

# WEST YORKSHIRE

## INFORMATION SERVICE

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Hon. Chairman: [REDACTED]

Hon. Vice Chairman: [REDACTED]

Hon. Editor: [REDACTED]

Hon. Treasurer, Membership Secretary and Publications Officer: [REDACTED]

**FLEET LIST - PART II :** Part II of the Fleet List will be ready for distribution in January 1956. All vehicles known to have been taken over at the time of the formation of the West Yorkshire Road Car Company are included, together with details of all subsequent additions and withdrawals. Full details are not included of vehicles dealt with in Part I, although yearly summaries are included up to 1955.

The list, which comprises some 33 sides of foolscap, will cost 2/- post free, and orders, with remittance, may now be sent to [REDACTED]. Additional copies will, of course, be available, and members are asked to make the list known to any of their friends who might be interested.

An order form is included this month, and members can order the list when they renew their subscriptions. Provision has been made on the subscription renewal form for this purpose.

**SUBSCRIPTIONS - 1956 :** The 1956 subscription will remain at 5/6d, and a renewal form is being sent with this issue. Once again members are asked to renew their subscriptions as early as possible.

\* PRESS DAY FOR THE DECEMBER ISSUE - SATURDAY, DECEMBER 3rd. \*

### 1. STOCK CHANGES.

#### (a) New Vehicles.

DX 19	OWX 163	B1	LD6B	108154	ECW	8118	LD 33/27	RD8	7-14-2
DX 20	OWX 164	B1	LD6B	108163	ECW	8120	LD 33/27	RD8	7-14-1
DX 21	OWX 165	B1	LD6B	108162	ECW	8119	LD 33/27	RD8	7-14-3
DX 22	OWX 166	B1	LD6B	108185	ECW	8121	LD 33/27	RD8	7-14-2
DX 23	OWX 167	B1	LD6B	108186	ECW	8122	LD 33/27	RD8	7-14-1

All have fibre glass bonnets (short type) except DX 19, which like DX 16 and KDX 43 has the longer metal bonnet.

The statement in the October News-sheet of the P.S.V. Circle that only 24 Lodekkas are on order is incorrect. There are 25 for West Yorkshire and 5 for Keighley-West Yorkshire. 15 remain to enter service.

#### (b) Delicensed.

SG 103,106,120	-	31/10/55
CP 1	-	31/10/55
CBW 1-12	-	31/10/55
CUG 1-5,7,8,10-12,16-20	-	31/10/55
EUG 12-14	-	31/10/55
DBW 31	-	31/10/55

### 3. DEPOT CHANGES.

#### (a) Allocations & Transfers

SG 103,106	from HARROGATE	(delicensed)	31/10/55
SG 120	" YORK	(delicensed)	31/10/55
CBW 1,2	" YORK	(delicensed)	31/10/55
CBW 3-5	" BRADFORD	(delicensed)	31/10/55
CBW 6-10	" HARROGATE	(delicensed)	31/10/55
CBW 11,12	" LEEDS	(delicensed)	31/10/55
CUG 1-5,10-12	" BRADFORD	(delicensed)	31/10/55
CUG 7,8	" KEIGHLEY	(delicensed)	31/10/55
CUG 16-20	" HARROGATE	(delicensed)	31/10/55
CP 1	" YORK	(delicensed)	31/10/55
EUG 12-14	" BRADFORD	(delicensed)	31/10/55
DEW 31	" YORK	(delicensed)	31/10/55
CB 5,6	" KEIGHLEY	to BRADFORD	31/10/55
DG 4,28	" BRADFORD	" HARROGATE	31/10/55
DB 21	" BRADFORD	" LEEDS	31/10/55
DEW 1,2	" BRADFORD	" YORK	31/10/55
SGL 9	Transferred officially	" SKIPTON	31/10/55
DX 19-23	(new)	" BRADFORD	1/11/55

3. DEPOT CHANGES (Contd).

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(a) Allocations & Transfers.  
Notes

In the current Disposition Card, DB 45 & DB 47 are incorrectly shown as BRADFORD and YORK. They should be shown as YORK and BRADFORD respectively. For the first time YEADON has a separate allocation, and is not included with Bradford. The transfer of DG 28 is the first move of any of the Roe bodied K50's since rebodding in 1950. Both DG 4 & DG 28 (as 350 & 385) have been at HARROGATE before, when they went to commence the first double deck services into Harrogate in July 1940. DG 4 was later at York until 1951.

This year the CB's remain licensed, whilst in the winter of 1954/55 they were delicensed.

The official allocation of SGL 9 to SKIPTON gives this depot 11 vehicles instead of 10 as previously.

(c) Movements of Delicensed Vehicles.

SG 44 & SG 47 are now stored outside LEEDS depot.

The body of 182 (SG 73) was thrown off at GROVE PARK in November.

4. VEHICLE NOTES.

(a) Overhauls.

October 1955 : SG 103, SGL 8, SBW 26, KDG 48, DB 23, DB 50,  
DB 61, YDB 64, YDB 69, DBW 6, CEW 1, CBW 2, CBW 4.  
November 1955 : SG 135, KSGL 23, DB 19, YDB 70, CEW 5, CBW 6.

(b) Repaint.

November 1955 :

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Staggered seats (in pairs) have been fitted to DBW 9 & DBW 24.

Outside front indicator handles have been fitted to :- DB 19, DB 23, YDB 64,  
YDB 66, YDB 69, YDG 78.

The DGW's recently transferred to KEIGHLEY now have sets of intermediate blinds. These show only two intermediate points instead of the usual three. The destination blinds fitted to KDX 39-43, when first licensed, were specially made and showed only "ILKLEY, SILSDEN, KEIGHLEY, HAWORTH".

The DX's at BRADFORD and HARROGATE have 'short' destination blinds fitted with "BRADFORD, LEEDS, HARROGATE". As vehicles operating on Service 36 also work to PENNY POT LANE and RIFON, a blank has to be shown. DX 19-23, licensed at BRADFORD on 1st November, still have the 'short' blinds, but "OTLEY, BAILDON, CROMPTONS, PENNY POT LANE" have been added. They all have complete intermediates.

All the DB's and DG's at BRADFORD now have new sets of intermediate blinds except DG 37, which has an old type at the front.

Only two single deckers at BRADFORD have the new type intermediates. These are EB 1 and EB 2. EG 1 and EG 2, transferred from YORK with York type blinds and Leeds express type respectively, now have old type BRADFORD intermediates at the front only.

All the DB's transferred to LEEDS (DB 21, 22, 25, 51-53) now have complete sets of blinds. DB 24 (YN) now has a YEADON set after running for a few months with a LEEDS set.

5. OPERATING DETAILS.

Bradford : DX 19-23 (B) have joined DX 17/18 (B) on the Bradford-Harrogate routes, and also work Bradford-Otley (53). As a result, DBW's are now appearing more frequently on Bradford-Keighley-Skipton (67).  
CB 5/6 (B), transferred from Keighley, are being used on the B.K.S. express service to Yeadon Aerodrome, assisted by CUG 6 (B).

Harrogate : EG 11/12 (H) have been working on Harrogate Locals recently. EG 11 was on route 5 (Raglan Street - Harlow Hill) on 5th October. DG 8 (H), DG 15 (L), DG 28 (H), There is now a tendency to use double deckers on routes 16 & 74 more often. DG 15 (L), DG 28 (H), DX 10 (H), YDB 79 (YK) were seen so employed on Sunday, 23rd October. DEW 1 (YK) worked the 2.5 pm Harrogate - Scarborough (74) journey on the same day. DX 3 (H), were on 16 on Saturday, 5th November.

OPERATING DETAILS (Contd).

Ilkley : We have now been able to find out the working that takes EB 3 (I) over to Harrogate. On Mondays to Friday, EB 3 (or another Ilkley single decker) operates a contract car from Ilkley to Harrogate at 8.0 am. It stays in Harrogate until 5.40 pm when it returns to Otley (via 53) and runs empty to Ilkley depot. It is often used by HARROGATE during the day and was recently used on Harrogate-Ripon (36).

If Ilkley or Skipton require a coach or EUG over the weekend, Ilkley send an SG on the contract car and receive the required vehicle via the return journey. The reverse procedure takes place on the following Monday to return the vehicles to their own depots.

Recent loans from KEIGHLEY have included DG 54 and DGW 7.

Once during August DB 17 (L) was operating one of ILKLEY depot's turns on service 76. Normally, DB 17 works 34 (Leeds-Ilkley) so it may have failed at Ilkley as DB 61 (I) was on 34 that same day.

Leeds : On the occasion of the Omnibus Society's tour of Blackpool illuminations on Sunday, 16th October, the following West Yorkshire vehicles were noted on private hire :-

CBW 1/2 (YK), CBW 11/12 (L), CUG 7 (K), CUG 19 (H), EUG 22/28 (L).

On Saturday, 22nd October, SG 111 (L) was at Elland Road Football Ground on a supporters' club outing. On this date 10 Ledgard and 12 Wallace Arnold coaches were hired by Leeds City Transport to help cope with the staff shortage &c.

The vehicles recently transferred from Keighley (DB 22,51,52,53) are being used on a variety of routes of which 32 (Leeds-Guiseley) and 55 (Leeds-Yeadon-Bradford) seem to be the most popular. DB 25 (ex-Harrogate), which was being overhauled on transfer, is frequently seen on Services 41/42 (Leeds-Boston Spa-Wetherby).

CB 1/2 (L) are being used on the B.K.S. express service from Leeds to Yeadon Aerodrome.

Yeadon : EG 2 (B) worked the 8.5 am Leeds-Scholes (48) - a YEADON duty - on 13th October. SG 141 (I) was on this same turn on 7th November.

6. SERVICE CHANGES.

SERVICE 78. SKIPTON - HAWES.  
SERVICE 79. SKIPTON - LEYBURN.

Both the above services, inaugurated many years ago for the benefit of farmers attending Market, have been suspended for the winter this year for the first time. This is largely due to the number of farmers who are now running their own transport.

BRADFORD - SCARBOROUGH.

A new stage carriage service between Bradford and Scarborough has been applied for and the licence has been granted. It will operate twice a day throughout the year (except Christmas Day) at 8.30 am and 2.30 pm. The route between Bradford and Leeds differs from both the Whitby (91) service which goes via Stanningley, and the Bradford-Leeds (30) which goes via Canal Road and Greengates. It is to proceed via Otley Road through Undercliffe to Greengates.

KEIGHLEY - SKEGNESS.

Application has been made to increase the period of operation of this service to include all Saturdays in July and August, and to increase the vehicle allowance on the peak weeks from 4 to 6. The Licensing Authority has reserved its decision.

YORKSHIRE SERVICES.

A major revision of routes has been applied for and granted. The main route is to be Keighley - Bradford - Leeds - Doncaster to London via the North Road. Services from Halifax, Huddersfield, Dewsbury and Wakefield will go via Barnsley and the Midland Road. A night service via the Midland Road is to be introduced. Further details will be given later.

Other Modifications.

In the summer of 1956 the 8.15 am (J9) Blackpool journey will start from Vicar Lane Bus Station, Leeds, at 8.00 am. Previously it has started from Wellington Street at 8.15 am. An additional service to Blackpool will run Saturdays Only (19th May to 20th October) from Leeds at 7.35 am via Bramley and Rodley to Greengates. The 7.20 am journey via Stanningley, Pudsey and Farsley, is retained.

6. SERVICE CHANGES (Contd).

Other Modifications (Contd).

The 8.15 am Keswick (X87), 9.0 am Morecambe (X88), and 9.45 am Hawes (78) services now depart from Vicar Lane at 8.0 am, 8.50 am, and 9.35 am respectively.

8. OTHER INFORMATION.

LEEDS - EAST COAST SERVICES

The review of summer workings on the East Coast Services is concluded this month with a survey on Leeds-Bridlington. Compiling these surveys calls for a great amount of work and in this connection we should like to extend our grateful thanks to our York Depot Correspondent, [redacted], who has supplied a good deal of the information contained in these and previous notes.

Leeds - Bridlington (44/45)

The main change from last year concerned the 2.45 pm weekday departure, which was worked last summer by YORK depot. This year it became the responsibility of LEEDS, the vehicle used having previously worked the 8.5 am Leeds-Hull (46). Leeds did not take over this duty straight away however. For the first three weeks of the season it was worked by York depot who also maintained the weekday departures at 8.45 am ; 9.5 am ; 10.45 am & 5.15 pm ; & 1.45 pm, using four vehicles. Each of these worked trips on the Leeds-York service before or after their coastal journeys. No.1 at 7.20 am & 4.40 pm & 9.0 pm (Sat.0) from York, and 3.35 & 5.55 pm & 10.15 pm (Sat.0) from Leeds. No.2 at 7.40 am & 5.40 pm from York and 4.35 & 6.45 pm from Leeds. No.3 at 6.20 am (Sat.0) & 9.20 am from York and 7.35 pm (Sat.0) from Leeds. No.4 at 8.45 pm from Leeds - this last mentioned vehicle also operated the 7.57 am York-Bridlington, and was the only one of the four to work the same rota on Sundays. The 9.5 am ex-Leeds was nearly always duplicated on Saturdays from York. This vehicle returned from Bridlington at 1.0 pm, and then duplicated the 3.30 pm York-Whitby (91) and 6.5 pm Whitby-York (91).

EYMS BRIDLINGTON depot single deckers worked the daily departures at 7.45 am & 3.45 pm ; 11.45 am & 6.15 pm ; 12.45 & 7.15 pm. The 'sleep out', introduced last summer, again operated this year. During the week EYMS POCKLINGTON depot operated the 9.45 am departure, the vehicle having previously worked the 7.0 am Pocklington-York (EYMS 54) and 8.0 am York-Leeds. On Saturdays a double decker - usually 656 (AEC Regent III - Barnaby, ex-Everingham Bros) - was used, and this did the 11.0 pm York-Melbourne (EYMS 55) after working the 9.15 pm Leeds-York.

On Sundays YORK depot double deckers worked the 8.45 am, 9.45 am, 1.45 pm departures. As in the week, all ran trips on Leeds-York in addition to their coastal journeys :- No.1 at 7.30 am, 4.40 & 8.0 pm from York, and 3.35, 5.55 & 9.15 pm from Leeds. No.2 at 8.0 am from York & 10.15 pm from Leeds. No.3 worked the same duties as on weekdays. LEEDS had two duties to maintain, one at 9.5 am, the other at 2.45 pm. The vehicle operating the 9.5 am journey, which was a YORK depot working last summer, duplicated the 4.5 pm Leeds-Hull (46) on its return from Bridlington, while that working the 2.45 pm departure had previously done the 8.5 am Leeds-Scarborough. EYMS POCKLINGTON depot ran the 10.45 am & 5.15 pm journeys, the vehicle leaving for York at 8.10 am (EYMS 54), and working forward to Leeds at 9.0 am. As on weekdays it returned to Pocklington on the 10.40 pm ex-York (EYMS 54).

West Yorkshire have used more EUG's this year than last, there being more available of course. Even so, 39-seaters have appeared and the occasional 35-seater was seen. Double deckers, both WY and YWY, were used at weekends and holiday periods, and for a day or so at the very beginning of the season.

EYMS have again relied largely on their Leyland Olympic single deckers, but the odd double decker has been noted, usually at weekends. An interesting point here is that EYMS used deckers on the 9.0 am Bridlington-Leeds, which operates via Stamford Bridge, a route on which West Yorkshire does not permit double deck vehicles to operate because of Garrowby Hill.

JSC/KIH

14/11/55

\* FORTHCOMING EVENTS \*

Saturday, 19th November, 1955.

WYIS Meeting at Head Office, Harrogate, at which [redacted] will speak on "The Growth of the Tilling and B.E.T. Groups". PLEASE MAKE EVERY EFFORT TO BE PRESENT.

Saturday, 14th January, 1956.

Omnibus Society film show in Liverpool. WYIS members welcomed.