

INFORMATION SERVICE

Hon. Chairman : [REDACTED]

Hon. Vice-Chairman : [REDACTED]

Hon. Editor : [REDACTED]

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

Hon. Publicity Officer : [REDACTED]

HARROGATE MEETING.

A final reminder that this meeting will take place on Saturday 29th. March at East Parade, Harrogate, commencing 6.45 p.m. The speaker will be [REDACTED], Chief Engineer, West Yorkshire Road Car Company, who will speak on "Some recent vehicle developments".

If members have any unwanted magazines, timetables, catalogues, etc., we suggest that they are brought to the Meeting, when they can be auctioned on behalf of WYIS funds.

[REDACTED].
We offer our congratulations to [REDACTED] on his appointment as Traffic Manager of West Yorkshire, in succession to [REDACTED]. [REDACTED] has been with the Company since 1929.

PERSONAL.

We are sorry to report that [REDACTED] has had to enter Hospital for a further minor operation, and is now successfully convalescing. We have, therefore, had to call on our volunteer typists sooner than anticipated.

LEEDS MEETING - Saturday, 8th February, 1958.

The above Meeting, which, by kind permission of the Company, was held in the Bus Station Cafe, Wellington Street, Leeds, was attended by 27 members and friends, who had travelled from all parts of the Company's area in spite of bad weather.

The organisation of the Service was discussed at great length from all aspects, the various Officers giving their reports of the past year's activities. A discussion was held as to the future programme, and it was decided that for the present it would continue on the usual lines, with help, if possible, from a greater number of Members. The Malton area tour was discussed, as also were suggestions for other future tours.

DENNIS ACE TOUR - Sunday 27th April, 1958.

It gives us great pleasure to announce that, with the active co-operation of [REDACTED], of Hodder Motor Services, Slaidburn, we have been able to arrange a Tour using his ex-West Yorkshire Dennis Ace (611, BWT757, now in 1937), now running as AWT592, as a result of a "marriage" with a similar vehicle, and it is hoped to have a further vehicle of exceptional interest to duplicate the Ace in the form of ATE852, a Thornycroft/East Lanes FC24F, rowin 1936, of Bounty, Slaidburn. The Hodder "Pig", (the nickname universally applied to the "Ace"), has its original ECW 20-seat body in original interior condition, complete with red floral moquette in beautiful order, and other WY features and is certainly the only ex-WY example running as a PSV if not the only one running at all, and indeed the number of Ace PSVs in the whole country must now be very small, while the Thornycroft of Bounty is probably unique. Seldom, if ever before, can a pair of more interesting vehicles have been proposed for any Tour!

Route and timings: A West Yorkshire vehicle, probably an EUG, will leave LEEDS (Vicar Lane Bus Station), at 12.30 p.m. prompt, via Express Route to BRADFORD (Chester Street Bus Station), depart 1.00 p.m., via 67 to Skipton, thence forward through Gisburn to Slaidburn, and will pick up, subject to prior notification, at any point on the direct line of route

(no reduction for passengers joining intermediately). On arrival in Slaidburn, about 3 p.m., passengers will transfer to the Ace (and Thorney-croft), for a 24 mile circular Tour through the beautiful (and hilly!) country via Whitewell to Clitheroe (inspection of Hodder and Bolton by Bowland vehicles and garage, by kind permission of Mr Hodgson), and after changing vehicles to give all passengers the pleasure of riding in both, returning to Slaidburn via Waddington Fell. The WY vehicle will then convey the party back to Skipton where it is hoped, time permitting, to pay short visits to the RIBBLE and WEST YORKSHIRE depots, with a final call at ILKLEY depot, after traversing route 76 from Skipton. The vehicle will then run direct back to Leeds, setting down as required, with an estimated finishing time of 7.30 to 8.00 p.m. (Summer time will be in force).

Fare: The throughout fare should not exceed 8/- per person, if balanced loadings are achieved.

Bookings: should be sent to [redacted], using the form enclosed with this issue. Immediate application is advised as this tour is likely to prove exceptionally popular; in the event of the accommodation being over-subscribed, some degree of preference may be given to WYIS members' bookings. Apart from this, applications will be dealt with in strict rotation. Members are respectfully reminded that any persons booking, and allowing their booking to stand, but not attending the tour, will be liable on request, for payment of the full fare. In your own interests, and those of others who may be on a waiting list, please let us know if you are prevented from attending, even if it means telephoning at the last minute.

Refreshments: There will be an opportunity to obtain light refreshments during the afternoon, probably at Slaidburn before the commencement of the return journey.

General: We can confidently say that this tour, which we think will be one of the best we have ever run, has something to please all our members and friends - vehicles of exceptional interest, visits to Tilling, B.E.T., and independent depots, and delightful scenery which will be new to many people, - so, DON'T DELAY, BOOK TO-DAY!

SUMMER TOUR TO NORTH YORKSHIRE:

We expect to be able to give further details of this tour, Sunday 1st June, in our next issue.

OMNIBUS SOCIETY, NORTH WESTERN & YORKSHIRE BRANCH.

Sunday, 13th April - Visit to Mexborough & Swinton Traction Co.Ltd.

Sunday, 11th May - Visit to East Midland Motor Services Ltd. Meet at Head Office, New Street, Park Road, Chesterfield, at 2.15 p.m.

PRESS DAY FOR APRIL ISSUE - SATURDAY 5th APRIL 1958.

1. STOCK CHANGES.

(a) New Vehicles

EUG 64. TWT 117. Bristol L35G. 119196 E.C.W. 9896 S 41 F8 6-12-2.

(EUG 64 was delivered during December and stored at Harrogate).

Delicensed.

EUG 56	-	28/2/58.
KDG 49	-	28/2/58.
YDG 80/83	-	28/2/58.
DCW 2	-	28/2/58.
DX 25/27/29/30/57	-	28/2/58.
KDX 41	-	28/2/58.

Relicensed.

DG 4/28	-	1/3/58.
DB 23/46	-	1/3/58.
YDB 66	-	1/3/58.
DX 18-20/56	-	1/3/58.
KDX 39.	-	1/3/58.

Fleet Total 1/3/58

The licensed fleet total for 1st March is 420, comprising 32 coaches, 126 single-deckers and 262 double-deckers.

2. REBUILDING.

1022. TWW133. AEC Matador (4 x 4) O8E39533 U.W. 7-1A-0

1022 is a towing wagon placed into service in February to replace the converted TD2, 1004. It is an ex-R.A.F. Matador, purchased during 1957, its former MOS no. being 22AN58. The old truck body by Park Royal, was removed and a new body built at Myrtle Road. A "Mercury" type grille has been fitted, and the crane has been transferred from 1004.

One of its first major duties was to recover DGW 2, which ran off the road at Denholme in a snowstorm on 24th February.

It is running on trade plates 477G.

3. DEPOT CHANGES.

Allocations and Transfers.

1004	from HARROGATE	(withdrawn)	28/2/58.
EUG 56.	,, HARROGATE	(delicensed)	28/2/58.
KDG 49	,, KEIGHLEY	(delicensed)	28/2/58.
YDG 80/83	,, YORK	(delicensed)	28/2/58.
DGW 2	,, KEIGHLEY	(delicensed)	28/2/58.
DX25/29	,, BRADFORD	(delicensed)	28/2/58.
DX 27/30	,, KEIGHLEY	(delicensed)	28/2/58.
KDX 41	,, KEIGHLEY	(delicensed)	28/2/58.
DX57	,, HARROGATE	(delicensed)	28/2/58.
DG 4	(delicensed)	to KEIGHLEY	1/3/58.
DG 28	(delicensed)	to YORK	1/3/58.
DB 23	(delicensed)	to LEEDS	1/3/58.
DB 46	(delicensed)	to KEIGHLEY.	1/3/58.
YDB 66	(delicensed)	to YORK	1/3/58.
DX 18	(delicensed)	to BRADFORD	1/3/58.
DX 19/20	(delicensed)	to KEIGHLEY	1/3/58.
KDX 39	(delicensed)	to KEIGHLEY	1/3/58.
DX 56	(delicensed)	to HARROGATE	1/3/58.
EUG 64	new	to HARROGATE	1/3/58.
DB 45	from LEEDS	to BRADFORD	1/3/58.

Notes: (i) All vehicles are relicensed at their former depots except

DG 4 (ex-Harrogate), DG 28 (ex-Harrogate),
DB 46 (ex-Leeds), DX 19/20 (ex-Bradford)
KDX 39 (ex-Ilkley).

(ii) DG 4 is the first West Yorkshire DG to be allocated to KEIGHLEY since November 1955.

(iii) DG 28 is the first Roe-bodied DG to be allocated to YORK.

Temporary Loans.

DX 59 from HARROGATE to KEIGHLEY 5/1/58 to 28/2/58.

Movements of Delicensed Vehicles.

DO2 had been moved from ILKLEY to GROVE PARK, HARROGATE, by 1st March.

1004 had been moved from HARROGATE to YEADON by 2nd March.

4. VEHICLE NOTES.

Overhauls.

January 1958: EUG 12

February 1958: CEW 11, YDG 81, YDB 66, DX 19, DX 20, DX 29, KDX 39.

March 1958: SEW 28, DX 23, DX 26.

Repaints.

February 1958: EUG 47, DEW 29
SG 118, DX 54, CUG 18,
DX 11, YDB64, YDB 73, DGW 9.

March 1958: CUG 19.

DX 59 onwards have had the upper half of the air intakes on either side of the front indicator sheeted over. DX 63 was similar treated but now has hinged flaps.

5. OPERATING DETAILS.

Bradford: SG114 was used on the 3.00 p.m. departure from Bradford to Blackpool on Sunday, 2nd March - a relatively unusual event these days, even on peak Saturdays in summer.

Harrogate: Though officially allocated to PATELEY BRIDGE, SGL 4 seems to spend most of its time working for HARROGATE depot! EUG's are still appearing regularly on the Pateley Bridge route. On Saturday, 1st March, two of the three Harrogate SUG's were in use on Services 2/3; the other was working on route 8.

Keighley: During the week commencing Monday 17th February, a KEIGHLEY destination blind was fitted to DX59, so replacing the temporary label previously carried for use on Service K1 (see last month's Bulletin). DX 59 has since returned to Harrogate, and DX 30 to Keighley.

During the recent spell of bad weather, one-man operated buses were used by the Burnley, Colne & Nelson Joint Omnibus Committee on their Keighley-Colne service, which is operated jointly with Keighley-West Yorkshire.

Since its arrival at Keighley, DG 4 has been noted on Service 57 (Keighley-Denholme-Bradford) and K12 (Ilkley-Keighley-Haworth). On Wednesday, 5th March, it was seen on K4 (Braithwaite Avenue).

Scarborough: The official allocation of this sub-depot to YORK is 2 DD and 2 coaches, but recently it has frequently been 3 double deckers and 1 EUG. The only regular vehicle is DEW 31, the others changing every few days. During the winter timetable, the four Monday to Friday duties are as follows:

- (i) (DD) 7.00 a.m., 2.30 p.m. Scarborough-Loods returning 11.5 a.m. and 7.5 p.m. This car also does a Loods local as Coal Road duplicate at 5.40 p.m.
- (ii) (EUG or DD). 7.00 a.m.(dup), 11.50 a.m., 4.00 p.m. Scarborough-York, 9.20 a.m., 1.50 p.m., 6.50 p.m. York-Scarborough
- (iii) (EUG). 8.30 a.m. Scarborough-Loods, 11.45 a.m. Loods-York, 12.50 p.m. York-Scarborough, also 7.35 a.m. and 5.35 p.m. Flixton (99) journeys.
- (iv) (DD) 7.30 a.m. Scarborough-Malton, 1.5 p.m. Malton-York, 3.45 p.m. York-Nether Peppleton (Y13) and return, 4.50 p.m.,

9.20 p.m. York-Scarborough and 7.00 p.m. Scarborough-York.

At weekends, an additional vehicle used to be loaned from York, duplicating the 7.5 p.m. Leeds-Scarborough on Friday nights, but this now appears to have ceased. On Saturdays, a double decker on the 7.00 a.m. to Leeds is handed over to York men at this latter point. The Scarborough crew then take over an EUG to work forward to Leeds at 10.00 a.m. for the 12.05 p.m. and 7.05 p.m. Leeds-Scarborough and 3.30 p.m. Scarborough-Leeds. Another DD (normally DEW31) works 8.30 a.m. and 4.30 p.m. Scarborough-Leeds and the return journey at 1.05 p.m. and 8.05 p.m., together with a Leeds-Coal Road duplicate at 12.15 p.m. Full details of the remaining two duties are not known, but an EUG does the 9.00 a.m. Scarborough-York and 10.50 a.m. return, whilst a double decker works the 1.00 p.m. and 5.00 p.m. departure from Scarborough, returning from York at 2.50 p.m. and 6.50 p.m. respectively.

The Sunday workings are as follows:

- (i) (usually DEW31) 9.30 a.m. and 4.30 p.m. Scarborough-Leeds, 1.05 p.m. and 8.05 p.m. Leeds-Scarborough.
- (ii) (EUG) 10.30 a.m. and 5.30 p.m. Scarborough-York, returning 3.20 p.m. and 7.20 p.m. York-Scarborough.
- (iii) (DD) 1.30 p.m. and 6.00 p.m. Scarborough-York, 3.50 p.m. and 8.20 p.m. (dup) York-Scarborough.
- (iv) (SD) 6.30 p.m. Scarborough-York (dup) 9.20 p.m. York-Scarborough (dup).

On 11th February the vehicles noted on the four Monday to Friday duties shown above were: DX2, EUC16, DEW31, DEW32 respectively.

Yeadon: LEEDS Depot have assumed responsibility for the 8.05 a.m. Leeds-Scholes (48) on Monday to Friday. Up to mid-February this duty had been worked by a YEADON Depot single-decker, and provision was made for this on the latest Yeadon type blinds.

York: DEW 1 (Yk) worked the 5.10 p.m. York-Sheriff Hutton (81) on Saturday 1st March, replacing SGL1 (Yk). (see last month's bulletin). The double-deckeroff the 4.10 p.m. Sheriff Hutton (Mon to Fri) then works the 5.35 p.m. Nether Poppleton (Y13), formerly a single-decker duty. As a result, HARROGATE depot no longer send a duplicate for the 5.35 p.m. Harrogate (74) but a Y ORK single-decker now duplicates if required.

SGL1 (Yk) was noted on the 8.15 a.m. Stutton Lane-York (88) on 4th March. This was formerly a YSG duty as on arrival in York it operated on Nunnery Lane-Fulford School special via Iegman Road Bridge, followed by various trips to Copmanthorpe and Stutton Lane (88/Y15). This alteration has no doubt been brought about by the fact that there are now only 9 vehicles (YSG122-30) running which can pass under Leeman Road bridge. At present there are some 5 or 6 duties during the tea-time peak which involve this route, whilst a further YSG generally works the Stockton Y14) route.

The practice of loaning an extra vehicle to SCARBOROUGH depot at week-ends has now ceased, at least for the time being.

In issue No.83 (January) it was stated that the 4.00 p.m. (80) York-Nun Monkton (87) had become a York working. This is apparently not so: if HARROGATE send a single-decker on the 2.5 p.m. Harrogate-York (dup) it does the Nun Monkton trip, but if a double-decker is used (frequently nowadays), a YORK single-decker works to Nun Monkton and the decker is used on football specials or Pavement-Dringhouses (Y5) duplicates. DX56 (M) was so noted on 1st March, returning as duplicate to the 5.35 p.m. to Harrogate.

DX5 (Yk) was on Tang Hall-Bockfield Lane-Burton Stone Lane (Y10) on 27th February, and on Clifton-Tang Hall Lane on the 28th. DEW25 (Yk) was on this latter route on 1st March, and DEW30 (Yk) on Elmfield Avenue-Stuart Road-Stockton Lane (Y5/5A/6).

DC28 was first seen on 5th March. It was on Rougier Street park at 5.40 p.m. with "SCARBOROUGH" on the indicator - an unlikely route for this type nowadays. It was seen on the York-Leeds (43) service on 6th and 7th March.

YORK.

OPERATIONS FOLLOWING SNOWFALLS ON 24th/25th FEBRUARY 1958.

The heavy snowfall on the night of 24th/25th February disrupted services, and several routes were blocked completely, including Pickering-Whitby (91), Pocklington-Bridlington (44) and Hull (46), Stamford Bridge-Bridlington (45), Whixley-Harrogate (74). The Thirsk and Claxton (82) services were also interrupted.

One of the first victims was the EYMS Pocklington on the 6.30 p.m. Bridlington-York (45) on the Monday night (24th), which stuck near Middleton-on-the-Wolds and was still there two days later together with a relief which was sent out. There was no service to Bridlington and Hull for some days. The Pocklington route was open by the Saturday and the Stamford Bridge route the next day. The Whitby service was also restored on the Sunday. On the 25th, EUG 32 (L) was running in the path of the 3.30 p.m. Hull-Leeds (an EYMS HULL duty), having probably turned at Pocklington. The following day this same car was observed arriving in York on the 11.5 a.m. ex-Leeds with, rather optimistically, "BRIDLINGTON 45" up, but it did not go beyond York. The EUG on the 4.05 p.m. Leeds-Hull was displaying "SERVICE 46" and presumably ran to Pocklington only.

DEW 34 (H) is reported as having failed in York on the Tuesday, being replaced by DEW 30 (Yk). As the Harrogate route was blocked beyond Whixley that day, DEW 34 was unable to return, and was noted on the 5.35 p.m. Station-Haxby (10). On Wednesday it did the 1.25 p.m. Wetherby (97) after being on 43, presumably to Leeds. The Harrogate route was re-opened on the Thursday night, when SBW 33 (H) was noted arriving at 9.45 p.m. DEW34 was on the 7.20 a.m. Easingwold (80) and return on the Friday, and presumably returned to Harrogate later that day. DB 25 (H) was in Rougier Street at 2.00 p.m. on this day, and was observed later on the 9.05 p.m. Harrogate-York. The first journeys from Harrogate on Friday morning were diverted via Marton and Grafton.

The Scarborough service was maintained, but with considerable delays. On the 25th, EUG 31 (B) left York 30 minutes late on the 8.30 a.m. ex-Bradford, but on the following day, on the same duty, it arrived in York on time on the return journey. It has probably been turned at Malton. EUG 36 (B), on the 2.30 p.m. Bradford-Scarborough on the 25th, was terminated at York, passengers transferring to a Scarborough car which had arrived behind its schedule. EUG 36 later duplicated the 5.30 p.m. Thirsk (80). The first arrival from Scarborough is due 8.49 a.m. On the 26th, EUG 16 (Yk/Sc) on this turn arrived at 9.30 a.m., returning 9.45 a.m. (schedule 9120 a.m.). DX48 (L) worked the 11.05 a.m. Leeds-Scarborough (a Scarborough deoker duty) with a LEEDS Lodokka and DEW31 (Yk/Sc) duplicating to York. DX 36 (Yk) left for Scarborough at 1.40 p.m. followed by DX 34 (Yk/Sc) at 1.50 p.m. DX2 (Yk) was on the 3.20 p.m. which normally works through from Harrogate, being a Malton duty. DX 2 was noted on the 1.40 p.m. Strensall-Bischofthorpe (12) being displaced on that route by YDE 82. The following day DX 36, by now a MALTON vehicle, terminated at York on the 9.30 a.m. Scarborough-Harrogate (74).

EUG30 (L) was observed on the 6.15 p.m. Leeds-York on the 27th., a journey covered by EYMS York depot normally. EUG 30 returned to Leeds at 7.20 p.m. Due, no doubt, to the disruption of services brought about by the weather, EUG 46 (L) worked the 8.35 p.m. Station-Haxby (10) on the 28th.

6. SERVICE CHANGES.

The following variations have been applied for:-

Stage Carriage Routes

SERVICE TO. LEEDS - GEMINGATES - BRADFORD.

To link this licence with routes 58/59, 76, 51 or 43, to give a through route Bradford-Leeds-Wetherby-Harrogate-Bradford (Through fare = 1/4d.)

To link this licence with routes 57, 412, & 34, to give a through route Leeds-Bradford-Haworth-Ilkley-Leeds. (Through fare 5/3d.)

SERVICE 34. LEEDS - OTLEY - ILKLEY.

To link this licence with route 75 to give a through route Leeds-Ilkley-Grassington-Ilkley-Leeds. (Through fare 6/3d).

SERVICE 36. LEEDS - HAREWOOD - HARROGATE.

To link this licence with routes 23, 27 and 24, to give a through route Leeds-Harrogate-Pateley Bridge-Middlesmoor-Pateley Bridge-Harrogate-Leeds.

(Fares:- Leeds-Pateley Bridge and return 5/9d. Leeds-Middlesmoor and return 7/-).

SERVICE 43. LEEDS - TADCASTER - YORK.

To link this licence with routes 76, 53 and 32, to give a through route Leeds-Tadcaster-Harrogate-Guisley-Leeds. (Through fare 5/1d).

SERVICE 51. BRADFORD - YEADON - HARROGATE.

To link this licence with routes 16, 76, 63 or 68, to give a through route Bradford-Harrogate-Knaresborough-Harrogate-Ilkley-Bradford. (Through fare 5/5d).

SERVICE 53. BRADFORD - SHIPLEY - OTLEY - HARROGATE.

To link this licence with routes 16, 76, 63 or 68 to give a through route Bradford-Harrogate-Knaresborough-Harrogate-Ilkley-Bradford. (Through fare 5/5d., Shipley-Shipley (market Place) 4/10d).

To link this licence with routes 23, 27 and 24 to give a through route Bradford-Harrogate-Pateley Bridge-Middlesmoor-Pateley Bridge-Harrogate-Bradford.

(Fares:- Bradford-Pateley Bridge and return 6/9d., Bradford-Middlesmoor and return 8/1d., Shipley (market Place)-Pateley Bridge and return 6/2d., Shipley (Market Place)-Middlesmoor and return 7/6d., Harrogate-Middlesmoor and return 4/5d).

SERVICES 63/68. BRADFORD - ILKLEY.

To link this licence with route 75 to give a through route Bradford-Ilkley-Grassington-Ilkley-Bradford (Through fares:- Bradford-Grassington and return 5/8d., Shipley (Market Place)-Grassington and return 5/1d).

To link this licence with routes 76 and 53, to give a through route Bradford-Ilkley-Harrogate-Bradford. (Through fares:- Bradford-Bradford 4/9d., Shipley (Market Place)-Shipley (Market Place) 4/3d).

To link this licence with routes 76 and 57, to give a through route Bradford-Ilkley-Skipton-Bradford. (Through fare 3/3d).

SERVICE 74. YORK - HARROGATE.

To link this licence with routes 23, 27 and 24 to give a through route York-Harrogate-Pateley Bridge-Middlesmoor-Pateley Bridge-Harrogate-York. (Fares:- York (Toft Green)-Middlesmoor-Pateley Bridge and return 7/1d. and return 8/4d., York (Toft Green)-

SERVICE K12. ILKLEY-SILSDEN - KEIGHLEY - HAWORTH.

To link this licence with routes 76 and 16, to give a through route Silsden-Ilkley-Harrogate-Knaresborough-Harrogate-Ilkley-Skipton. (Through fare 3/2d.).

SERVICE 67. BRADFORD - KEIGHLEY - SKIPTON.

(a) To operate at peak times between Keighley Bus Station and Bradford (John Street), with intermediate stops at Crossflatts, Bingley (Park Road) and Saltaire (Trolley Bus Depot), to supplement normal service.

(b) To amend Saturday service to operate every 7½ minutes between Bradford-Keighley and every 30 minutes Bradford-Skipton from 11.15 a.m. to 9.45 p.m., and every 30 minutes from Skipton and every 7½ minutes from Keighley from 11.30 a.m. to 10.0 p.m. from Skipton and 10.40 p.m. from Keighley.

(c) On journeys between Keighley and Bradford, to advance departure times by 1 minute from Bingley and 2 minutes from Saltaire.

Express Services.

NEIGHLEY - SKEGNESS.

(See issue 83).

The application to amend the period of operation has been granted by the Licensing Authority, but only 1 vehicle is to be operated on Saturdays in June. (A similar condition has been attached to a recent application of Wallace Arnold Tours in respect of their Skegness Licence).

JSC/RFM

19/3/58