

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]

Hon. Publicity Officer: [REDACTED]

HARROGATE MEETING - 18th May 1957: We are most grateful to [REDACTED], the Company's Traffic Manager, for a very interesting talk on "Vehicle and Duty Scheduling", and our thanks are once again due to the Company for allowing us the use of their accommodation at Head Office. [REDACTED] contrasted the very free and competitive conditions of the early days in the industry with the present position, closely circumscribed by traffic legislation and labour agreements, and much influenced by high costs, which forced operators to try and save vehicles and mileage by whatever means they could find, while yet contriving to give the public a satisfactory service. He outlined the different systems of duty and rota operation, and gave examples from the West Yorkshire scheme of Car Running Boards and Depot Duty Rotas. An interesting discussion followed, and then a vote of thanks proposed by [REDACTED], and supported by [REDACTED] who made particular reference to the valuable co-operation and facilities which the W.Y.I.S. continually receives from the Traffic Department. (JWH)

UNITED TOUR - 19th May 1957: For this year's main tour the vehicle chosen was EUG 52, one of the Bristol L55G express vehicles. This particular bus differs from the remainder of the type as it is fitted with Cary Gregoire experimental rear suspension. EUG 52, a Harrogate Depot vehicle, with Driver Rollinson also of Harrogate, started the tour at Bradford, and continued via Leeds and Harrogate.

The first call was at the United Depot at Richmond, where we were met by the Depot Foreman, who placed all his interesting vehicles for our inspection. The party continued to the Durham District Depot at Darlington, where our friends from the Northern Branch of the Omnibus Society were waiting for us. They had hired Durham District Services No. DD 77, a Triumph bodied Dennis Lancet III, and along with EUG 52, took our members to the main visit of the day. This was to the main Works and Depot of United Automobile Services, where the Chief Engineer, [REDACTED], and his staff were waiting to conduct the party round their extensive repair works. [REDACTED] is an old friend of the W.Y.I.S. having previously been Chief Engineer of West Yorkshire.

The tour continued, and after a brief stop in Stockton, carried on to the joint United/Durham District Depot at Middlesbrough, where probably the most interesting collection of older United vehicles were garaged. Continuing to Great Ayton, a stop was made for tea, and then the last visit of the day was made to the United joint Bus Station and Garage at Stokesley. Here our Omnibus Society friends left us, and EUG 52 returned via Thirsk to Harrogate, Leeds and Bradford.

37 Members and friends took part in the tour, which was thoroughly enjoyed by all. Facilities for the photographers were provided extensively at all the visiting places. The thanks of the Information Service must go to the General Manager of United and Durham District, [REDACTED], for permission to visit the various depots etc., also to [REDACTED] and his staff for all their trouble and giving up their Sunday afternoon to show us round. Finally, a word of thanks to the West Yorkshire staff who perfected the travel arrangements. (JBP)

NEW MEMBERS WANTED!

With this issue, members should receive a copy of the W.Y.I.S. Prospectus and Membership Application form. We appeal to every member to make a special effort to find one new member - carry the form with you, and look out in your travels for any likely prospective members: some of our most active and valuable members have come from chance meetings on 'bus station etc! Our need for more members is urgent and important to the continued success of our Service.

DEPOT CORRESPONDENTS:

[REDACTED] has taken over the duties of Depot Correspondent, Harrogate, from [REDACTED]. Members are requested to amend their copy of the "Notes and General Information Sheet" forwarded with the May 1956 issue of the Bulletin. We wish to express to [REDACTED] our grateful thanks for the valuable assistance he has given the W.Y.I.S. during his "term of office".

OMNIBUS SOCIETY - FORTHCOMING VISITS:

- Sunday, 30th June 1957 - Northern Branch visit to Doncaster Corporation Transport. For details see May issue of Bulletin.
- Saturday, 20th July 1957 - Northern Branch tour of Darlington Corporation Transport system. Meet Bus Station, Leadyard, outside the United enquiry office at 2.30 p.m.
- Sunday, 21st July 1957 - North Western & Yorkshire Branch study tour of Wirral Peninsula by service bus.

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 [REDACTED] at the earliest possible moment.

P.S.V. CIRCLE PUBLICATIONS :

The P.S.V. Circle have recently published a fleet list of the Yorkshire Woollen District Transport Co. Ltd., and copies may be obtained from [redacted], at a cost of 9d.

PERSONAL :

We should like to offer our congratulations, somewhat belated unfortunately, to our Publicity Officer, [redacted], on the occasion of his marriage to [redacted] at Halton Methodist Church, Leeds, on 16th March.

PRESS DAY FOR THE JULY ISSUE - SATURDAY, 6th JULY

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1. STOCK CHANGES.

(a) New Vehicles

DX 56	RWY 834	R1	LD6B	130126	ECW	8663	LD 33/27 RD8	7-15-1
DX 57	RWY 835	R1	LD6B	130127	ECW	8664	LD 33/27 RD8	7-15-0
DX 58	RWY 836	R1	LD6B	130128	ECW	8665	LD 33/27 RD8	7-15-1

(These were delivered in February 1957. DX 56/57 were stored at Grove Park, Harrogate; DX 58 was stored at Grove Park, Harrogate, and later Pateley Bridge).

This completes the 1956 order of 15 Lodekkas (DX 44-58) and 15 semi's (BUG 46-60).

(b) Relicensed

SG 72/76/93	-	1/6/57
CP 1	-	1/6/57
CUG 4/5/9-12	-	1/6/57
EUG 35/38-45/47-51/53-60	-	1/6/57

(a) On Hire to West Yorkshire

From Lincolnshire Road Car Co. Ltd. (6/57)

1177	GFU 857	Bedford OB	Duple	C29F	1950
1178	GFU 858	Bedford OB	Duple	C29F	1950

(1177 was loaned in 1953; 1178 is a newcomer)

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FLEET TOTAL

The licensed Fleet Total for June 1957 is 503 (including the 2 hired coaches). This compares with 501 for the same month last year.

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(f) Vehicle Sales & Disposals

EG 7-12 were sold during May 1957.

2. REBUILDING.

SG 101 had its side indicator removed during its recent inspection (see Issue No.74). The seats have not been re-upholstered in L.T.E. pattern moquette.

As long ago as September, 1954, we thought it prudent to hire one of the four Bedford Vista coaches for a tour, and it is very pleasing to be able to report the reappearance of the survivor, F/W 596, (at present without its' fleet number CP 1) no less than three seasons later, and completely refurbished and modernised for the York City Tour. Ten years old on July 1st, it has been fitted with perspex cant and roof panels, with lifting-type front blind; and completely re-trimmed interior using L.T.E. pattern moquette for the seats. The vehicle is now air conditioned, the plant being situated on the left hand side of the entrance. The driver's seat is of the swivel type, thus enabling the driver to turn and address his passengers, who will doubtless admire the aerial photograph of York which is displayed inside the vehicle. The whole effect and finish is most pleasing and remarkably modern, and contrasts very much with the run-down and shabby appearance of the vehicle last Season.

It seems unfortunate that the excellent York City Tour does not receive as much publicity as it deserves, particularly now that it has such an admirable vehicle. Very little appears to be done by way of posters or leaflets and many people must be unaware of the Tour's existence unless they happen to see the coach waiting at the Station.

DEPOT CHANGES.

(a) Allocations & Transfers

SG 72	(delicensed)	to YORK	1/6/57
SG 76	(delicensed)	" BRADFORD	"
SG 93	(delicensed)	" YORK	"
CP 1	(delicensed)	" YORK	"
CUG 4/5/11/12	(delicensed)	" BRADFORD	"
CUG 9	(delicensed)	" LEEDS	"
CUG 10	(delicensed)	" HARROGATE	"
EUG 35/38-45	(delicensed)	" BRADFORD	"
EUG 47-49/57/58/60	(delicensed)	" LEEDS	"
EUG 50/51/53-56	(delicensed)	" HARROGATE	"
EUG 59	(delicensed)	" SKIPTON	"
DX 56-58	(new)	" HARROGATE	"
DBW 4	from HARROGATE	" BRADFORD	"
DBW 34	" HARROGATE	" KEIGHLEY	"
DX 10	" HARROGATE	" BRADFORD	"
1177/78	(Lincolnshire)	" KEIGHLEY	"
EUG 19	" HARROGATE	" YORK	8/6/57

Notes:-

- (i) All vehicles are relicensed at their former depots except SG 93 (ex-Keighley) & EUG 59 (ex-Harrogate).
- (ii) The hired Bedford's are at KEIGHLEY this year. In previous years they have been at Harrogate or Bradford.
- (iii) With the arrival of EUG 59 the SKIPTON allocation is increased by 1 vehicle.
- (iv) The Fleet Disposition Card for June 1957 gives the SCARBOROUGH allocation as 3 coaches & 2 double deckers - an increase of 1 coach on the previous figures. (The additional vehicle is required for the X192 service).
- (v) The actual date of SGL 14's transfer from KEIGHLEY to YORK was 4/6/57 (see Issues 72 & 73).
- (vi) DBW 34 becomes the first DBW to be allocated officially to KEIGHLEY.

(b) Temporary Loans

The following 'Tilling Group' vehicles operated for West Yorkshire during the Whitsuntide holiday period :-

Tilling	-	PYO 758	Bristol LS6B	ECW	C39F	LEEDS
Eastern Counties	LS 755	0AH 755	Bristol LS5G	ECW	C39F	LEEDS
Wilts & Dorset	520	JAM 152	Bristol LS6G	ECW	S41F	LEEDS
Wilts & Dorset	546	JHW 669	Bristol LS6G	ECW	S41F	LEEDS

Tilling PYO 758 worked up from London on Whit Friday, and is the first of the PYO series to be noted on Yorkshire Services. The other vehicles were used on express and excursion work. On Whit Sunday, 9th June, they were employed as follows:-

Eastern Counties LS 755 - Wharfedale excursion; Wilts & Dorset 546 - B.K.S. service; Wilts & Dorset 520 - Arthington Hall Hospital excursion.

As previously stated in Issues 15 & 49, a HARROGATE double decker is loaned to WETHERBY to operate on Service 20. On weekdays it departs Harrogate at 6.5 am for Knaresborough (16) and then works the 6.20 am Knaresborough-Wetherby (38). The Harrogate crew leave their 'decker in Wetherby and take over a Wetherby single decker for the 7.20 am Wetherby-Tadcaster (20) and 7.50 am Tadcaster-Harrogate (20). The Wetherby crew take on the Harrogate 'decker which, after operating the 6.50 am Wetherby-Boston Spa (20) and 7.10 am Boston-Harrogate (20), works on Service 20 for the rest of the day. The vehicles are changed back at night, the Wetherby S.D. returning to its' own depot on the 10.25 pm ex-Harrogate (20). On Sundays a similar principle applies: the Wetherby S.D. works the 10.22 am Wetherby-Harrogate (20), the crew then take over a Harrogate 'decker until late evening, and then collect their S.D. for the 9.55 pm Harrogate-Wetherby (20)..

(c) Movements of Delicensed Vehicles

EG 7-12 had left LEEDS by 17th May.
 SG 31 left YEADON for GROVE PARK, HARROGATE, on 28th May.
 SG 67 had been moved from ILKLEY to KEIGHLEY by 1st June.
 SG 82 had been moved from KEIGHLEY to ILKLEY by 4th June.
 DB 2, delicensed on 24th March as a result of an accident, entered Works during March for repairs, and is now stored at PATELEY BRIDGE (noted 11th June).

4. VEHICLE NOTES.

(a) Overhauls

May 1957 : SG 140, SGL 9, SGW 5, EB 8, DG 31, DG 32, DB 42, DGW 10, DX 16.

June 1957 : DG 28, DG 43, SG 115.

(b) Repaints

April 1957 : CUG 16, CUG 18.

May 1957 : YSG 121, Y3G 128, SGW 1, DX 2, SG 72, DB 51, DB 23, SBW 32, DEW 19, SG 40, 1006 (green, formerly red), DB 2.

June 1957 : SG 31, KDG 52, DEW 16.

(a) Depot Overhauls

A number of Bristol L5G's are being given a heavy dock prior to recertification and return to traffic. Those so far done are:-

SG 31, SG 40, SG 67, SG 70, SG 72, SG 76, SG 93.

External front indicator handles have been fitted to:- DG 2 & DG 45.

CUG 16/18 now have fleet numbers at the front.

Apart from the three vans and the mobile information bureau, all other service stock has now been painted green.

During May, EG 6 was completely re-upholstered with L.T.E. pattern moquette; at the same time, the moquette on the back of the seats was removed and replaced by leatherette.

At first only buses ex-Overhaul had the silver "Bristol" badge on the radiator grille (see Issue 74), but this practice is now being extended to other vehicles, notably those at York Depot.

A happy birthday to SG 7, nineteen years old on July 1st. We believe she holds the record for recent years, having beaten all the 108 J's. Are there any other candidates - major rebuilding (e.g. rebodding) leads, of course, to disqualification from this "competition"!

SG 120, the only post-war SG at Bradford, apparently has short intermediate type blinds with "West Yorkshire" only. This explains why it has consistently appeared on "66A" without the correct display. EB 1,3,4, of course, have the latest type blinds, but SGW 7-9 have the older type originally fitted to the rehabilitated JO5G's.

5. OPERATING DETAILS.

Whitsuntide 1957 was notable in that there was no Air Display at Yeadon, consequently no double decker vehicles were hired.

An interesting feature of the Whitsuntide holiday traffic was the extensive use by "United" of BU's as duplicates on the Whitby service.

Bradford : Since the revision of the Forster Square - Shipley services, Service 66 has been worked by Roe-bodied DG's in place of the DB's formerly used. The half hourly service via "58" is being worked by various types of single deckers.

The traffic at Whitsuntide was again heavy. The Day Trips on Whit Monday were worked by EUG's assisted by hired coaches. That to Blackpool included vehicles from the "Pool Operators": Ribble 867,887 and Y.W.D. 718,720,725,770 (770 is a Bedford SB ex-Braggs Motor Services, Dewsbury). The Whitby trip was worked entirely by Burrows' vehicles - nos 64-67. Many familiar vehicles of Simpson's, Wray's, Longsters, Baildon Motors, Carling's and others, also appeared on both Day Excursions and Day Trips. It should be explained that vehicles on "Excursions" are operating on the Excursions and Tours licence, while the "Trips" are vehicles duplicating the J.1. & X.88 express services to the West Coast, and the 43,45 & 91 stage carriage services to the East Coast. The number of vehicles on Excursions is limited by the terms of the licence, whilst those on Trips are subject to the duplication conditions.

A new facility on Whit Monday afternoon was a 2.15 pm Excursion on Lodekkas. The route was to Ilkley (63), Skipton (76), two hours break, Keighley (67), Bradford via Thornton (57). The vehicles used were: DX 32 (no 1), DX 23 (no 2) and DX 31 (no 3). On Whit Tuesday a similar Excursion was operated to Leeds (30), Wetherby (38), Harrogate (20), two hours break, Bradford (51).

6. SERVICE CHANGES.

SERVICE 4 RAGLAN STREET - HARLOW HILL (Harrogate Local Service)

For the convenience of passengers visiting the Northern Horticultural Experimental Gardens at Harlow Car, the 2.0, 3.0, 4.0 & 5.0 pm departures from Raglan Street on Sundays are extended to Crag Lane End, returning from there at 2.15, 3.15, 4.15 & 5.15 pm.

LEEDS - CROSS GATES - KNARESBOROUGH - HARROGATE

This service was not operated at Easter or Whitsuntide; further, there is no mention of it in the summer edition of the timetable.

SHIPLEY AREA

Those routes passing through Shipley were re-routed through the new town centre as from 1st June 1957. The routes affected are:-

- | | |
|--------------------------------------|---------------------------------------|
| 53 - Bradford-Otley-Harrogate. | 63 - Bradford-Manningham Lane-Ilkley. |
| 55 - Bradford-Yeadon-Leeds. | 64 - Shipley-Wrose. |
| 58 - Bradford-Bolton Woods-Baildon. | 65 - Bradford-Hawksworth. |
| 59 - Bradford-Baildon. | 68 - Bradford-Canal Road-Ilkley. |
| 61 - Bradford-Baildon Green-Baildon. | |

The 69 (Bradford-Grassington), 78 (Leeds-Bradford-Hawes) and Bradford-Pateley Bridge services also pass through Shipley now.

All express services except Keighley-London have been diverted from the main road (i.e. X87, X88, J1, J2, J6, Keighley-Scarborough, Keighley-Skegness).

With effect from Sunday, 2nd June 1957, the Forster Square-Bolton Woods-Windhill-Shipley-Forster Square (66) circular service was withdrawn, and a 20 min. service Forster Square-Bolton Woods-Windhill-Shipley (66) service substituted. There is, in addition, a half-hourly service from Forster Square to Shipley via Bolton Road and Valley Road (58). Together these give 5 journeys per hour to Bolton Woods on Mondays to Saturdays, instead of 4 on Mondays to Fridays and 6 on Saturdays only.

GRASSINGTON AREA

All stage carriage services passing through or terminating at Grassington now use the new Bus Station. Services affected are :-

- | | |
|--------------------------------------|---|
| 28 - Harrogate-Greenhow-Grassington. | 75 - Ilkley-Bolton Abbey-Grassington. |
| 69 - Bradford-Grassington. | 78 - Leeds-Bradford-Grassington-Hawes. |
| 70 - Skipton-Grassington-Litton. | 79 - Skipton-Grassington-Buckden-Leyburn. |
| 71 - Skipton-Grassington-Buckden. | |

LIMITED STOP SERVICE

The summer timetable, operative from 2nd June 1957, reveals that on Fridays, Saturdays, Sundays and Mondays, normal working is resumed on Leeds-Newcastle and Leeds-Liverpool. On remaining days, the emergency service introduced on 30th December 1956 continues to apply. There are, of course, exceptions: the 9.37 am Manchester-Liverpool & 8.55 pm Liverpool-Manchester journeys are restored; the 8.55 am Liverpool-Leeds, re-routed via Mirfield and Dewsbury as a result of fuel restrictions, returns to its normal route i.e. via Bradford. There are a number of changes affecting the Leeds-Middlesbrough service and these will be dealt with in next month's issue.

7. SOLD STOCK.

- | | | |
|----------------|---------------------------------------|---|
| <u>DNU 138</u> | (ex-WY EG 7, Bristol L6G, sold 5/57) | |
| <u>DNU 139</u> | (ex-WY EG 8, Bristol L6G, sold 5/57) | |
| <u>DNU 140</u> | (ex-WY EG 9, Bristol L6G, sold 5/57) | Were at W. North's Stourton yard on 16th May, 1957. |
| <u>DNU 141</u> | (ex-WY EG 10, Bristol L6G, sold 5/57) | |
| <u>DNU 142</u> | (ex-WY EG 11, Bristol L6G, sold 5/57) | |
| <u>DNU 143</u> | (ex-WY EG 12, Bristol L6G, sold 5/57) | |

CWT 855 (ex-WY SG 5, Bristol L5G, sold Lincolnshire R.C.C. 6/55, Later to Diesel Engine Exporters, Rothwell by 7/56) Had passed to Monk (contractor), Warrington, Lancs., by 5/57.

Still at North's yard at Stourton in 4/57 were the following ex-WY vehicles:-

- | | |
|-----------------------------|--|
| BWT 769/70/83/85/98, 802/03 | (ex Bristol J05G's 974/75/88/90, 104/08/09). |
| CWT 863/64, CWY 972/73/85 | (ex Bristol L5G's SG 13/14/33/34/46). |