

WEST YORKSHIRE

INFORMATION SERVICE

FEBRUARY 1964.

ISSUE NO. 155

NOTE: To the list of officials of the Service given last month should be added the following:- Tours Secretary - [REDACTED]

EDITORIAL Once again we would like to thank all our contributors this month.

FORTHCOMING EVENTS.

SATURDAY 11TH APRIL 1964.
TALK BY [REDACTED] ENTITLED 'ODDS AND ENDS IN THE BUS WORLD'
WELLINGTON STREET BUS STATION CAFE, LEEDS - 7.00PM.

Members who were present at the last meeting will recollect the impromptu discussion which followed and how much we enjoyed [REDACTED] participation in this. [REDACTED] is Area Traffic Superintendent covering the York-Leeds area and has served in all areas of the Company. His considerable experience should assist in making an interesting talk which will be illustrated by Colour Slides. Make a date of this now.

SUNDAY 10TH MAY 1964.
DARLINGTON, REDCAR & WHITEY TOUR.

Details of this tour were given in last month's bulletin. Members are requested to complete and return the booking form to [REDACTED] at the above address as soon as possible.

PRESS DAY for the March issue will be Saturday, 7th March 1964 and all items should be sent to [REDACTED].

1. FLEET CHANGES.

New Vehicles.

SMG 33							
SMG 34							
DX 172	839 DYG	Bristol FS6B	214117	ECW	13863	H33/27RD	7-15-3
DX 173							
DX 174							
DX 175	842 DYG	Bristol FS6B	214120	ECW	13866	H33/27RD	7-15-3

Further details to fill the above gaps would be welcome.

The UW of SMG 20 is 6-9-0 and DX 159/161 7-15-0. Body numbers of KDX 162-4 are 13871-3.

According to a report in 'Bus and Coach' the following vehicles are on order for 1964:-

13 FS Lodekkas	H60R
6 MW Buses	B45F
6 RE Coaches	C47F
2 RE Buses	B54F
6 SU Buses	B35F

and the note given last month would therefore appear to be incorrect.

Allocations and Transfers.

EUG 85	(delicensed)	to	LEEDS	(Correction)	1/11/63
DX 172	(New)	to	LEEDS		27/1/64
DX 173/174	"	"	HARROGATE		"
SGL 11	from HARROGATE	"	BRADFORD		"
DB 20/44	" LEEDS	"	BRADFORD		"
DX 59	" HARROGATE	"	LEEDS		"
EUG 2-5	" LEEDS		(delicensed)		31/1/64
CUG 28	" BRADFORD		"		"
DB 17	" LEEDS		"		"
YDB 81	" YORK		"		"
DGW 10	" LEEDS		"		"
DX 30	" BRADFORD		"		"
KDX 70	" KEIGHLEY		"		"

Allocations & Transfers (Contd).

			to		
YDB 79		(delicensed)		YORK	1/2/64
DGW 4		"		WETHERBY	"
KDX 71		"		KEIGHLEY	"
SMG 33/34		(New)		HARROGATE	"
DX 175		"		HARROGATE	"
SEW 21	from	YORK		LEEDS	"
SMG 4	"	KEIGHLEY		BRADFORD	"
SMG 10	"	BRADFORD		KEIGHLEY	"
SUG 32	"	HARROGATE		LEEDS	"
DBW 11	"	YORK		BRADFORD	"
DBW 31	"	BRADFORD		YORK	"
DGW 6	"	WETHERBY		LEEDS	"
DX 58/66	"	HARROGATE		BRADFORD	"

- Notes: (a) All vehicles are relicensed at their former depots.
 (b) DBW 31 returns to YORK after an absence of only 2 months.

Fleet Total.

	C	SD	DD	1/2/64	1/2/63
Licensed :	8	159	300	467	450
Unlicensed :	27	38	9	74	70
	35	197	309	541	520

Sales and Disposals.

The following is a correct list of vehicles sold kindly supplied by the Company. Some of these have already been reported:-

December 1963 : YSG 126 to York 'B' Group Hospital Management Committee, Clifton Hospital, York.
 SBW 1-12, YSG 121/2, 124, 125, 127, DB 7, 9, KDB 10, 11, 27
 All to W. Norths (P.V.) Ltd., Sherburn in Elmet, Leeds.

Stored Vehicles.

The chassis of YSG 128 has now been removed from YORK to HARROGATE.

2. VEHICLE NOTES.Overhauls.

Jan 1964 : KDX 71, DGW 4 (W), KDX 76, YDB 79, YDG 59.

Depot Repaints.

Jan 1964 : SG 146 (L), YDX 84, YSG 128 (Chassis Silver).

General News.

DBW 32 has had its indicators treated similarly to YDB 88 and DX 12 (See Issues 151 and 154 respectively). We are informed by a correspondent that DB 16 and DX 14 reported as having had T indicators fitted have NOT been fitted nor has DB 16 been recently overhauled. KDX 71 and DGW 4 have been fitted with T indicators. SUG 20 (B) was noted at Baildon on 25 Jan still carrying York depot discs. DX 122 (L) has been fitted with an oblong number plate at the front instead of the usual square one but still retains its old grille: prior to this it ran for a short time with a painted square number plate. SMG 22 has also been observed with a painted front number plate but has now reverted to normal - this vehicle no longer carries the fleet number on the front - this is now on the offside similar to the SUGs. DX 3/4 (B) have been re-upholstered during January. SGL 17 (H) has been reported as having been noted in Ilkley depot carrying a fleet number plate on the front offside - further comments as to when this was fitted etc., would be appreciated. SGW 1 (L) has had its rear destination box painted red, whilst SGL 1 (B) has had its rear indicator removed entirely, a domed panel being inserted in its place. York depot vehicles are now receiving new style destination indicators with small thin lettering, as are Bradford lodekkas (Keighley have had these in use for some weeks). It is claimed that these can be seen more clearly at night. Leeds depot are also fitting this type as distinct from the other new type (small but broad white letters) which have been tried on a few vehicles.

12/16/64
SERVICE ALTERATIONS.

-3-
Stage Carriage Routes.

SERVICE 60 SHIPLEY-COACH ROAD.

Shortly after the new timetable was issued, gummed leaflets to replace page 105 were available. These showed that the 15 minute service between Shipley and Coach Road was to operate Monday to Friday only and not Monday to Saturday as shown in the new timetable. On Saturdays the 30 minute service remains.

SERVICES 62/62A BRADFORD-BINGLEY-DICK HUDSONS.

The additional journeys Monday to Friday tea times operating between Bingley and Gilstead are operated by Bradford Depot. They are being operated under dispensation and application has now been made (N & P 857) to include them in the licence. The application also asks that the restriction on picking up and setting down between Bradford and Bingley on the through service to Eldwick be withdrawn.

SERVICE 58 BRADFORD-BAILDON

On Monday to Friday the 8.15am Bradford to Baildon journey has been withdrawn the return trip - 8.44am ex Baildon - now being worked by the vehicle which has worked Bradford (Hall Ings) to Shipley (Dockfield Estate) on private hire. It previously duplicated straight back to Bradford on 59. (See under Operating Details for further news of this working).

Diversions.

The diversion between Seacroft Hotel and Foundry Lane, Leeds has now ceased with the opening of the road between these points as a dual carriage way. The road has been closed for a considerable time and vehicles were diverted via Crossgates.

4. OPERATING DETAILS.

Depot Reports.

Bradford. On line 6 of last months report DX 100 quoted as allocated to Harrogate should have read Bradford. In connection with the alteration to Route 58 mentioned above, the vehicle used is normally a SUG and SBWs have occasionally appeared but on Mon 10 Feb DX 155 (B) was used. Single deckers are now appearing occasionally on Services 50/51 (Bradford/Otley - Bradford/Harrogate) the following having been noted:- Mon 13 Jan SMG 11 (H) (Bgd duty) worked the 8.10pm ex Bradford (50) and 9.05pm ex Otley (50) whilst SUG 20 (B) worked the 9.50pm ex Harrogate (51). On Fri 17 Jan SMG 16 (B) worked the 10.10pm ex Bradford (59) and 10.45pm ex Yeadon (50) - it was also noted on Fri 31 Jan working the 9.50pm ex Harrogate (51). On Fri 7 Feb SUG 20 (B) worked the 7.20pm ex Harrogate (51) 8.40pm ex Bradford (51). The 1.20pm Harrogate to Bradford (51) journey is duplicated on Saturdays by a new Bradford SMG. This has been done since they were delivered. Vehicles noted are 18 Jan SMG 21 (B), 1 Feb SMG 16 (B) and 8 Feb SMG 17 (B). DBW 11 (B) recently transferred was noted in Baildon on Tue 4 Feb on 59/61 (Bradford-Baildon) equipped with numeral blinds only. The short workings on 56 between Bradford and Denholme on Mon-Fri evenings are frequently worked by SMGs - SMG 20 (B) being so noted on Tue 4 Feb. We have received some interesting details of workings on 56/57 (Haworth-Denholme-Bradford and Keighley-Denholme-Bradford). On Mon-Fri 4 vehicles make up the 7.55am departure from Bradford. Car 1 is the service car to Keighley on 57 which is worked by a Keighley depot DX. This car works the 6.20am Keighley-Bradford (57), 7.20am duplicate to Thornton returning from there at 7.40am, 7.55am to Keighley (57) returning to Bradford at 8.50am (57) and then work the 10.05am to Keighley (67) remaining on this route for the rest of the day. Car 2 is the service car to Denholme worked by Bradford depot usually a DX. This car works 5.55am, 7.00am and 7.55am to Denholme and return and then 8.50am Bradford to Keighley (57) remaining on this route for the rest of the day. Car 3 is a duplicate to Thornton now worked by a Bradford depot SMG. This duplicate working commenced on 15/10/58 (the first vehicle being DBW 1 then Yk). It is operated by the car which works the 8.30am Bradford to Scarborough and return (43). Double deckers used to work this route at one time during the Summer but in recent years SUGs were invariably used and now SMGs are the regular vehicles, SMG 17 and 18 being used most of the time. With the introduction of OMO working on 43 recently a rather interesting working was introduced. The conductor on the Thornton journey then drives the vehicle to Scarborough whilst the driver of the vehicle to Thornton and back is usually spare but occasionally has been rostered to drive the 9.30am Bradford-Birmingham returning the following day. Car 4 is a duplicate to the Brown Cow Inn worked by a Keighley depot SMG. This is a fairly recent introduction and the vehicle works the 7.00am Keighley-Bradford (67). After the journey to the Brown Cow returning from there at 8.10am it returns to Keighley at 8.45am on 67. It has however been known for the vehicle to work NOS from Keighley to Brown Cow via Denholme picking up its duty from there. There are also three

Depot Reports (Contd)

Bradford. vehicles operating from Thornton to Bradford at 8.10am on Mon-Fri. These are the service car 7.40am Haworth to Bradford (56) which is usually worked by a Bradford DB although Leeds vehicles appear fairly often. This vehicle then works 8.25am Bradford-Leeds (30) remaining on this route for the rest of the day. The other two vehicles are the two SMG duplicates which leave Bradford at 7.55am - one to Thornton and one to Brown Cow. 66A (Hirst Wood-West Royd Crescent) which last month was inadvertently referred to as Canal Road-Shipley is worked by an SBW Mon-Fri and an SMG on Saturdays. 65A (Shipley-Dockfield Road) was operated by DBWs during its first few weeks but is now worked by SUGs and SMGs - SUG 56 (H) was noted on Thu 2 Jan, SMG 20 (B) on Thu 9 Jan, SMG 21 (B) on Fri 10 Jan and SMG 16 (B) and SBW 16 (B) on Wed 22 Jan. The latter is believed to be the first time an SBW has worked on this route. 66 (Canal Road-Shipley) normally worked by DBs had DX 68 (B) on Fri 10 Jan. In the evening of Sat 11 Jan SUG 36 (B) was noted travelling through Ilkley on private hire. On Wed 22 Jan SMG 17 (B) worked the 7.25pm departure from Otley to Bradford (53) while SUG 55 (H) worked the 8.05pm departure from Otley to Harrogate (53). On Sat 11 Jan SUG 54 (H), SUG 59 (I), EUG 81-3 (H), EUG 84/85 (L), CUG 23 (H) and DX 25 (L) were all noted at Bradford on pantomime specials whilst SUG 59 (I) was noted also the following Saturday.

Harrogate. BX 174 new to Harrogate worked the 8.20pm Harrogate-Bradford (51) and 9.40pm Bradford-Harrogate (51) on Thur & Fri 30 and 31 Jan. DX 63 (H) worked the 12.30pm York-Harrogate (74) on Sat 1 Feb. On Wed 29 Jan SGL 11 (H) worked to Bradford. DBW 1 (H) worked the 6.10pm relief Leeds-Harrogate (36) on Thu 23 Jan. On Sat 1 Feb DX 54 (H) was observed at Rosville Road garage showing 'Harrogate 10' on its rear indicator. 'United's' BL 68 and 72 have been transferred to Ripon depot and are the first front entrance double deckers to operate into Harrogate since DX 82 operated on route 36.

Ilkley. Recently noted working the 8.10am Burley-Bradford (68) were SBW 15 and SGL 9 (both I). SMG 19 (H) was noted in Ilkley depot on Fri 10 Jan and is believed to have been on temporary loan for 3 or 4 days at the time. DB 62 (I) appears to have taken over operation of 77 (Otley-Ilkley) from the Ilkley depot SBWs. On Thu 6 Feb DX 36 (K) worked the 6.40pm Ilkley-Otley (77) - apart from the last journey this service is not normally DX operated.

Keighley. During the last few weeks the following vehicles have been noted duplicating 67 (Keighley-Bradford) arriving in Bradford about 8.50am and returning to Keighley about 8.55am - SGL 2, 7, 14, SBW 13, SMG 2, 3, 4, 25, 26 (all K) and SMG 30 (G). On Sun 2 Feb SMG 2 (K) worked the 9.30am Skipton-Harrogate (76). SGL 8,10 and KSG 19 (all Sk) have been noted on routes in the Keighley area in January. DX 65 (I) was noted working Keighley town services in January.

Leeds. A visit to Bridlington on Sun 2 Feb by bus revealed the following workings on 44 (Leeds-Pocklington-Bridlington) and 45 (Leeds-Stamford Bridge-Bridlington). SUG 57 (L) worked the 12.30pm ex Bridlington: SUG 58 (L) worked the 2.30pm ex Brid: and EYMS 641 (AEC Regent V/Willowbrook) worked the 4pm ex Bridlington. SMG 28 (L) worked the 1.05pm Leeds-Bridlington (44) via Pocklington. This vehicle arrives in Bridlington at 4.16pm and then lies over until 6.30pm when it works the 6.30pm Bridlington-Leeds (45) via Garrowby and Stamford Bridge. This was duplicated as far as York depot prior to working a 1.00am York-Leconfield (RAF Special). On Mon 3 Feb and Tue 4 Feb SMG 28 (L) which on the Sunday had worked to Brid, worked the 1.05pm Leeds-Bearborough (43) whilst on the Sunday this particular journey had been worked by DX 112 (Yk). SMG 28 paid a further visit to Brid the following Sunday 9 Feb when it worked the 11.05am (45) with SUG 38 (Yk) working the 11.05am Scarborough (43). Since the beginning of January SUG 15/16 (L) have been regular vehicles on 54 (Bradford-Horsforth-Cookridge). On Tue 28 Jan DB 44 (L) was noted working on 59 (Bradford-Baildon) and also worked a Salts Special. Duplicates noted recently on 34 (Leeds-Ilkley) have been SMG 27 (L) on Thur 16 Jan, SMG 24 (L) on Fri 17 Jan whilst EUG 89 (L) has been noted several times in January. On Thur 16 Jan EUG 89 (L) was also noted duplicating on 36 (Leeds-Harrogate). DX 82 normally to be found on 34 (Leeds-Ilkley) has twice recently been observed on 33 (Leeds-Rawdon) on Wed 22 Jan and Thur 6 Feb. Route 33 is also the haunt of two of the oldest vehicles in the fleet DB 6 (L) and SG 107 (L). DB 6 (L) was also noted on 31 (Leeds-Keighley) on Mon 20 Jan. It appears that vehicles which formerly turned right into Templar Street when leaving Vicar Lane Bus Station and joined the main road at the Municipal Bus Station, now turn left into Templar Street, right into Vicar Lane and right into New York Road. This has been the practice for some time now. On Thur 30 Jan and 6 Feb DX 46 (H) was noted working the 47 dups previously reported. SUG 16 (L) replaced SUG 21 (Yk) for the 6.45pm Leeds-York (43) and the 8.00pm return, but later the same evening these were exchanged for the 9.45pm Leeds-York as SUG 16 did not garage in York overnight. EUG 85 (L) works almost every morning the 7.53am dup Greengates-Leeds (31) whilst EUG 89 (L) was noted on Mon 10 Feb.

Depot Reports (Contd).

Skipton. The note last month about the Anderton vehicle working from Skipton to Keighley should have read that it worked Between Bradford and Keighley.

Wetherby. On Sun 2 Feb relicensed DGW 4 (W) worked the 11.45am Leeds-Knaresborough (38).

York. DXs are appearing once more on the 8.40am (School Terms) York-Heslington (17) YDX 89 being noted on Fri 31 Jan and DX 81 (Yk) on Mon 3 Feb. Certain journeys on Y.10 now terminate at Haxby (Calf Close). Certain vehicles are able to show this destination whilst all vehicles show route number 10A. On Mon 3 Feb DBW 12 (Yk) worked the 12.22pm Bishopthorpe-Calf Close (10A). The Y.13 service (York-Nether Poppleton) continues to be operated by a miscellaneous batch of vehicles: SUG 31 (Yk) working the 12.05pm departure on Sat 1 Feb, YSMA 7 working the 2.05pm on Sun 2 Feb and SBW 25 (Yk) working the 6.00pm on Mon 3 Feb. On Mon 3 Feb YDX 129 worked the 2.05pm Harrogate-Scarborough (74). On Tue 4 Feb DBW 33 (Yk) was noted working the lunchtime Fulford shuttle service mentioned last month. On the same day SG 149 (Yk) worked the Naburn Hospital service of Majestic of Carwood on hire. Also on Tue 4 Feb YDB 77 worked the 6.10pm 81 (Sheriff Hutton) with SUG 31 (Yk) working the 6.10pm (82) Poston. Again the same-day SBW 23 (Yk) worked the 6.20pm York-Malton (43). On Sat 8 Feb SGW 7 (Yk) was noted working on Y.7 and on Mon 20 Jan SBW 21 (Yk) was thus noted. On Thur 23 Jan an unidentified YSMA worked the 8.00pm York-Leeds (43). EUG 2/5 (L) were on loan for two days during January to convey a party of Scottish farmers on a tour of farms in the York area. A Dawson drive through washing machine has been installed at the entrance to York Depot, whilst the old 7'6" wide washer has been removed and the adjustable 7'6"/8' washer has been moved from the entrance to replace this. A compulsory bus stop sign has recently been erected in the depot yard. The concrete post carries a plastic timetable holder containing 43 Service timetable. New plastic bus stop signs are appearing at certain York stops. The bus stop at Rowntree's Works for Strensall (12) and Huntington (7) has been removed some 100 yards in the direction of Strensall away from the foot of the railway bridge which is at present being widened. In conjunction with this there has been a general re-organisation of loading points for the Works Specials moving them away from the foot of the bridge.

5. TEN YEARS AGO.

We give below an extract from the February 1954 bulletin.

"Operating Details - Keighley. The Bedfords were taken off the Riddlesden (K.13) service in late January as the recent elimination of the V-bend now enables 32 seaters to be used. The task of widening has involved the excavation of a portion of the hill side. There being no further special work for K616/7 they were delicensed on 31/1/54. 614 continues to work on duplicates etc.. The only West Yorkshire service requiring a lighter weight bus is 73A (Skipton Bus Station-Horse Close Estate) so the fate of the Bedfords will be awaited with interest".

6. OTHER INFORMATION.

Rail closure notices have been posted in respect of Leeds (City)-Bradford (Forster Square) via Shipley: Leeds (City)-Bradford (Forster Square), Otley, Ilkley and Skipton via Guiseley and via Arthington: Leeds (City)-Bradford (Forster Square) and Skipton via Keighley local services. These were due to close on 2nd Mar 64 but objections have been lodged which will postpone the closure. As can be imagined West Yorkshire services feature to a large extent in the alternative facilities available. The following services are listed: K.8, K.9, K.10, 67, K.11, K.12, 29, 30, 31, 32, 34/77, 35, 50, 51, 53, 55, 58, 59/61, 63, X67, 76 and to a limited extent 54, 68 and 75.

7. AMENDMENTS TO DEPOT ALLOCATION

The following amendments require to be made to the depot allocation given last month:-
 DB 46 is allocated to Harrogate and not Leeds.
 The CUG stored at Harrogate should of course be 41 and not 46.
 SUG 65 is stored at Skipton and not Keighley.
 The Summary of Vehicles types MW5G should of course have read SUG 70, EUG 71-89.