

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE No.78

AUGUST 1957

Hon. Chairman : [REDACTED]  
Hon. Vice-Chairman : [REDACTED]  
Hon. Editor : [REDACTED]  
Hon. Treasurer, Membership Secretary and Publications Officer : [REDACTED]  
Hon. Publicity Officer : [REDACTED]

### NIDDERDALE TOUR - SUNDAY, 22nd SEPTEMBER 1957 :

Vehicle: In all probability this will be SG 103, Bristol 15G, rebuilt to one-man operation.  
Route, Visits and Timings: Depart HARROGATE (Bus Station) at 2.15 pm via 23 to PATELEY BRIDGE, where a short halt will be made to inspect the newly built Bus Station and Depot. Depart PATELEY BRIDGE at 3.30 for MIDDLESMOOR (27). After a short stay here, the party will return to Pateley Bridge and forward to BEWERLEY (28A). On then to DARLEY (24) and STONEHOUSE INN (24A), returning to HARROGATE about 6.30 pm.  
Fare: Between 3/6 and 4/-.  
Booking: Members wishing to take part in the Tour are requested to complete the Booking Form enclosed with this issue, and return it without delay to Keith Heaven. Early application is advisable. Members are reminded that if, having booked, they are unable to attend the Tour they should inform [REDACTED], or some other WYIS officer. If no cancellation is received we must, in the interests of the other passengers, reserve the right to charge the full fare if necessary. The record of most members in this matter is excellent, this note is addressed mainly to the few who have sometimes let us down - it is much better to cancel at the very last minute than not at all.  
General: Members' friends and relations will be most welcome on this Tour.

### THE OMNIBUS SOCIETY - FORTHCOMING EVENTS :

- Saturday, 28th September 1957 - Annual Dinner and Commemoration of the 21st Birthday of the North Western & Yorkshire Branch. Venue: Cafe Royal, Peter Street, Manchester. Cost 22/6d.  
Sunday, 29th September 1957 - Full Day Tour of North Western England.  
Sunday, 6th October 1957 - Northern Branch visit to Beeline Roadways (Tees Side) Ltd. Meet at Depot, Oxford Road, West Hartlepool, at 2.0 pm.

The North Western & Yorkshire Branch are arranging a visit to Hebble Motor Services Ltd., on Sunday, 20th October. Details will be given next month.

W.Y.I.S. members who are not members of The Omnibus Society, but who would like to take part in any of these events should notify Brian Parkin at the earliest possible moment.

PROVINCIAL BUS STRIKE : The Company resumed operations on Monday 29th July, although we believe some vehicles may have been out the previous day. The Company's area appeared in general to be free from the unpleasant incidents which occurred in some districts. It remains to be seen what, if any, permanent harm has been caused in respect of lost goodwill.

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PRESS DAY FOR THE SEPTEMBER ISSUE - SATURDAY, 7th SEPTEMBER  
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### 1. STOCK CHANGES.

#### (b) Relicensed

SG 31,37,40,62,67,70,81,82,88,94 - 1/8/57

#### FLEET TOTAL

The licensed Fleet Total for 1st August is 514, comprising 91 coaches, 155 single deckers and 268 double deckers.

### 3. DEPOT CHANGES

#### (a) Allocations and Transfers

SG 31,67	(delicensed)	to HARROGATE	1/8/57
SG 37,62	(delicensed)	" BRADFORD	1/8/57
SG 40,94	(delicensed)	" YORK	1/8/57
SG 70,82	(delicensed)	" KEIGHLEY	1/8/57
SG 81,88	(delicensed)	" LEEDS	1/8/57

Pre-war SG's return again to KEIGHLEY & LEEDS.

3. DEPOT CHANGES (Contd)

(a) Allocations & Transfers  
(Contd)

Notes:-

- (i) All vehicles are relicensed at their former depots except SG 40 (ex-Leeds) & SG 94 (ex-Keighley).
- (ii) It was originally intended to allocate SBW 16 to YEADON, but this would have meant blind difficulties so SGW 7 was sent instead.
- (iii) The Fleet Disposition Card for 1st August gives EUG 35 as LEEDS - this should, of course, read BRADFORD. CB 5/6 should be added to the BRADFORD coach allocation.

(b) Temporary Loans

Tilling	-	LYM 732	AEC Regal IV	ECW	C39F	LEEDS	13/7/57
Wilts & Dorset	536	JMR 85	Bristol LS6G	ECW	S41F	LEEDS	13/7/57
Tilling	-	LYM 728	AEC Regal IV	ECW	C39F	LEEDS	3/8/57
Tilling	-	LYM 731	AEC Regal IV	ECW	C39F	LEEDS	3/8/57

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The following "Tilling Group" vehicles operated for West Yorkshire during the Bank Holiday period:-

Wilts & Dorset	520	JAM 152	Bristol LS6G	ECW	S41F	LEEDS
Wilts & Dorset	536	JMR 85	Bristol LS6G	ECW	S41F	LEEDS
Eastern Counties	LS 755	QAH 755	Bristol LS5G	ECW	C39F	LEEDS
Eastern Counties	LE 697	KNG 697	Bristol L5G	ECW	S31F	LEEDS

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SGL 8, SGW 12 & SBW 14 (all K) were on loan to YORK during Bank Holiday week, and CBW 1 & CBW 2 (Both YK) were on loan to LEEDS. EUG 23-25 (YK) have been reported as working for KEIGHLEY, probably in exchange for the three 39-seaters.

(c) Movements of Delicensed Vehicles

SM 1 entered Works during early August, thereby joining SM 2.

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4. VEHICLE NOTES.

(a) Overhauls

July 1957 : YDG 87, YDG 92, DB 7, KDB 57.  
 August 1957 : DB 41.

(b) Repaints

July 1957 : SG 149, YDG 84, YDG 86, YDB 66, SGL 13.

(d) Depot Overhauls

SG 82 is additional to the list of L5G's given last month.

An external front indicator handle has been fitted to DG 1.

YDG 91 now has its front nearside fleet number on the bonnet side.

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5. OPERATING DETAILS.

There have been further changes in the fleets of operators' hiring their vehicles regularly to West Yorkshire:-

J. BODDY & SONS, BRIDLINGTON: (See also Issues 30,41,43,53,54,65,68)

Purchased: NKH 47 Leyland Royal Tiger - Plaxton C34C

EDDIE BROWN TOURS, HELPERBY: (See also Issues 43,53,54,64)

Purchased: PHA 296 Leyland Royal Tiger - Harrington C41C

LONGSTER BROS., PATELEY BRIDGE: (See also Issues 29,30,64,68,75)

Sold: EYG 791 AEC Regal I - Plaxton C33F

W. TETLEY, LEEDS, 8: (See also Issues 43 & 53)

Purchased: NRJ 369 Foden IVRF Whitson C39C

OPERATING DETAILS (Contd)

Bradford : August Bank Holiday Saturday (3rd August) produced the usual busy time at Chester Street. Wilton Street and Edmund Street were also used for loading. Some 30 vehicles departed for Blackpool between 7.0 & 8.0 am. Of these, 20 were Ribble vehicles and 5 Yorkshire Woollon.. A feature of the vehicles provided by Ribble was that 14 were pre-war Leyland Tigers with 1949/50 bodies, a type not previously seen in such quantity. Seven more vehicles (including 3 Yorkshire Traction) left for Blackpool and Fleetwood at 9.0 am. Some 15 vehicles were used for the 7.15 am Morecambe service, including 7 Ribble or hired to Ribble.

Details of vehicles used on other services are as follows:-

8.30 am Scarborough (43) : SEW 17 (B).  
 8.30 am Skegness : CUG 11 (B), EUG 42 (B).  
 8.35 am Southport (J6) : HUB 499 of Ledgards and FCX 676 & LNX 679 (Bedford SB's) of Haigh's Tours, Huddersfield.  
 8.45 am Keswick (X87) : LUB 671-76 of Ledgards from Bradford, with Wrays KKW 242 & Wilts & Dorset 520 from Leeds.  
 8.45 am Scotland : Glasgow:- EUG 29/34 (L) from Leeds.  
 Edinburgh:- EUG 46 (L) from Leeds.  
 8.55 am Newcastle : Burrows 64,65,85 and JWY 938 (Commer) & EJY 122 (Crossley) of Denton Coaches, Huddersfield.

An operator not often hired before was Baddeley Bros., Holmfirth, who provided FVH 331 (Bedford SB) & LWY 653 (Leyland Royal Tiger).

SG 37 (B), SG 74 (H), SG 76 (B) & EUG 23 (YK) were used on the Grassington Sanatorium service on Bank Holiday Monday, 5th August.

Grassington : Four EUG's formed the Wharfedale Excursion on Bank Holiday Monday. EUG 21 (L) & EUG 44 (B) ran from Leeds, and EUG 9 (I) & EUG 32 (L) ran from Bradford. The two vehicles from Leeds were labelled L.40 and L.10 respectively; those from Bradford carried B.1 and B.2 respectively, as well as "GRASSINGTON". On arrival in Grassington all four vehicles were parked at the new Bus Station & Depot, which came into full operation at mid-day, Saturday, 3rd August.

Harrogate : As stated last month, double-deckers were used on Service 7 on 29th June. DG 8, DB 37, DEW 18, DEW 26, DX 15 & DX 45 (all H) were so noted, together with SG 105, SEW 19, SEW 22, SUG 8 (all H), SGL 3 (L) & SEW 16 (B).

The Great Yorkshire Show took place this year on 9th, 10th & 11th July, and EUG 53 (H), CUG 20 (H) & 1018 were on exhibition. Many vehicles were observed on the special service to the Show Ground, nearly every type of West Yorkshire bus or coach being represented. On Wednesday, 10th July - the day of the Royal Visit - no fewer than 45 vehicles were seen. Several of these (EUG's in particular) were later used as duplicates, while others did the odd stage carriage journey. EUG 54 (H), for instance, worked at least two journeys on Bachelor Gardens (2). For some, such as YSG 124, YSG 128, YDG 63 &c., it was their first visit to Harrogate for a considerable time. Hired vehicles of Longsters & Wrays are understood to have been used on the Show Ground service.

During the afternoon of the Royal Visit, only the Bilton, New Park, Pateley Bridge and Cornwall Road services used the Bus Station, the last two running via Cheltenham Parade and Kings Road on outward journeys, then as normal. Vehicles departing in the direction of Leeds and Bradford started from Victoria Avenue; those for Wetherby, Knaresborough &c., ran from a point near the Odeon Cinema. To enable them to see the Royal Party, West Yorkshire brought in from out-district areas some 1,800 children - this in addition to their Show Ground traffic!

Some of the more unusual observations on Bank Holiday Monday were: YDB 88, YDB 89 & YSG 130 (all YK) noted on Harrogate-York (74); DG 8 (H) on Leeds-Harrogate (36) and DG 29 (H) on Leeds-Ripon. DEW 31 (YK) made one of its rare appearances in Harrogate on Bank Holiday Tuesday.

Leeds : Large crowds of holidaymakers gathered at Saville Street and Wellington Street departure points on Bank Holiday Saturday - the first day of the Leeds annual holiday fortnight. Passengers began to arrive at Saville Street before 4.30 am, the earliest known time yet! The first coach away was a Bedford SB - Duple (UWA 273) of Hadfields, Sheffield, destined for Blackpool, and this left soon after 5.30 am. By 9.0 am over 5,000 people had left Saville Street for the coastal resorts.

Several vehicles of Boddys (Bridlington) appeared twice during the day; once on the early morning express services to Blackpool & Morecambe, and later on the afternoon express service to Scarborough. Apart from this the pattern of vehicle workings was much the same as last year, most of the regular hirers being well represented. Felix Motors (Hatfield) & Lincolnshire Road Car Co., were absent this time, while newcomers included Premier (Stainforth, Nr. Doncaster), and M.A. Watson, (Huntington, York) who provided four vehicles. Fourteen EYMS vehicles appeared on the 6.30 am Bridlington express service. Most, if not all of these had garaged overnight at WY's Leeds Depot. For the 6.3 am Whitby express, United provided six vehicles, three of which were BEC's.

5. OPERATING DETAILS (Contd)

Leeds : Four HARROGATE Depot double-deckers (DB 25, DEW 3,18,23) ran to Leeds to work  
(Contd) duplicates to the coast - DB 25 went to Bridlington. A fifth Harrogate 'decker  
(DEW 26) arrived in Leeds, but was not required.

Perhaps the most interesting vehicle to be noted during the day was a 1957 Beadle "Canterbury"  
31-seater coach, XKT 762, belonging to Shepherd's Bluebird Coaches, Scholes, Leeds. Weighing  
just over 4 tons, and looking very smart indeed, this vehicle is believed to have been purchased  
to replace BPS 816 (Austin - Kenex).

The 10.0 am Leeds-Scarborough express service was an "all Hampshire affair", Creamline  
(Bordon) providing 3 vehicles (POG 200, OHO 791 & ROR 211) and Triumph (Southsea) 1 (T1102 SUF 902).

Bank Holiday Saturday also saw the re-appearance of the two relicensed 32-seaters - SG 81 &  
SG 88. The former worked duplicates to the Coal Road; the latter a lunchtime trip to Yeadon.

Compared with last year's figures, there was a slight increase in the number of vehicles  
used on excursion traffic to the East Coast on Bank Holiday Monday - eleven hired coaches were  
among the 40 vehicles seen. YDB 88 (YK) and Wilts & Dorset 520 worked a trip to Knaresborough  
(38) during the morning, and YDB 85 & YSG 127 (both YK) went to Ripon.

Yorkshire Services : The night service to London on Friday, 2nd August, consisted of:-  
From Bradford: CUG 12 (B), EYMS 625, YTC 1034 (YTC 1032 to Brighton).  
From Leeds: CEW 12 (L), EYMS 623, East Midland C.26.  
On Bank Holiday Saturday, the 7.35 am departure from Bradford had: YWD 742 & East Midland  
C.27 to London; YWD 756 to Brighton; YTC 974 to Bournemouth; and YWD 403,409 to Cheltenham.  
The 7.55 am departure from Leeds produced: CEW 3 (K), EYMS 621 & YWD 685 to London; YWD 726 &  
EYMS 521,619 & YTC 873,1027 to Birmingham; and Maidstone & District CO 345 to Hastings.

8. OTHER INFORMATION.

EAST COAST SERVICES SURVEY - WINTER 1956/57

These notes should be read in conjunction with the information published in Issues 49,  
51 & 65.

The 1956/57 services differed from the previous winter as the Bradford-Scarborough service  
introduced in the summer of 1956, was continued, operating as before - two journeys daily in  
each direction. Both were worked by BRADFORD Depot which meant some changes to other duties,  
mainly affecting Leeds Depot. The car which worked the 8.5 am Leeds-Hull also did the 4.5 pm  
journey, whilst the 6.0 am & 2.5 pm Hull departures also became part of the same rota on Monday  
to Friday. On Saturdays, the vehicle doing the 7.45 am Bridlington journey also operated the  
4.5 pm Leeds-Scarborough, and was a double decker. LEEDS had no duties to Scarborough on  
Sundays, whilst on Monday to Friday a 'decker was used on the 7.5 am journey and occasionally,  
particularly during April/May, on the 1.5 pm trip.

With the introduction of the emergency services on 16th December 1956, the Leeds-Whitby  
(91) and Bradford-Leeds portion of the Scarborough (43) route were discontinued, and two  
journeys per day (except Saturdays) were withdrawn from Leeds-Bridlington (44). LEEDS took  
over the former BRADFORD duties on service 43 employing Lodekkas in place of the BRADFORD EUG's.  
Other duties were converted to double-decker operation, so that the only Leeds-Scarborough  
journeys which remained single-decked were the 12.5 pm & 7.5 pm on Saturdays (SCARBOROUGH Depot)  
and 11.5 am on Sundays (YORK Depot). EYMS BRIDLINGTON Depot also introduced double deckers at  
weekends.

Normal services were restored on 7th April 1957, but double deckers continued to be used  
by LEEDS, YORK & SCARBOROUGH Depots. During May, EYMS POCKLINGTON Depot borrowed a BRIDLINGTON  
double decker to work the 10.30 am Bridlington-Leeds on weekdays, whilst the same duty on  
Sundays, a BRIDLINGTON working, was also double-decked.

Double deckers have been used more extensively this year, particularly during and since  
the fuel emergency. Lodekkas were used as a rule, whilst EYMS continued to use their double  
decker coaches, with the new AEC/Willowbrook vehicles generally working the Sunday night  
duplicates on Bridlington-Leeds. Of the single deckers, WY provided SBW's for the Whitby  
service as against EB's or EG's last year, and EUG's on other routes. UNITED continued with  
BBE's (usually BBE 18) and EYMS with the Leyland Olympics. Unusual vehicle workings included  
CB 6 (B) on the 2.30 pm Bradford-Scarborough (43) on 11th May; EYMS 617 on the 6.5 pm Leeds-  
Hull (46) on 5th June; and EYMS 560 duplicating the 3.5 pm Leeds-Bridlington (44) on 27th  
April. This last type of vehicle normally appears only on express work during the summer peak.

It is important to note that the winter services to Bridlington and Whitby operated up  
to 6th July - a month or so longer than the Scarborough winter service which finished on 1st June.  
In previous years, they have all finished at the same time! This change did have some  
 repercussions in vehicle workings, perhaps the most important being the taking over by LEEDS  
 Depot of the 7.45 am Leeds-Bridlington (44) and return. Following YORK Depot's example LEEDS  
 also used an EUG but only for some ten days, after which a double decker was substituted.

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(J.P.S)