a private hire to Scarborough was replaced by SMG 6 (!) on the outward journey. The vehicles were changed back on the return journey, no doubt much to the relief of the passengers.

5. SOLD STOCK NEWS.

KWU 371 (Ex DBW 15, Bristol KSW6B sold Norths 4/68).
To Georges Coaches, Kirkburton 5/68.

KWU 373 (Ex DBW 17, Bristol KSW6B sold Norths 1/67).
To Jewitt, Spennymoor 3/67.
Norths, Sherburn 1/68
Still at Norths 5/68.

- KWU 374, LWR 413 (Ex DBW 18/27, Bristol KSW6B sold Norths 4/68).
Loaned by Norths to Rigby, Patricroft, Manchester 5/68.
- CWX 672 (Ex KDG 27, Bristol K5G sold Fleet Car Sales 5/61).
To Laing (Contractor) 8/61
Withdrawn 6/12/63 and sold to G. Hill, Battersea, London.
- CWX 676 (Ex DG 31, Bristol K5G sold Fleet Car Sales 10/60).
To Laing (Contractor) 1/61.
Withdrawn 14/5/63 and sold to G. Hill, Battersea, London.
- BWY 402 (Ex DG 44, Bristol K5G sold Fleet Car Sales 11/59).
To Laing (Contractor) by 9/60
Withdrawn 18/1/63 and sold to G. Hill, Battersea, London.
- BWY 403 (Ex DG 45, Bristol K5G sold Fleet Car Sales 10/60).
To Laing (Contractor) 1/61
Withdrawn 10/7/63 and sold to G. Hill, Battersea, London.
- BWY 408 (Ex KDG 50, Bristol K5G sold Fleet Car Sales 11/59).
To Laing (Contractor) by 9/60
Withdrawn and scrapped by Laing at unknown date, probably in 1962/3.
- CWX 677 (Ex DG 32, Bristol K5G sold Fleet Car Sales 10/60).
To Cussins (Contractor), Newcastle 12/60
Withdrawn and sold at unknown date.
- HWW 874 (Ex DB 47, Bristol K6B sold Norths 11/64).
To Culling, Claxton, Norfolk 12/64
Still in service with Culling 6/68, and noted in Norwich.
- JWY 227 (Ex DBW 4, Bristol KSW6B sold Norths 1/67).
To Harris (Progressive), Cambridge 7/67
Noted in Cambridge 15/6/68 with Harris, painted green and cream, but still with full blinds.
- FWX 828 (Ex DB 7, Bristol K6B sold Norths 12/63).
To Fell Construction, Wakefield 2/64
Cooper & Wood (Contractor), Wakefield 1/66
Withdrawn by Cooper & Wood 4/68, reportedly after a fire
To Norths (dealer), Sherburn 4/68
B. Johnson, Goldthorpe 4/68 and scrapped.
- JYG 724 (Ex SGW 9, Bristol LWL5G sold Reliance, Crayke 6/66).
Still in service with Reliance, painted Green/Cream, and carrying a clock on the interior bulkhead.
- JYG 728 (Ex SGW 11, Bristol LWL5G sold Reliance, Crayke 6/66).
Withdrawn by Reliance 30/6/68, but still on premises in early July. Painted Green/Cream, this vehicle also carries a clock.
- KWU 389 (Ex SEW 29, Bristol LWL6B sold Reliance, Crayke 5/68).
Entered service with Reliance 1/7/68, painted all cream, and replacing SGW 11 (see above). This vehicle, too, carries a clock, and during June had been noted in Bradford.
- LWR 407 (Ex CUG 2, Bristol LS6B sold Norths, Sherburn 6/66).
To Reliance, Crayke 6/66
Painted cream, this vehicle, like the remainder, carries a clock, and has been noted with a Wallace Arnold hire slip in the windscreen.
- JWT 284 (Ex SG 135, Bristol L5G sold Norths, Sherburn 11/65).
To Sir Lindsay Parkinson (Contractor) No. SLP 4885 6/67, and being used on Trans-Pennine Motorway in an all-green livery. Noted in Leeds on 19th June.
- BWY 981 (Ex DG 3, Bristol K5G sold Fleet Car Sales 11/59).
To K.W., Daventry 2/60 and sold 9/63.
Photographic evidence has now shown that this vehicle was numbered A 12 with this fleet, and not A 14 as previously stated in issue 116.
- BWY 413 (Ex YDG 78, Bristol K5G sold Fleet Car Sales 4/60).
To Monk (Contractor), Warrington 4/60. This vehicle had fleet no. V778 in the Monk fleet.
- BWY 992 (Ex DG 14, Bristol K5G sold Fleet Car Sales 7/61).
To Esso Petroleum, Fawley no. 552 8/61. Renumbered 6907 on 1/7/66. Withdrawn by Esso 14/11/67.
To C. Morgan, Bishops Waltham, Southampton 15/2/68 and scrapped.

- (Ex ADG 25, Bristol K5G sold Fleet Car Sales
To Esso Petroleum, Fawley no. 34 5/61 (note correction
number). Renumbered 8369 on 1/7/66.
Withdrawn by Esso 14/11/67
To C. Morgan, Bishops Waltham, Southampton 15/2/68 and scrapped.
- CWX 673 (Ex DG 28, Bristol K5G sold Fleet Car Sales 7/61).
To Esso Petroleum, Fawley no. 551 7/61. Renumbered 6906 on
1/7/66. Withdrawn by Esso 14/11/67.
To C. Morgan, Bishops Waltham, Southampton 15/2/68 and scrapped.
- CWX 674 (Ex DG 29, Bristol K5G sold Fleet Car Sales 7/61).
To Esso Petroleum, Fawley no. 550 7/61 (note correction to fleet
number). Renumbered 6905 on 1/7/66.
Withdrawn by Esso 14/11/67.
To C. Morgan, Bishops Waltham, Southampton 15/2/68 and scrapped.
- CWX 680 (Ex DG 35, Bristol K5G sold Fleet Car Sales 7/61).
To Esso Petroleum, Fawley no. 549 7/61. Renumbered 6904 on
1/7/66. Withdrawn by Esso 14/11/67.
To C. Morgan, Bishops Waltham, Southampton 15/2/68 and scrapped.
- DWW 581/95 (Ex SG 67/81, Bristol L5G sold Norths 10/58).
To J. & H.E. Doherty, Coleraine, Northern Ireland -/59 (see
issue 161). SG 67 was withdrawn by Doherty c12/67, and now
lies semi-dereclict in their yard.
SG 81 has now left the yard, but it is understood that it may
well be in use as a site office by Doherty.
- JWY 224. (Ex DBW 1, Bristol KSW6B sold Wharton, Halifax 3/68).
Appeared at the 70th Anniversary Parade of Halifax Corporation
Transport on 15th June. Having a large Union Jack on the rear
panel, and a loudspeaker in the open upper deck Emergency Exit,
the vehicle still carries a blue allocation disc at the front,
and was displaying an "On Hire to Abbeyways, Halifax" sticker.
The fleet name has now been modified by the deletion of the word
"West", leaving the "Yorkshire" showing!
- ONW 2 (Foden PVSC sold Norths, Sherburn 4/68).
This vehicle also appeared at the Halifax parade, on loan to
Halifax Corporation from Norths. Still in full Ledgard livery,
the vehicle was driven in the parade by a Halifax driver, and ran
on Trade Plates 206 GP.

6. TEN YEARS AGO.

The July, 1958 issue commenced with details of a tour which was
to be held late in August, using SG 7, the then oldest SG in service,
and a 20 year old vehicle.

New vehicles entering service were the first MW6G coaches, CUG
21-23, which were all allocated to Harrogate. Several Tilling Group
vehicles had been noted on hire to W.Y., and it was reported that DG 15
was being used as a mobile office at Saville Street, Leeds on Saturdays.
A list was given under "Vehicle Notes" of those vehicles fitted with
external fleet number plates, of which there were 52, and details were
also given of CB 3, which had been fitted up as the BKS Airport Coach.
It was also mentioned that there was a growing tendency for vehicles to
show "Service" or "West Yorkshire" even when the correct display was
available. Ten years later, the problem is still with us.

Under Operating Details, SG 103 was reported as working on Harlow
Hill, whilst DG 35 had appeared on Leeds-Harrogate (36). Details
were also given of the locations of all 7 pre-war SGs at Harrogate on
5th July, 1958.

The four-page Bulletin ended with details of ex-835, a Lancet I,
which was a caravan in County Durham, and ex-SG 17, which had appeared
at Epsom as a Showmen's vehicle.

7. OTHER INFORMATION.

CF 1/2. The blind in CF 1, and presumably also the one in CF 2, carries
the following exposures:- White Blank, Birmingham, Blackpool, Bradford,
Bridlington, Coventry, Edinburgh, Excursion, Fleetwood, Glasgow,
Harrogate, Hull, Ilkley, Keighley, Kendal, Keswick, White Blank,
Knaresborough, Leeds, Liverpool, Llandudno, London, Manchester,
Middlesbrough, Merccombe, Newcastle, Private, Scarborough, Skegness,
Southport, Whitby, York, White Blank.

Due to the late Press Day, and the Editor's holidays, some notes have had
to be held over until next month.

THL/JHM 13/7/68.