

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NO.158

MAY 1964.

Hon. President : [REDACTED],
Hon. Vice-Presidents : [REDACTED],
Hon. Chairman : [REDACTED],
Hon. Secretary : [REDACTED],
Hon. Fleet Historian : [REDACTED],
Hon. Publications Officer : [REDACTED],
Hon. Tours Secretary : [REDACTED],
Hon. Editors : [REDACTED].

PERSONAL. Our Congratulations and best wishes go to [REDACTED] on the birth of their Son, [REDACTED], on Sunday 12th April 1964.

FORTHCOMING EVENTS.

BOURNEMOUTH TROLLEYBUS TOUR - SUNDAY 14TH JUNE 1964.

Send 3d stamp for full details to [REDACTED].

DARLINGTON, REDCAR & WHITBY TOUR - SUNDAY 10TH MAY 1964.

Our Spring tour this year consisted of a visit to United Automobile Services Ltd., The vehicle used for the tour was CUG 34 in the very capable hands of [REDACTED] of Bradford Depot. Some 30 members and friends took part and the vehicle left Bradford via Shipley, Leeds and Harrogate where the last members joined the tour. The party then settled down for the run through Ripon and along the A.1 to Darlington. A break for lunch was made here, during which many were pleased to see one of Northern General Routemasters working in on Service 46 (Darlington-Newcastle), and after this the official visit to the new Bus Station began. Here we were shown the vacuum plant for cleaning the interior of the vehicles, the electrically operated destination indicators which are a feature of the express departure stand, and members had the experience of travelling on a bus through the washing machine. We were also shown around the offices and time passed all too quickly. We then travelled through Stockton and Middlesbrough where much interest was displayed in the municipal fleets, and on to North Ormesby where again interest was aroused at the sight of the trolleybuses of the Tees-side Railless Traction Board. We then reached Redcar where another visit was scheduled. We were shown round the Bus Station offices, seeing here the paying in system, and we then proceeded to the new depot which was only opened last year. After an all too brief visit it was time to be on our way once more and we then travelled over the most scenic part of the day's tour, passing through Marske, Saltburn, Carlin Hoy, Staithes, Hinderswell and Sandsend to Whitby where we visited the depot. We were shown round interest being displayed in the delicensed Scarborough Sea Front Service vehicles stored here. We then went to Whitby Bus Station where a break was made for tea. The homeward journey was made over the moors to Pickering and on through Malton, York and Leeds to Bradford. We would like to thank the United company for permission to visit the depots and also their staff for the very warm welcome we received everywhere we went. Nothing was too much trouble and we certainly appreciated this. Thanks are also due to our Driver for the very enjoyable drive and last but not least thanks are extended to [REDACTED] who organised the tour. JEW.

HISTORICAL COMMERCIAL VINTAGE CLUB - LONDON-BRIGHTON RUN 3RD MAY 1964.

On Saturday 2nd May a party of 17 left Rawdon, near Leeds at 11.30am bound for the Brighton Rally. Our destination for Saturday evening was Welwyn Garden City. It was rather damp when we departed but by the time we reached the southern end of the Doncaster by pass, the weather had improved sufficiently for us to photograph the vehicle, JUB 29, restored to Keighley-West Yorkshire pre-war livery by [REDACTED], who owns the vehicle and drove it throughout. (For a history of the vehicle see Sold Stock News). We were also accompanied by ex SB 2, restored to its predominantly cream 1948 livery as 227. Departure from Welwyn Garden City was made at 6.00am prompt on the Sunday morning and we proceeded to the British Transport Commission transport museum at Clapham, where 1½ hours was spent viewing the exhibits. This was the starting point for the actual run to Brighton and we left here at 9.25am arriving at Brighton at 12 noon, where the vehicles were then displayed to the public. During the afternoon there were driving tests and judging.

for the Concours D'Elegance. The return to Yorkshire was made at 5.30pm and with a break at Glapham for tea we reached home in the early hours of Monday morning after a very pleasant and enjoyable weekend. Despite the age of the vehicle we had a very comfortable ride with no mechanical failure whatsoever. GWD.

PRESS DAY for the June issue will be Tuesday 2nd June 1964 and all items should be sent to ~~XXXXXXXXXXXXXXXXXXXX~~, ~~XXXXXXXXXXXXXXXXXXXX~~.

I. FLEET CHANGES.

New Vehicles.

ERG 1	AWR 401B	Bristol RELH6G	ECW	
ERG 2	AWR 402B	Bristol RELH6G	ECW	
ERG 3	AWR 403B	Bristol RELH6G	ECW	
KRX 165	AWU 467B	Bristol FS6B	ECW	H6ORD

Further details of the above vehicles would be welcome.

Allocations & Transfers.

SMG 12	from HARROGATE	(delicensed)	30/4/64
DB 6	" LEEDS	"	"
KDB 12	" KEIGHLEY	"	"
DB 40, 50	" BRADFORD	"	"
DBW 2, 27	" KEIGHLEY	"	"
DX 28	" KEIGHLEY	"	"
DX 45	" KEIGHLEY	"	"
KSGL 22	" SCARBOROUGH	"	"
SMG 41 (ex SUG 41)	(delicensed)	to KEIGHLEY	1/5/64
EUG 61, 62, 63	"	" KEIGHLEY	"
SUG 64	"	" LEEDS	"
SUG 66, 70	"	" HARROGATE	"
SUG 67	"	" BRADFORD	"
SUG 68	"	" ILKLEY	"
EUG 1, 83	"	" SKIPTON	"
EUG 4, 5	"	" HARROGATE	"
EUG 71, 72	"	" BRADFORD	"
EUG 73, 74	"	" YORK	"
EUG 76-79	"	" BRADFORD	"
CUG 7, 8	"	" LEEDS	"
CUG 11, 28, 30, 32	"	" LEEDS	"
CUG 13, 18, 23, 24	"	" BRADFORD	"
DGW 3, 10	"	" HARROGATE	"
DX 23, 34	"	" LEEDS	"
DX 99	"	" BRADFORD	"
ERG 1-3	(new)	" HARROGATE	"
KDX 165	(new)	" HARROGATE	"
SGW 9, 10	from LEEDS	" KEIGHLEY	"
SUG 18, 19	" YORK	" BRADFORD	"
SUG 33, 38	" YORK	" LEEDS	"
SUG 59	" ILKLEY	" HARROGATE	"
EUG 6	" LEEDS	" SCARBOROUGH	"
DX 25	" LEEDS	" SCARBOROUGH	"
DX 36	" KEIGHLEY	" MALTON	"
DX 97	" HARROGATE	" KEIGHLEY	"
DX 100	" BRADFORD	" KEIGHLEY	"
DX 120	" MALTON	" KEIGHLEY	"
CUG 36	" BRADFORD	" HARROGATE	"

- Notes. (a) All vehicles are relicensed at their former depots except SMG 41 (ex Bradford as SUG 41), SUG 66 (ex York), EUG 4, 5 (ex Leeds), EUG 71, 72 (ex Bradford), EUG 79 (ex York) and CUG 28 (ex Keighley).
 (b) EUG 71/2 have their first move since new in 5/59.
 (c) SUG 18 was last at Bradford in 12/56.
 (d) SUG 19 has been at York since 8/6/57.
 (e) SUG 33 was last at Leeds 10/58.
 (f) SUG 59 was last at Harrogate 9/56.
 (g) DX 25 has been at Leeds from 5/58 to 4/64.

Fleet Total.

Licensed :	C. 32	SD. 193	DD. 301	1/5/64 526	1/5/63. 495
Unlicensed :	3	7	9	19	31
	<u>35</u>	<u>200</u>	<u>310</u>	<u>545</u>	<u>526</u>

General News.

DX 159 (B) has had the Bingo device re-instated.
KSLG 22 has had its rear destination box removed.
Further vehicles with T indicators are: DGW 3 (L), DGW 10 (L), KDX 41, DX 18 (I), DX 99 (H) and YDG 85.
DB 40/50 and DBW 14 are stored unlicensed at Bradford.
SGW 10 has had its rear indicator painted out.
DX 100 has been noted with a Keighley disc over the fleet number on the front panel.

The rear engine coaches are the first West Yorkshire vehicles with the new registration mark, closely followed by KDX 165. The fleet number of the REs also goes up with the Registration number but it is not known if this is co-incidence or design.

3. SERVICE CHANGES.

Stage Carriage.

The following applications have been made:-

(S.5) New Service between Keighley (Bus Station) & St. Bede's School, Heaton.
Via Lankholme Crescent, Cavendish Street, Bradford Road, A.629 to Bradford, Keighley Road, Emm Lane and Highgate. The service to be operated on schooldays only and one vehicle would operate the service with duplication if required. At present the service is being operated under a short period licence.

(S.6) 36 Harrogate-Leeds: 51/53 Harrogate-Bradford: 76 Harrogate-Skipton.
To re-route the outward journeys from Harrogate so as to be operated by way of Victoria Avenue and West Park instead of Station Parade and York Place.

(S.7) 73 Skipton-Short Bank Road.
On Sundays to retime the 4.15pm from Skipton and 4.20pm from Short Bank Road to leave at 4.20pm and 4.25pm and operate 5 minutes later throughout.

(S.8) Leeds-Yeadon Airport.
To introduce an additional picking up point at Municipal Bus Station, Leeds.

(S.9) 16 Harrogate-Knaresborough.
On Sundays to introduce an additional journey at 10.25am from Knaresborough to Harrogate, subject to S.10 below being granted.

(S.10) 74 Harrogate-Scarborough.
On Sundays during Winter and Summer to retime the 9.30am from York to Harrogate to leave at 9.00am and operate 30 minutes earlier throughout. This took place on Sunday 10th May 1964.

The following applications have been granted:- S.1 (157), S.2 (157), S.3 (157), S.4 (157).

Excursions and Tours.

The following application has been made:-

(T.2). To introduce the following excursion from Keighley (Lankholme Crescent) to Burnley (Necca Ballroom) at a fare of 5/- to operate throughout the year.

The following application has been granted: T.1 (157).

4. OPERATING DETAILS.

Bradford. On Tues 28 Apl SMG 20 (B) was noted working 57 (Bradford-Keighley via Denholme). On Thur 7 May the Airport Service from Bradford (St. Georges Hall) commenced operation, EUG 4/5 being used.

Harrogate. Random observation whilst passing through Harrogate on Sat 18 Apl revealed DX 63 (H) working the 9.30am York-Harrogate (74) arriving at 10.40am. It then worked the 10.45am to Knaresborough (16). SMG 33 (H) was working 7A (Cornwall Road-Pannal) and SMG 14 (PB) was on 24 (Harrogate-Pateley Bridge). On Wed 29 Apl DX 114 (H) worked the 12.30pm York-Harrogate (74). On Sat 10 May SGL 5 (H) worked into York on the 1.05pm departure from Harrogate (74) - it is presumed that this would be a duplicate.

Ilkley. Observations of Service 76 (Tadcaster-Skipton) on Sun 26 Apl revealed DX 83 (I) working the 12.55pm ex Tadcaster, DX 57 (H) the 1.30pm ex Skipton, DX 65 (I) the 1.55pm ex Tadcaster, DX 124 (W) the 2.30pm ex Skipton, and DX 168 (Sk) the 2.55pm ex Tadcaster. On Sat 2 May DBW 26 (H) was also noted on 76.

Keighley. On Mon 27 Apl K20 (Keighley-Thwaites Brow) was converted to double deck operation. As members who were on the Keighley tour will recollect this is a very hilly route. KDXs are used and during the first week KDX 75/77 worked the sergio. The vehicles are unable to display 'Thwaites Brow' and display 'Keighley' in both directions. School Specials to the new Keighley School are being worked by

KDXs and KDBs although DB 16/23 (K) have been noted. Other arrangements in connection with the new school are as follows:- the 8.50am Bradford-Keighley (57) now diverts on to Service K.21 along Ingrow Lane to join K.22 which it follows into Keighley: a special bus is provided from Silsden usually an SGL which from Keighley follows K.22: the 8.15am Colne-Keighley (K9) is extended to Exley Head: and duplicates are provided on K.17 (Keighley-Oakworth).

Leeds. DGW 3/10 both delicensed to Leeds on 1st May were both noted on 33 (Beeds-Rawdon) the same day. Random observations at Vicar Lane on Wed 22 Apr and Thur 23 Apr between 7.55am and 8.10am revealed the following:- 22 Apr: SUG 38 (Yk) on 7.55am to Bridlington (44): SMG 47 (L) working the 8.00am to Wetherby via Linton, was being indicated by a cardboard label showing 'Linton': SUG 60 (L) also worked to Wetherby at 8.00am showing 39A presumably being the 8.00am which runs via Collingham. SBV 33 (H) worked in on 47 from Scholes: DX 108 (L) was working to Harrogate on 36 duplicated by DX 172 (L) which displayed 36A. DGW 9 (L) worked in on 32 and left 10 minutes later accompanied by DX 3 (B): DB 42 (L) worked the 7.55am to Farsley (29): DBV 16 (H) ran to Scholes (48) duplicated by SUG 21 (L): SGW 6 (L) worked in on 3L: DX 17: (H) worked the 8.15am to Ripon (36) with SUG 58 (L) duplicating: DX 19 (L) worked the 8.05am Keighley (31): DBW 32 (L) worked the 8.05am to Aberford (47), SBV 29 (W) working to Stanks (48). The following day revealed the following:- DBW 32 (L) working to Rawdon (32): DX 32 (L) to Scholes (48): DB 63 (L) to Barwick (47): SUG 19 (S) the 7.55am to Bridlington (44). Two vehicles worked to Harrogate on 36, DX 170 (L) and DX 171 (L) the latter showing 36A. The 8.00am departures for Wetherby were SM 49 (H) via Linton and SUG 29 (L) via Collingham. DX 48 (B) worked in on 32 then worked the 8.05am to White Cross accompanied by DB 22 (L). SGW 4 (L) worked in on 47 and DX 27 (L) worked the 7.55am to Tadcaster (42). SUG 57 (L) worked to Scholes (38) and DB 25 (B) and SGW 9 (H) arrived together the latter on 31. DB 25 (B) then worked the 8.05am to Keighley (31) and SGW 9 (L) left displaying 'Alwoodley Cross Roads'. DX 118 (L) arrived from Wetherby (38) and DBW 24 (L) worked the 8.05am to Aberford (47). On both days SUG 58 (L) was noted on the Airport Service. At lunch-time on Thur 24 Apr DBV 15 (L) was noted on Bradford (30), DBW 32 (L) on Rawdon (33) and DX 122 (L) on Harrogate (36). SG 150 (L) was on Learner duties, DX 127 (L) was on York (46) and DB 19 (L) on Farsley (29). On Mon 27 Apr DX 82 (L) was noted on Rawdon (38) and on the same day SG 119 (H) was noted parked in Leeds. On Tues 28 Apr DB 50 (B) was noted on Rawdon (33). DB 22 (L) was noted on Learner Duties on Mon 4 May. On Sat 13 Apr DX 49 (W) was noted on 32 whilst DGW 7 (W) worked to Menston Hospital. The following day DGW 2 (W) was noted on 32. On Mon 27 Apr DX 82 worked the 8.40am Rawdon to Leeds (33). DB 19 (L) has been noted on Ilkley-Leeds (34).

Scarborough. When SMG 25 (Sc) is at York for maintenance York SMGs deputize. SMG 5 was thus at Scarborough from 22 to 22 Apr and SMG 40 from the 23 Apr.

Sheffia. On Sun 11 Apr SGL 10 (Sk) was noted working the 11.00am Harrogate-Skipton (76).

York. The Naburn Hospital service of Majestic is now regularly worked by deckers DBW 12 being noted on Wed 15 Apr. Some vehicles working the 8.40am to Heslington (School terms only) which runs via Mill Lane are showing 17A. This route follows the 9/A longer than it does the 17. On Sat 18 Apr SBV 23 (YK) worked the 8.30am to Nun Monkton (87) and return. On Thur 30 Apr SMG 50 (Yk) worked the 9.45pm (Th) York-Foston (82). On Thur 7 May YSMA 9 worked the 8.25pm York to Wetherby (97). SMG 39 (Yk) which on Sun 11 May worked the 8.30am York-Leeds (43) and then the 10.05am Leeds-Hull (46) was the following day noted working the 8.50am York-Heslington (Y.17) normally worked by YSMAs. On Tue 5 May DB 52 (H) was noted on the chassis cleaner at York depot.

Long Distance. On Tue 28 Apr Ribble 986 Tiger Cub/Burlingham was noted on J.1.

2. TEN YEARS AGO.

Extract from May 1954 bulletin.

"Remembering. Depots began to put the new numbers on the vehicles on Monday 12 April 1954. Bradford and York depots started first and had about half done before Easter. Leeds and Harrogate were slower, and Keighley did not start at all until after Easter. All were done by the end of the month but so far the numbers at the front have not been dealt with. EG 7-12 (640-5) were at first going to be re-numbered CG 1-6 and CG 6 (645) was noted during Easter so numbered. It was soon corrected."

6. OTHER INFORMATION.

PARTS INCREASE. The application to increase fares has been refused by the Traffic Commissioners.

ROUTE 78. With the regular Summer extension of route 78 to Muker, with a running time of 4 hours 40 minutes (including 15 minutes break at Grassington), compared with 91 (Bradford-Whitby), 4 hours 20 minutes (including 11 minutes break at Malton), route 91 still remains the longest stage carriage route in Yorkshire being 81.5 miles compared with route 78 - 77.5 miles. Route 91 is however jointly operated with United and thus 78 can lay claim to the longest stage carriage route not jointly operated. Whilst on the subject of route lengths members may be interested to know that Leeds is served by yet another route with a claim to length. This is T. Burrows & Son of Wombwell's route from Leeds to Rammarsh, with a length of 39 miles it lays claim to being the longest stage route in Yorkshire operated by a private company and not being jointly operated.

NEW TIMETABLE. The writer must have looked cross eyed at both timetables when comparing them last month and thanks a member for pointing out the following:-

34. The running time has been reduced not increased.

78/9. The timings from Leyburn and Hawes are now 5 minutes earlier not later. Skipton is reached one minute later than the previous timing due to a saving of 5 minutes between Street Head Inn and Buckden, and one extra minute being allowed between Kilnsey and Grassington. On the Sat/Sun Muker-Leeds journeys the 5 minutes only are saved resulting in Buckden-Leeds timings remaining as they were.

K.19. This alteration is Sundays only.

J.1/2. Timings from Leeds are 20 minutes later.

J.16 The 3.00pm ex Blackpool now leaves at 2pm and not vice-versa.

7. SOLD STOCK NEWS.

JYG 738 (ex SBW 9)

This vehicle has now entered service with Pembertons and has been noted back in West Yorkshire territory - at Bingley on 23 April.

FWX 818 (ex YSG 128). FWX 820 (ex YSG 130).

It is understood that the chassis of these vehicles are at Harrogate awaiting to be equipped as service vehicles.

We now give below further notes which we have received from Mr Keith Jenkinson. These are in continuation of those published last month:-

GWX 133 (ex SG 133)

Sold Fleet Car (Sales) Ltd., 7/61.
To Collier and Catley (Contractors) Reading by 1963.

GWX 151 (ex GWX 134)

Sold Fleet Car (Sales) Ltd., 7/61
To McGregor, Sible Hedingham - fleet number L.28 - 6/62.

GWX 135 (ex SG 152)

Sold Fleet Car (Sales) Ltd., 7/61
To Bennett (Contractor) by 12/62.

GWX 137 (ex SG 154)

Sold Fleet Car (Sales) Ltd., 1/62.
To Richardsons Tours, Keighley 2/62.
To Ashcroft, Keighley 9/63.

GWX 139 (ex SG 156)

Sold Fleet Car (Sales) Ltd., 3/62.
Noted with a showman at a Bradford Fairground fitted with registration plates JHN 358 - 5/63. Still in West Yorkshire red/green disposal livery.

SG 156 (see page 5)

It is not known if this is a West Yorkshire body on a United chassis or if it is SG 156 complete, just fitted with a different registration plate.

JYG 745 (ex SBW 2)

Sold J.W. North 12/63
To Pinnington, Crook, Co. Durham 1/64.

JUB 29.

Body ex Keighley-West Yorkshire Leyland TD2 - K.451.
Chassis ex Glasgow Corporation 1928 Leyland TDL.
Re-registered by Wallace Arnold Tours, Leeds 10/44.
Body from K.451 fitted 3/51.
Sold to J.W. North 10/52.
Re-sold to Listers, Addingham, near Ilkley as staff transport 10/52.
Delicensed 31/12/62.
Re-sold to [REDACTED] for preservation 11/63.

AWW 168 (ex 928): BWT 763 (ex 968): BWT 766 (ex 971):
BWT 768 (ex 973): BWT 788 (ex 993): BWT 795 (ex 101).

All sold to J.W. North.
All re-sold to A.M. Carmichael (contractor) Edinburgh by 6/55.
All later scrapped by Carmichael between 7/59 and 6/61.

AWW 177 (ex 937).

Sold F. Cowley (dealer) Salford 3/54.
To Espley (contractor) Evesham 5/56.
To Fleet Car (Sales) Ltd., 1959.
Believed to have been exported 1959.

AWW 180 (ex 940): AWW 810 (ex 958).

Both to Branshaw Golf Club, Keighley for use as shelters, minus engine and seats - 5/52.
Both gone by 8/61.

AWX 798 (ex 946).

Sold F. Cowley (dealer), Salford 3/54.
To Gee, Walker & Slater (contractors) Derby No.53 - 6/54.
Accident near Uppingham 1958.
Broken up by Gee, Walker and Slater 1958.

BWT 760 (ex 965)

Sold Fleet Car (Sales) Ltd., 12/60
Broken up at Dunchurch 6/61.

BWT 779 (ex 984): BWT 789 (ex 994).

Sold J.W. North 9/55.
Both to Chas R. Price (contractor) Doncaster 2/56.
Both to C. Arnold (Showman) Doncaster -/58.

BWT 794 (ex 999)

Sold F. Cowley (dealer) Salford 6/53.
To Gee, Walker & Slater (contractor) Derby No.54 - 6/54.
Delicensed 31/12/60.
To K.A. Jenkinson, Rawdon for preservation 18/8/61.