

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NO. 140.

NOVEMBER 1962.

EDITOR'S NOTE

The Editor apologises for the mix up of the 'Vehicle Notes' last month, and for the incorrect report of the Junior Branch Scarborough trip, the correct report of which appears below.

NEXT MEETING

A meeting is to be held, by kind permission of the Company, at Wellington Street Bus Station Cafe on Saturday, 19th January 1963, starting time 6.45pm. The programme will consist of a show of colour slides, on similar lines to the one held last year. Members who have slides are asked to bring them along. Junior Branch members will be very welcome and we ask all members to make every effort to be present at the meeting. Book the date now!

SUBSCRIPTIONS FOR 1963.

The subscription for 1963 will remain at 7/6d. A renewal application form is enclosed with this bulletin. Members are asked to complete this and send, together with remittance, to [redacted], as soon as possible.

JUNIOR BRANCH ANNIVERSARY TOUR.

A correct report of this event has now been received:-

The tour started from Bradford, Chester Street Bus Station, on Sunday 9th September, in SGL 2. The proposed DX 82 was unable to be used owing to insufficient bookings. SGL 2 (B) left at 9.25am on route 30 for Greengates, where the Keighley members were picked up.

The party left Leeds at 10.10am, five minutes prior to the service departure, on route 56, bound for Harrogate. However, while travelling towards Alwoodley, SGL 2's radiator boiled over, and was unable to proceed. The driver, [redacted], phoned for a relief and a quarter of an hour later, along rolled SGW 10. SGW 10 arrived at Harrogate Bus Station at 11 o'clock where the remaining members joined the tour. The depot was then inspected. Notable features inside were the mobile enquiry office, the tree lopper and one of the three new CUGs. Outside in the rear yard was DX 1 painted in 'sale' livery.

Leaving the depot and the Bus Station, route 74 was joined, via Knaresborough Bus Station, for York. Rougier Street was reached at 12.15pm. York depot was then inspected. Items of interest were DBW 31, now restricted to short service workings, the G05G type breakdown wagon and the older YDGs. A break was made for lunch at the station, where, much to everyone's delight, CP 1 was found on its usual vigil, and looking very stately in its new livery.

Departing York at 1.30pm, route 43 was followed to Scarborough. The 1.20pm normal service departure was overtaken at Malton. Arriving at Scarborough at 3pm the party went straight to Plaxton's Ltd., where it was immediately met by their representative who gave a conducted tour of the whole works. It was very fortunate that that particular date had been agreed upon as the members were able to inspect the new 1963, 8-wheeled, 4 wheel abreast, 55 seater, 36 foot long 'Panorama' coach models, two of which were ready to be shown at the Commercial Motor Show the same month, and two which were ready to be exported to the United States.

Leaving Plaxton's just after 4 o'clock, SGW 10 took the party into Scarborough to visit the West Yorkshire and 'United' depots. Nothing of interest was found in the West Yorkshire depot, but in the 'United' depot an 'Alexander' coach was found, parked in the basement along with the Company's delicensed vehicles.

Returning from Scarborough a depot visit was made at Malton. The depot was spick and span and the British Railways' horseboxes had been removed. It was decided that as the tour was running $\frac{3}{4}$ hour behind schedule, the proposed excursion to Hovingham should be cancelled. This gave extra time for a meal outside York. Leaving York at 7pm route 96 was followed to Wetherby arriving there at 7.45pm, where a conducted tour was given. Route 38 was followed to Leeds (Vicar Lane) and then route 30 to Bradford.

JUNIOR BRANCH TOUR REPORT (Continued).

Our thanks are due to the Company and its staff for making the tour possible, and to the 'United' company and Plaxton's Ltd., for permission for the respective visits. Special thanks are also due to ██████████ for his patient driving during periods of great bewilderment! Altogether thirty one members took part. The weather was fine and the tour highly successful.

1. FLEET CHANGES.

New Vehicles.

SMA 1	807 BWR	Bristol SULA	ECW				
SMA 2	808 BWR	Bristol SULA	ECW				
SMA 3	809 BWR	Bristol SULA	190054	ECW	134.84	B36F	4-8-1
SMA 4	810 BWR	Bristol SULA	ECW				
SMA 5	811 BWR	Bristol SULA	ECW	134.86		B36F	
SMA 6	812 BWR	Bristol SULA	ECW				

(These were delivered in October).

Allocations and Transfers.

	from		(delicensed)		31/10/62
SG 103		GRASSINGTON			
SGW 2	"	LEEDS	"	"	"
SBW 1,2,5	"	BRADFORD	"	"	"
SBW 3,4	"	KEIGHLEY	"	"	"
SBW 6	"	YORK	"	"	"
SBW 7-10	"	HARROGATE	"	"	"
SBW 11,12	"	LEEDS	"	"	"
EUG 64,75	"	HARROGATE	"	"	"
EUG 70-73	"	BRADFORD	"	"	"
EUG 76-79	"	LEEDS	"	"	"
CUG 2,10,15	"	KEIGHLEY	"	"	"
CUG 3,5,11,21,22,28-30,32	"	BRADFORD	"	"	"
CUG 6-9,27	"	LEEDS	"	"	"
CUG 12,24-26,33-35	"	HARROGATE	"	"	"
KDB 55	"	KEIGHLEY	"	"	"
YDB 83	"	YORK	"	"	"
DBW 34	"	YORK	"	"	"
DX 55	"	BRADFORD	"	"	"
DX 62	"	LEEDS	"	"	"
DX 79	"	ILKLEY	"	"	"
SBW 17		(delicensed)	to	ILKLEY	1/11/62
SMG 1	"	"	"	PATELEY BRIDGE	"
SUG 24,42	"	"	"	HARROGATE	"
EUG 82-84	"	"	"	HARROGATE	"
EUG 85,88,89	"	"	"	LEEDS	"
YDG 84	"	"	"	YORK	"
DB 6	"	"	"	LEEDS	"
KDB 54	"	"	"	KEIGHLEY	"
DBW 18	"	"	"	HARROGATE	"
DX 48	"	"	"	BRADFORD	"
YDX 91	"	"	"	YORK	"
SMA 1		(new)	"	GRASSINGTON	"
SMA 2	"	"	"	SKIPTON	"
SMA 3,5	"	"	"	YORK	"
SMA 4,6	"	"	"	HARROGATE	"
SG 14,1,144	from	KEIGHLEY	"	LEEDS	"
SGL 1	"	YORK	"	BRADFORD	"
SGL 8	"	SKIPTON	"	KEIGHLEY	"
SBW 26	"	ILKLEY	"	KEIGHLEY	"
SBW 35	"	HARROGATE	"	BRADFORD	"
SMG 8	"	PATELEY BRIDGE	"	HARROGATE	"
CUG 20	"	LEEDS	"	HARROGATE	"
KDX 40,70	"	ILKLEY	"	KEIGHLEY	"
DX 65	"	HARROGATE	"	ILKLEY	"
KDX 75	"	SKIPTON	"	KEIGHLEY	"
KDX 138	"	KEIGHLEY	"	SKIPTON	"
KDX 139,140	"	KEIGHLEY	"	ILKLEY	"

Note: All vehicles are relicensed at their former depots except EUG 85 (ex Harrogate).

1. FLEET CHANGES (Continued)Stored Vehicles.

DB 1,4 and KDB 13 had left LEEDS by 6th November.
 SG 105,120,134,138,142,143 had arrived at LEEDS by
 6th November and were painted in sale livery.

Sales and Disposals.

June 1962 : 1017 to Kindon (breaker), Starbeck, Harrogate
 (not Reynard as stated in Issue 138).
 October 1962 : DX 1 to Kindon (breaker), Starbeck, Harrogate.

Fleet Total.

	<u>G</u>	<u>SD</u>	<u>DD</u>	<u>1/11/62</u>	<u>1/11/61</u>
Licensed :	7	161	281	449	436
Unlicensed :	29	38	11	78	90
	<u>36</u>	<u>199</u>	<u>292</u>	<u>527</u>	<u>526</u>

Note: The Fleet Total excludes SG 105,120,134,138,142,143.

2. VEHICLE NOTESOverhauls.

October 1962 : CUG 14, YDG 82, KDB 54.

General News.

The new SMA is a lightweight vehicle with a 7' 6" wide chassis (a description appeared in the January 1962 bulletin). The power unit is an Albion 4 cylinder vertical engine. The body is full fronted, the entrance being forward of the front wheels. Jack knife doors, power operated by the driver, are fitted. Longitudinal seats are fitted behind the driver and the entrance, and over the rear wheel arches. Other features include fluorescent lighting, cream window surrounds and flashing trafficators. There is one indicator, with destination and number blings, as on SUGs. All are equipped for one-man operation. Further details, including chassis and body numbers, will be welcome. Also, suggestions as to the meaning of the 'M' in SMA. For the SMGs this was understood to indicate maximum seating capacity, but this does not seem appropriate to the new vehicles.

YDX 91 was fitted with disc brakes during October, being sent to Bristol for that purpose.

KDB 26 had fleet number plates removed in 12/61, not 12/62 as stated in last month's issue.

DX 67 now has fluorescent lighting (fitted on overhaul 7/62).

EUG 70 has a new style front dash, similar to EUG 81 etc.,

3. SERVICE CHANGESStage Carriage Routes.

30. LEEDS-GREENGATES-BRADFORD
 31. LEEDS-GREENGATES-KEIGHLEY.

An application to operate vehicles from Keighley and/or intermediate points, to the Ice Stadium in Kirkstall Road, Leeds, has been granted.

59. BRADFORD-SHIPLEY-BAILDON
 61. BRADFORD-SHIPLEY-BAILDON GREEN-BAILDON.

An application to amend the licences so that the Baildon terminus now reads Belmont Avenue instead of Tomgate has been granted.

4. OPERATING DETAILS.Depot Reports.

Bradford DBW 9 (Yk) worked the 8.30am to Scarborough on 3rd October. It was due to be exchanged for a Bradford SUG on arrival at York, but due to extra traffic (it was the day of the rail strike), DBW 9 carried on to Scarborough and the ...change-over

4. OPERATING DETAILS (Contd)

Depot Reports (Contd)

Bradford

change-over took place on the return journey (12.30pm ex Scarborough). Also on 3rd October, DBW 15 (L) was working for Bradford Depot on routes 30/31, after several days operating for Keighley and Bradford. DB 25, DB 37 and DX 24 have been noted on learner duties, the latter being possibly the first use of a Lodekka. Recent observations on the Blackpool service include SUG 13, 14 on the 9am departure on 20th October, with SUG 57 from Leeds. EUG 70, 71 were on the 8.35am journey on J6 on 27th October, the last weekend of the illuminations.

Keighley

Between 20th and 23rd October, KDX 39, 43, 69, 71, 76, 94 were all noted on service 67 (Bradford) or 31 (Leeds). KSG 22 worked to Bradford on 67 on 3rd October and SBW 22 was on the same route on 11th October. DX 82 (L) returned to service 31 on 26th October.

York

The SMAs have taken over one man duties previously performed by SUGs. A notable vehicle on race specials on 11th October was CUG 27.

5. SOLD STOCK NEWS

BWY 98C (ex DG 2, Bristol K5G)
Re-acquired by Eastern Counties Omnibus Company from Ben Jordan (dealer) for 1962 Summer Season only.

BWY 98J (ex DG 5, Bristol K5G)
To Hillside Coaches, Iaton 5/62 (ex Ben Jordan - dealer).

BWY 989 (ex DG 11, Bristol K5G)
To Hoyle (breaker), Wombwell, near Barnsley - 8/62.

GWY 979 (ex SG 40, Bristol L5G)
Noted as a site office for H.O. Andrews (contractor) Leeds.
Seen at Mildenhall - 8/62.

FWX 808 (ex SB 8, Bristol L6B)
To Service Coaches, Bebside - 9/62.

TEN YEARS AGO

Issue No. 22 of November 1952 reported that AEC Regals 684 and 687 had been sold for breaking up. They had been withdrawn in December 1949 and retained to provide spares for Regals 688-693 during the summer of 1950.

TAILPIECE.

On 27th October a Bradford newspaper published the following:-

"PUSHING A BUS

Young people on the last Baildon Green bus last night started by paying their fare and finished by pushing the bus up a steep hill. For as it was going towards Denby Drive the engine failed, and try as he might the driver could not start it again. After a few futile attempts the driver got out of his cabin and inquired for help from the top deck. The young men got off and pushed. Slowly but surely the bus started to climb the hill. A humorist, who incidentally did not assist, was heard to remark: 'this is what made England great' ".

JPS/JEW
18th November 1962.