

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE No. 109

MARCH 1960

Hon. Chairman : ██████████
 Hon. Secretary : ██████████
 Hon. Editor : ██████████
 Hon. Fleet Historian : ██████████
 Hon. Publicity : ██████████

DEPOT CORRESPONDENTS

██████████ has relinquished his duties as York Area Correspondent, and his successor is to be ██████████. We wish to express to ██████████ our grateful thanks for the very able assistance he has given to the W.Y.I.S. during his "term of office".

NOTES FOR THE BULLETIN

A special appeal is made to Members residing in Harrogate to send in observations. It is felt that much can be done to improve the rather sketchy information at present being received, and as we have recently recruited a number of new Members living in this area, we hope that they will come forward in answer to our request. (Notes should be forwarded to the Editor).

FORTHCOMING EVENTS

Wednesday 6th April - P.S.V. Circle meeting at Briton's Protection Hotel, Lower Mosley Street, Manchester, at 7.30 p.m.
 Sunday 3rd April - Coach Rally in Wigan.
 Sunday 24th April - Omnibus Society (N.W. & Yorks Branch) visit to Ribble Motor Services Ltd., Preston.

 PRESS DAY FOR THE APRIL ISSUE - TUESDAY, 29th MARCH

1. FLEET CHANGES

Renumbering

CBW 1-3 to EBW 1-3
 EE 1-3 to SB 1-3

(Renumbering commenced during February)

Allocations & Transfers

SG 137	from	SKIPTON	to	KEIGHLEY	1/10/59	} (correction)
SGL 10	"	GRASSINGTON	"	BRADFORD	8/1/60	
	"	BRADFORD	"	SKIPTON	1/2/60	
SG 150	"	LEEDS	"	(delicensed)	29/2/60	} "
SGW 12	"	KEIGHLEY	"	"	"	
SUG 15	"	LEEDS	"	"	"	
YDG 65	"	YOKE	"	"	"	
DB 17	"	LEEDS	"	"	"	
DE 37,45	"	BRADFORD	"	"	"	
DGW 6	"	LEEDS	"	"	"	
KDX 40	"	ILKLEY	"	"	"	
SGW 1		(delicensed)	to	YORK	1/3/60	
SGW 7	"	"	"	LEEDS	"	
SUG 7	"	"	"	PATELEY BRIDGE	"	
KDG 19	"	"	"	KEIGHLEY	"	
DB 9,21	"	"	"	BRADFORD	"	
YDB 74	"	"	"	YORK	"	
DEW 1	"	"	"	KEIGHLEY	"	
DX 62	"	"	"	LEEDS	"	
SGW 4	from	YORK	"	LEEDS	"	
SGW 5	"	HARROGATE	"	KEIGHLEY	"	
SUG 6	"	PATELEY BRIDGE	"	HARROGATE	"	
DEW 14	"	KEIGHLEY	"	LEEDS	"	
DBW 18	"	HARROGATE	"	BRADFORD	"	
DX 2	"	BRADFORD	"	HARROGATE	"	
KDX 39	"	KEIGHLEY	"	ILKLEY	"	

Notes:

- (a) All vehicles are relicensed at their former depots.
 (b) SGW 4 had been at YORK since 11/52; KDX 39 was new to ILKLEY in 10/55 but was moved to KEIGHLEY in 3/58.

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1. FLEET CHANGES (Contd)

Temporary Loans

For Loadmeter Checking -

SUG 8 (H)	LEEDS	14/2/60	to	27/2/60
SUG 9 (H)	LEEDS	14/2/60	to	27/2/60
DX 54 (H)	ILKLEY BRADFORD	14/2/60 21/2/60	to	20/2/60 27/2/60
DX 55 (B)	HARROGATE ILKLEY	31/1/60 14/2/60	to	13/2/60 20/2/60
DX 56 (H)	ILKLEY KEIGHLEY	14/2/60 21/2/60	to	20/2/60 27/2/60
DX 57 (H)	ILKLEY KEIGHLEY	14/2/60 21/2/60	to	20/2/60 27/2/60
DX 60 (L)	YORK	31/1/60	to	13/2/60
DX 61 (H)	YORK LEEDS	31/1/60 14/2/60	to	13/2/60 27/2/60

(DX 58 & DX 59 were not checking during February)

Fleet Total

	<u>C</u>	<u>SD</u>	<u>DD</u>	<u>1/3/60</u>	<u>1/3/59</u>
Licensed :	6	153	268	427	429
Unlicensed :	30	57	14	101	95
	<u>36</u>	<u>210</u>	<u>282</u>	<u>528</u>	<u>524</u>

2. VEHICLE NOTES

Overhauls

February 1960 : SGL 8, SBW 23, SBW 24, SUG 7, SUG 31, DB 7, DB 9, YDB 74, DGW 3, DX 62.

Rebuilding

SG 112 (overhauled 2/60) has NOT been rebuilt with metal body sides, as have other vehicles of this batch.

General News

DX 62 has had its external fleet number plates removed (on overhaul) and replaced by transfers.

DX 81 has been fitted with fluorescent lighting, similar to DX 83 (see Issue 107).

4. OPERATING DETAILS

Loadmeter Checking

<u>Week Commencing</u>	<u>Depot</u>	<u>Vehicles</u>	<u>Service</u>	<u>No.</u>
January 31st & } February 7th }	HARROGATE YORK	DX 54,55,56,57 DX 60,61	Harrogate-York-Scarboro' "	74 "
February 14th	ILKLEY	DX 54,55,56,57	Ilkley-Bradford	63/68
February 14th & } February 21st }	LEEDS	SUG 8,9	Leeds-Bridlington	44/45
February 14th : February 21st : " " : " " :	LEEDS BRADFORD KEIGHLEY LEEDS	DX 60,61 DX 54,55 DX 56,57 DX 60,61	Keighley-Leeds Leeds-Bradford	31 30

OPERATING DETAILS (Contd.)

Depot Reports

Malton. Eight of the vehicles allocated here on 6th. February were SG 143, SGL 16, SGW 4,6, DEW 29,30,31, DX 53. All the single-deckers were on local routes; SGL 16 on the town service (92/92a), SG 143 duplicated to Sherburn(43) at 3.0 p.m. then worked the 4.15 p.m. Rillington Station (95), SGW 4 was on the 3.25 p.m. Weaverthorpe (95) and SGW 6 on the 4.0 p.m. High Hutton(98). Of the double-deckers, DEW 29 was operating the Horingham (84) route, DX 33 on Harrogate-Scarborough(74), DEW30,31 worked on York-Scarborough(43). Another decker would be on this latter route and the tenth vehicle, also decker, is thought to work to York(43) at 10.20 a.m. where it is replaced by a single-decker and continues to operate between York and Malton, garaged at York. On this date YSG 122, later replaced by SG 135, was on this turn.

York. DG 12(L) worked the 5.40 p.m. Leeds-York(43) on 1st. February after DEW 25(YK) had failed. This rare appearance was short-lived however and DG 12 was returned on the 9.0 p.m. journey to be replaced by DEW 25 on the 10.15 p.m.

SUG 23(YK) has returned to the "one-man" duty after being repaired.

Buses on specials to the Rugby Ground now carry a board bearing those words. attached to the nearside front bulkhead window.

It is understood that BYMS no longer operate from York depot, their one vehicle (a DD coach for Leeds-Hull) having been transferred to Pocklington depot.

A survey of the town services on Saturday, 20th. February produced the following observations:-

Route No.	Vehicles	Total
Y1/8	YDG 86, YDB 73, 75, 81, 84, 87, 88, 91, DEW 9, DX 11	(10)
Y2	YDG 55, 56, 57, 61, 63	(5)
Y3/3A/11/11A	YDG 65, 84, 85, 87, 89, YDB 86	(6)
Y4/4A	YDG 58, 78, 79, 80, YDB 78	(5)
Y5/5A/6	YDG 62, 64, 81, 82, 92, YDB 64, 66, 72, 80, 89, YDX 73, DEW 17, 34	(13)
Y7	YSG 122, 125, 129, 130	(4)
Y9	YDG 77, YDB 70, 79, 85	(4)
Y9A	YDG 83, 90, 91, YDB 90	(4)
Y10	YDB 68, 76, 77, 83	(4)
Y12	YDB 65, 67, 69, 74, 82	(5)
Y13	YDG 60	(1)

From the above list, it will be seen that vehicles with separate numbers are being used to avoid indicator difficulties on the revised services 3/3A/11/11A and 9A. It is of interest to note that the latest revision saves two cars by combining services 3/3A/11/11A and requires an extra one for services 9/9A, thus giving an overall saving of one vehicle. Reverting to the survey, other workings are normal, although the number of WY vehicles (4) should be noted, whilst the appearance of a YDG-type on Y1/8 is rather unusual.

5. SOLD STOCK NEWS

BWY 979 (ex. DG 1, Bristol K5G, Sold Fleet Car (Sales) 11/59)
Now running for Premier Travel, Cambridge, - 2/60.

BWY 981 (ex. DG 3, Bristol K5G, Sold Fleet Car (Sales) 11/59)
Now in service with K.W. Services, Daventry.

BWY 993 (ex. DG 15, Bristol K5G, Sold Fleet Car (Sales) 11/59)
Now running for Premier Travel, Cambridge, 2/60.

6. OTHER ITEMS

Official Time-Table

A new Company Time-Table was introduced recently, and is dated 1st. January 1960.

6. OTHER ITEMS. (Contd.)

Waybills The New Tear has seen a change both in the Waybills used
and by the Company and in the machines used for issuing
Ticket tickets, although confirmation is still required from
Machines some quarters on whether the change has effected the whole
 Company.

Towards the end of 1959 stocks of Ultimate tickets were being used up. In Keighley, sets headed with "KEIGHLEY - WEST YORKSHIRE SERVICES", "TRANSPORT SERVICES" - the latter probably resulting from last years printing strike - and others, were being used up somewhat haphazardly, with a view to exhausting stocks. "KEIGHLEY - WEST YORKSHIRE" tickets were also to be seen issued from Bradford depot Ultimate ticket-machines. These machines are now believed to have been dispensed with altogether - they certainly have at Bradford, where, also, the last "Automaticket" machines have been disposed of. In recent years these Automaticket machines were used only on Saturday afternoon specials and duplicates, and in conjunction with Loadmeter Checking. Now only the "Setright" speed model ticket machine is in use. It was at first thought possible that a new Setright machine might be brought into use, giving more information on the individual tickets instead of just 'toting-up' the totals. However the appearance of the new 'Setright' Waybills seems to dismiss the idea.

The new 'Waybills, size 12" X 12", now involve no intermediate booking-up on any journey, but merely at terminal points. Instead, conductors have to fill in a "Route Analysis Section", in which they have to show the exact takings from each particular route. This only has to be filled in when a conductor changes from one route to another, although it is not yet known what happens when he works on a complicated set-up such as the COACH ROAD/LEEDS workings.

Other new features of the enlarged Waybill are a Ready Reckoner - termed a "Halfpence Conversion Table", space for the "Duty Number", and provision for a "Refund Claim" statement - in preference to a separate form.

The new Waybill not only provides the Company with the exact figures of takings for each route, but also commits the conductor to evaluate his days return. It further eases the conductor from the numerous intermediate booking-up requirements on most routes - often to the detriment of fare-collection. A typical example of closely - spaced booking-up points was that of the "Branch Hotel" and "Saltaire" on route 67 (Bradford - Skipton) - two places separated by only three stops!

The Editor would be pleased to hear from all Correspondents on the extent and workability of the above changes in their own area.

Bristol Chassis Developments

Production of the normally-sprung LD-type Lodekka is now being superseded by the air-suspended flat-floor type. The four types introduced are designated as follows:- (likely body seating shown in brackets)

Type FS : "Flat-floor Short" - 27' X 8' rear entrance. (This is the Crosville's DLG 949 - ~~an~~ LDS - redesignated.) (33/27)

Type FSP: "Flat-floor Short Front-entrance" - 27' X 8' front-entrance. (34/26)

Type FL : "Flat-floor Long" - 30' x 8' rear-entrance. (Similar to Eastern National 1541 - an LDL). (37/33)

Type FLF: "Flat-floor Long" - 30' x 8' front-entrance. (as Bristol O.C. 995 EHW). (38/32)

At the same time an additional single-deck chassis is being introduced.
Type SUS : "Small-capacity Underfloor-engined Short" - for stage-carriage body.
Type SUL : "Small-capacity Underfloor-engined Long" - for coach body, the extra length being that of the luggage boot.