

WEST YORKSHIRE INFORMATION SERVICE

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HON. EDITOR:



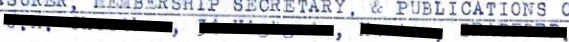
HON. CHAIRMAN:



HON. VICE-CHAIRMAN:



HON. TREASURER, MEMBERSHIP SECRETARY, & PUBLICATIONS OFFICER:



OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH : Saturday, January 16th, 1954.

A social meeting will be held in the Y.M.C.A., Mount Pleasant, Liverpool, commencing at 6.0 p.m. W.Y.I.S. members who are not members of the Omnibus Society, but who wish to attend this meeting, are requested to contact [REDACTED]

W.Y.I.S. HARROGATE MEETING : Report held over until next month.
14TH NOVEMBER, 1953.

PROPOSED W.Y.I.S. TOUR : It is hoped to arrange a tour of some of the Keighley Local Services, incorporating a visit to Keighley Depot.
MARCH 1954
This event will probably take place one Sunday in March next year. Further details will be announced in due course.

SUBSCRIPTIONS : Following the Treasurer's financial statement and report presented at the Harrogate meeting, it was decided that the subscription for the period 1st January to 31st December, 1954, be 5/6d.

FLEET LIST : This is now in the course of preparation and those present at our Harrogate meeting were able to peruse a specimen sheet. It is hoped to complete work on the list early in the New Year.

ENVELOPES : Suitable for re-use in connection with the Bulletin are still required by [REDACTED]. They should be of size 9" x 4".

1. STOCK CHANGES.

(b) RELICENSED

217, 218, 219,	-	1/11/53
251, 267,	-	1/11/53
423, 426,	-	1/11/53

1. STOCK CHANGES (Contd)

(c) DELICENSED

137, Y239, 254,	-	31/10/53
650, 662, 664, 665,	-	31/10/53
669, 670, 672, 673,	-	31/10/53
674, 675, 676, 677,	-	31/10/53
851,	-	31/10/53
CUG 1 - 8,	-	31/10/53

(e) VEHICLE SALES AND DISPOSALS

Referring to the paragraph on 966 appearing in Issue 30, further information has now been received which clarifies the method of this vehicle's disposal. It will be recalled that 966 was delicensed in October 1950 following an accident at Otley. After being laid up at Grove Park for some time, it was gradually dismantled for spares, finally being cut up. The body of 934, which has also been at Grove Park for a long while, was broken up about the same time.

3. DEPOT CHANGES.

(a) ALLOCATIONS AND TRANSFERS

*	413,	from	LEEDS	to	HARROGATE	25/9/53
	114 & 174,	"	BRADFORD	"	HARROGATE	24/10/53
	778 & 779,	"	HARROGATE	"	BRADFORD	24/10/53
	137,	"	HARROGATE	"	(delicensed)	31/10/53
	Y239,	"	YORK	"	(delicensed)	31/10/53
	254,	"	HARROGATE	"	(delicensed)	31/10/53
	650,	"	YORK	"	(delicensed)	31/10/53
	661,	"	YORK	"	(delicensed)	31/10/53
	662,	"	HARROGATE	"	HARROGATE	31/10/53
	663,	"	YORK	"	(delicensed)	31/10/53
	664 & 665,	"	KEIGHLEY	"	HARROGATE	31/10/53
	666 & 667,	"	BRADFORD	"	(delicensed)	31/10/53
	669 & 670,	"	BRADFORD	"	YORK	31/10/53
	672 - 675,	"	HARROGATE	"	(delicensed)	31/10/53
	676 & 677,	"	LEEDS	"	(delicensed)	31/10/53
	780 & 781,	"	HARROGATE	"	(delicensed)	31/10/53
	822,	"	LEEDS	"	LEEDS	31/10/53
	851,	"	LEEDS	"	HARROGATE	31/10/53
	863,	"	LEEDS	"	(delicensed)	31/10/53
	CUG 1, 2, 3,	"	BRADFORD	"	YORK	31/10/53
	CUG 4,	"	LEEDS	"	(delicensed)	31/10/53
	CUG 5 - 8,	"	HARROGATE	"	(delicensed)	31/10/53
	EUG 1, 2, 5,	"	BRADFORD	"	(delicensed)	31/10/53
	217, 218, 219,	"	(delicensed)	"	LEEDS	31/10/53
	251,	"	(delicensed)	"	LEEDS	1/11/53
	257,	"	(delicensed)	"	HARROGATE	1/11/53
	423,	"	(delicensed)	"	LEEDS	1/11/53
	426,	"	(delicensed)	"	LEEDS	1/11/53
				"	YORK	1/11/53

* 413 is on loan to Harrogate for trials with the new heating system.

N.B. The transfer of MWR 618 from York to Harrogate and 845 from Harrogate to York on 25/7/53 (see Issues 30 and 31), is now considered permanent.

VEHICLE NOTES.

(a) OVERHAULS

October 1953 : Y377, 745, K770, 785, 826, 845,
 November 1953 : 254, Y370, 417, 645, 751, 786,
 K792, 831,

(b) REPAINTS

October 1953 : 361, 852,
 November 1953 : 267, 349, 976,

(c) HEATERS

Fitted to : 387, 388, 390,

251 (H), relicensed on 1/11/53, as the first of the semi-luxury coaches (other than the EUG's of course) to be re-painted in the usual stage carriage livery. The only differences being the flashing on the side, formerly red, now cream, and the wings &c., previously maroon, and now black. The original seats are retained and the capacity remains unchanged at 31.

Most of the transferred vehicles have been at least partially equipped with blinds. 411 (K) has a front intermediate (probably ex-433 now delicensed), while 412 (SK) has received its from the rear of 744 (SK) which now displays the "WEST YORKSHIRE" only blind from the front of 412. 778/79 (both B) transferred in an emergency from Harrogate, were provided with Bradford blinds at the front, of the old single decker type. The intermediates in 779 were later replaced by new comprehensive blinds, the 'exposures' being similar to those in 823 &c., and 436 &c., described in the June 1952 bulletin. They are the first 48" blinds to be noted at Bradford of the new type. A white plastic 'key' is provided as in 788 (K). 780/81 (both L) and 863 (YK) are complete. 413 (L on loan to H) has the new style Harrogate intermediates.

A special set of blinds have recently been made for Yeason Depot, and 970/77/79/92 have been so equipped. The intermediates include exposures for 31, 51, 54, 72, 75, as well as 43 (Scarborough), 44 (Bridlington) and 91 (Whitby), while the exposures on the destination blinds appear in strict alphabetical order - the first blinds to be so written. It is further thought that this is the first time 54 COOKRIDGE has been provided on a roller blind vehicle.

In addition to 733/76/77, 731/35/49/74 (all B) have had the two 66 exposures added to the front intermediate blinds.

At Leeds, 349/61, 716/48, have received new front intermediates. 361 and 716 are the first vehicles of their particular type to have an exposure for Service 41 added. It appears after 91 on the intermediate, and reads:-

THORNER 41
 BOSTON SPA

5. OPERATING DETAILS.

Bradford: 730/49 were involved in an accident on Saturday 24/10/53. As there are no spare double deckers at Bradford, 778/79 were borrowed immediately from Harrogate in exchange for 114 and 174. These transfers were later made permanent. 779 was on 51/53 on 14/11/53 - a change from KSW's.

5. OPERATING DETAILS (Contd)

Harrogate: The four vehicles working route 1 (Starbeck - Oatley) on Saturday 14/11/53 were:- 351, 354, 707, 982. appearance of a single decker (in this case 982) on 1 has become a regular occurrence since 778-81 were transferred away. The vehicle on route 9 (New Park) and 12 (Bilton) were:- 709, 710, 711 and MWR 618. The remaining K5G of the 707-11 batch, 708, was on 36.

Ilkley: An interesting selection of vehicles were noted in Ilkley Depot on Sunday 25/10/53. They were:-

186, 204, 652, 673, EUG 5, K717 and a semi of the 249-54

batch. 214 (H) was seen duplicating on 34 (Ilkley-Leeds) on Saturday 14/11/53, and was presumably the vehicle on weekend loan.

K442 operated the 6.5 pm Bradford - Ilkley (63) journey on 16/11/53. This turn has often been worked by 652 recently.

Leeds: EUG 1 - 5 are regularly appearing on services 43 (Scarborough) and 46 (Hull).

Since their arrival at Leeds earlier this month, 780 and 781 have been used mainly on 30/31/34. Other K6B's noted on 30/31 lately, have included :- 746 on 14/11/53, and 747 on 18/11/53 - again, a change from the usual KSW's.

351/53/54 (all H) are frequently appearing on 36. Observations so far recorded are :-

- 351 - 26/10/53; 6/11/53;
- 353 - 23/11/53;
- 354 - 18/11/53; 20/11/53;

Wetherby: 154 (W) was seen operating on the Harrogate-Sicklinghall-Wetherby (21) service, on 14/11/53. It later ran on Harrogate-Knaresborough (16) journey.

The allocation of this depot on 16/11/53 was:-

148, 151, 191, 401, 402, 403,

Yeadon: The vehicles on 50 (Bradford-Yeadon-Otley) on 14/11/53 were:- 827 (B) and 736 (L). 357 was on 33 (Leeds-Rawdon). K442 was at Yeadon from 17/11/53 to 18/11/53 when it replaced 970 in Ilkley.

The allocation of this depot on 16/11/53 was:-

- From Bradford:- 104, 824, 838,
- From Leeds :- 221, 357, 736, 970, 977, 979, 992,

York: 855 (H) was seen on 19/9/53 operating the Leeds-Scarborough (43) service.

A Harrogate vehicle, which arrives at 2.15 pm on Saturday afternoons, has been used for specials to Beetham Crescent football ground. 856 (H) was observed on this duty on 17/10/53.

Vehicles from other depots used for the October race meeting were:-
7/10/53 - 137, 213 (both H); 193 (L).
8/10/53 - 192 (L); 198 (H).

863 recently transferred from Leeds, was first noted on 8/11/53, on the York - Scarborough (43) service.

Y242/44 maintain the Saturdays only service from York Station to Strensall Camp. They are the only YWY single deckers to have 'Strensall Camp' on their blinds.

YWY single deckers are again appearing on Y7 (Hull Road - Leeman Road), but only on Sundays - and works on Saturdays. YWY vehicles work the rest of the week.

SERVICE CHANGES.

<u>SERVICE 81</u>	-	<u>YORK - STRENSALL - SHERIFF HUTTON.</u>
<u>SERVICE 82</u>	-	<u>YORK - THORNTON-LE-CLAY - FOSTON.</u>
<u>SERVICE Y14</u>	-	<u>YORK - STOCKTON-ON-FOREST-- WARTHILL.</u>

As from Sunday 27/9/53, the above services were revised. Mondays to Fridays, the journeys to Sheriff Hutton at 9.15 am (ThFO), 12.30 pm and 6.0 pm, now operate via Flaxton instead of Huntington and Strensall. Journeys at 7.10 am and 4.10 pm operate via the old 81 route. On Saturdays, all journeys follow the 81 route, but on Sundays there are only three journeys all via Flaxton; one journey each way serves Thornton-le-Clay. The Sunday service also operates via Stockton-on-Forest, as does the 6.10 pm Monday to Friday journey. The Sunday service, and the 6.30 pm Monday to Friday journey on Service Y14 are withdrawn.

<u>SERVICE 30</u>	-	<u>LEEDS - GREENGATES - BRADFORD.</u>
<u>SERVICE 43</u>	-	<u>LEEDS - TADCASTER - YORK.</u>

Regular short distance workings were introduced on the routes w.e.f. Monday 2/11/53. Cars operate between Leeds (Vicar Lane) and Rodley (service 30), and Leeds (Vicar Lane) and Seacroft (Coal Road) - (service 43), and provide a 30 minute frequency on both routes between approximately 6.0 am and 7.0 pm Monday to Saturdays only.

7. SOLD STOCK.

During the last few months quite a lot of information has been forthcoming concerning the Bristol vehicles sold in 1953. :-

- YG 8988 (G05G, ex-WY 308, delicensed 30/4/50, sold 1/8/52 to Cowley) was noted on a fairground at Preston on 27/7/53. The roof had been lowered in the usual way and it was painted blue.
- YG 8993 (G05G, ex-WY 313, delicensed 31/3/50, sold 1/8/52 to Cowley) was noted on 11/8/53 in a builder's yard off The Moor, Sheffield. The engine had been removed, and the body was painted dark green with the name "FINNEGANS" in large letters on the side.
- AWW 25 (G05G, ex-WY Y320, delicensed 30/9/51, sold 31/3/52 to Norths) (see Issues 19 and 21), was seen again at Lister Park, Bradford, in July 1953. It has now been painted in maroon, and looks very smart indeed. The owner is Joseph Ives of Bolton.
- AWW 26 (G05G, ex-WY Y323, delicensed 30/9/51, sold 31/3/52 to Norths) was noted at Earby, near Skipton, in 4/53, running as a showman's vehicle.
- AWW 30 (G05G, ex-WY Y325, delicensed 30/9/51, sold 31/3/52 to Norths) is being operated as a lorry by Bill Young & Co., Flour Millers. Noted 3/53.
- AWW 35 (G05G, ex-WY Y330, delicensed 30/9/51, sold 31/3/52 to Norths) (see Issue 24), was seen at Keighley in 5/53, and at Hunslet Feast on 1/8/53.
- AWW 41 (G05G, ex-WY 336, delicensed 30/9/52, sold 1/10/52) is owned by E. Johnson of Leeds, and is used as a showman's vehicle having been converted in the usual way. It was still in WY livery when noted in York on 29/4/53, and has since been seen at Harrogate Flower Show on 3/9/53, and in Leeds on 8/9/53.

7. SOLD STOCK (Contd)

- YG 9008 (J05G, ex-WY 913) has been seen and photographed on 28/8/53 in P. Demenlaere's scrapyard alongside the main road between Gent and Brussels, Belgium, about 4 km outside Gent. It was still in WY livery complete with registration plate.
- AWW 165 (J05G, ex-WY 925, delicensed 14/8/52, sold 10/52) is now owned by Radcliffe. It was seen at Newcastle Moor in 6/53 as a showman's vehicle, and later on a fairground at Kirkstall, Leeds, on 19/9/53 by which time it had been painted green.
- AWW 176 (J05G, ex-WY 936, delicensed 31/10/50, sold 31/3/52 to Norths has been seen running as a lorry for Abby Mills, Greenfield Flint, North Wales. Noted 9/53.
- BWT 806 (G05G, ex-WY Y345, delicensed 31/1/52, sold 5/8/52) (see Issue 24) was noted at Newcastle Moor in 6/53, and later in York on 14/6/53.

Several correspondents have reported a dump of ex-WY vehicles at Ostend, Belgium. It appears that the bodies are being removed and broken up; the chassis only being used for further service. Only YG 8992 (ex-WY 312) was complete, but the chassis of AWW 38 (ex-WY 333) was there, the body having been lifted off. The bodies of ex-K903, ex-K904, and ex-K961 were there, with two more bodies of the 901-960 batch, also four cabs that had been covered from their bodies. There were also at least three United bodies from the 'BJ' class, one being AHN 381 (ex-BJ 129).

Reports of other ex-WY vehicles are as follows:-

- WX 7754 (Rogal, ex-WY 691, chassis 6621006, new in 8/31, to WY ex-Corcoran 12/33, rebodied in 1935, delicensed 9/50, and sold to Norths in 1951) was seen at Lister Park, Bradford, in 8/53. Externally unaltered, with only the fleet name painted out, it was being used as living quarters and was a 'runner'.
 - WX 8408 (Rogal, ex-WY 692, chassis 6621004, new 8/31, ex-Corcoran 11/33, rebodied 6/35, sold to Norths in 1951) was traced during August 1953 in Cornwall. It is owned by Majestic Motors (W. Bennett) of Fraddon, and was licensed as a P.S.V. until 3/53.
 - YG 4710 (Lancet I, ex-WY 834, chassis 170449, new in 11/33, sold in 1947) was seen at the Mount Pleasant Hotel (between Doncaster and Bawtry) on 4/8/53 in use as a caravan. It was a 'runner' and was painted in blue and white.
 - YG 1471 (Lancet I, ex-WY 801, ch: 170248, new 9/32, sold 2/49 Norths)
 - YG 5722 (Lancet I, ex-WY 855, ch: 170607, new 3/34, sold ? ? ?)
 - YG 8970 (Lancet I, ex-WY 873, ch: 170744, new 3/35, sold 6/48 Norths)
- All the above were still at the caravan site near 'None-go-By Farm', Bramhope, in early 1953. 855, still in WY livery was in use as a workshop, while 801 and 873, in use as caravans, were painted green and cream.
- JUB 29 (Leyland TD1, ex-WY K451) see Issue 18, was sold by Wallace Arnold Tours in September 1952. It was later seen running at Addingham in 9/53, and is thought to belong to Listers & Co., who have a mill at Addingham as well as Manningham.

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PRESS DAY FOR THE DECEMBER BULLETIN WILL BE DECEMBER 12TH