

WEST YORKSHIRE INFORMATION SERVICE

ISSUE NO. 15

February 1952

CHAIRMAN:



STUDY TOUR & EXCURSION 27/4/52.

Any members who are desirous of taking part and who have not already sent deposits and booking forms to [redacted] are requested to do so at once. The following connections were inadvertently omitted from the announcement in issue 12:

Rawdon - join 9.35 am Leeds - Guiseley ( LCT route 71 ),  
connect with "53" at White Cross.  
LEEDS - depart Vicar Lane 10.10 am (Route 36 ); arr. Harrogate  
11.02 am  
YORK - depart Toft Green 9.30 am (Rte 74); arr. Harrogate 10.4  
SKIPTON- depart 9.30 am (Route 76); arr. Harrogate 10.51 am

ALLOCATION 1/2/52.

This forms the last of this issue. A few spare copies of the allocation only are obtainable from [redacted] sheet.  
Price 3d (in stamps) post free.

1. STOCK CHANGES

(a) NEW VEHICLES

The following have now entered traffic:-

Y820, Y821, Y843, Y844. 1/2/52 York

(c) DELICENSED

Y324, Y326, Y329, Y345. 31/1/52 York

3. DEPOT CHANGES

(c) TRANSFERS

NIL

(b) MOVEMENTS OF DELICENSED VEHICLES

955(YR) was at YE.DON on 14-10-51 when the list in the Oct. issue was prepared.  
969(B) went to ILLEY for a dock but was returned without being attended to and is now inside Br. dford depot.  
976 & 977 (B) are both stored in Grova Park depot awaiting overhaul.

311, 314 & 921 (L) moved to YE.DON in Jan. as were 933, 947 in Feb.  
911/20/24/27/29/36/48/49/52 are stored outside the depot at YORK.  
989 and the double deckers remain inside.

2. REBODYING

No decision has yet been reached regarding the rebodying of  
Y395-9, Y701-6, 707-11

4. VEHICLE NOTES

(a) Overhauls.

January 1952; K765, K794, K798, 970.  
February 1952; 392, 785.

(b) Repaints.

Depot repaints: 125, 195, 215, 217, 218, 219, 358, 359, 707, 950.  
Works repaints: 670.

805 & 752 have been fitted with heaters - circular type downstairs with unit under front seat upstairs, thus differing from the installation in the new double deckers.

615 has had a new route added to its blind:

73A HORSE CLOSE ESTATE via Backville Street & Firth Street

Y843/44 have the small windows on the near side as on the 823 series. No intermediate blinds have yet been fitted to the new WYV vehicles, some have no rear destination blinds. Y914 however displays "YORK-WEST YORKSHIRE" on its rear destination blind. Until its overhaul in 12/51, Y763 was the last vehicle to retain the glass panel to its side indicator.

5. OPERATING DETAILS.

LEEDS: 271(B) was noted passing through Saccroft in the York direction at midday on 23/1/52. It returned at 6.40 pm displaying "Private". 261/63/64, 407/28 (all Yk) were noted on excursions to Leeds on 26/1/52.

From Monday the 28th to Thursday the 31st January the 1.10 arrival from Whitby (91), normally a United turn was operated by WY. It is thought that this was owing to the Malton-Whitby road being blocked by snow and the service ran to and from Malton only. 655/59/56 were noted. Although generally employed on service 43 'Leeds-York' 822 works occasionally on other routes, Leeds-Ilkley (34) noted 25/1/52. Leeds KSW's have worked the 6.50am Leeds-Graingate (30) duplicate, returning from there at 7.30am (31), on at least two occasions recently - 831 on 29/1/52 and 830 on 30/1/52.

BRADFORD: approximately 20 vehicles were used by Bradford depot for the Leeds United - Bradford match at Leeds. Some were party bookings. But WY ran an advertised excursion and also hired some vehicles to Feather Bros. All vehicles were 35 or 39 seaters. 410/13/15 were loaned from Leeds and 433/34 from Keighley.

413/17/26/27/34 were the vehicles hired to Feather Bros, while 270, 415/23/33/35 were among those used on the advertised excursion.

During the week ending 2/2/52, 424 replaced 418 at YEADON but returned the following week.

808 took over from 731 on route 30 (Bradford-Leeds) during the early afternoon of 8/2/52, the first recorded daytime appearance of a Bradford KSW on this route. The same vehicle was used again on Sunday 10/2/52.

YORK: The four new double deckers entering service this month are not appearing consistently on route 4 as is the usual practice, this route having an easy schedule. One made its debut on a workman's special and on the following day one was on route 18, the hardest of the lot. So far they have been as far afield as Weatherby and Stronsell.

The last four WYV G's spent a peaceful day on 31/1/52. Y326/29/45, appeared at 5.30pm on workman's specials but Y324 was not seen. By 9.0am they were tucked away in the depot with the other 14 G's.

92(L) arrived in York on 31/1/52, presumably from Leeds and later stood in Toft Green with Tadcaster on the blind. This is believed to be a round about working via the villages to Tadcaster and on to Leeds.

HARROGATE: 618 has been running on service 16 Harrogate-Knaresboro' recently.

662 was on the 8.5am Harrogate-Leeds (36) on 26/1/52. This is believed to be a convenient way of getting a coach to Leeds for the 9.35am Leeds-Newcastle working.

YEADON: This depot, which is responsible for all workings on route 54 (Bradford-Cockridge), provided 215 for the 5.55pm ex Bradford on 30/1/52, instead of the usual 32-seater; destination blind showed "Horsforth", the best that could be done in the circumstances.

#### 6. OTHER INFORMATION.

The West Yorkshire Road Car Co. has recently been granted licences to operate express services from local R&F stations. They are as follows

Dishforth - Leeds  
Topcliffe - Bradford  
Topcliffe - Sheffield

Further details of these services will be welcomed.

At the beginning of January it was noticed that certain duties normally operated with double deckers had changed to single deckers. One day on the Scholes-Leeds (48) service 12 or 13 people were left behind on route so the following day two single deckers appeared. Other turns similarly affected were the 12.45 York, the 12.45 Yeadon, 12.45 Knaresboro' and the 12.55 Harrogate. Enquiries to the Company produced the following reply:

"We are taking steps to conserve our double deckers, as we have found that they are doing a far higher proportion to their numbers than the single deckers and during the winter months we propose to make the maximum use of single deckers during the off peak periods. This policy is being pursued over the whole of the Company's area and not only at Leeds depot".

So far as Bradford is concerned there has been no very marked change so far. On 11/2/52 94g(2) appeared on the 9.30 Leeds-Bradford (30) service, followed by another pre-war single decker on the 10.30pm service. These are, of course, normally operated by K68's.

Commencing Monday 11/2/52 certain journeys were to be worked by "J" type single deckers instead of the usual double decker. These consist of 2 journeys on route 30, 3 on route 51, 5 to Harrogate and 3 to Otley on route 53, and 2 on route 67. They operate Mon to Fri only.

#### 7. SOLD STOCK.

WX 2100 (TS1 ex 514) went to WD in 1940. It was later running for Hayton of Carlisle, after which it was acquired by Cumberland Motor Services becoming their no. 102. It arrived at the Stourton yard in late 1951 and had then a utility body.

WX 6695 (TS3 ex 565 orig. 535) was withdrawn in 12/49 and later ran for Newbury and District Motor Services (a member of the Red & White group) and disposed of it during 1950/1.

YG 53 (TS4 ex 541 wdn 1939). Owners name should read E. Ashcroft (see issue 11, p.6). The interior furnishing comprises a Leyland Cub petrol engine, presumably complete with generating set.

The following Dennis Lancet covevans were checked on 3/2/52 as still at the locations given, where they have been since 1939: YG 1471 ex 801; YG 5722 ex 855 (chassis 170607); YG 8970 ex 873; are all at a covevan site near Bromhope, while YG 5727 is near Pool Bank. Of these YG 8970 had been at Stourton in 1949.

In 1939 the Caledonian Omnibus Co. acquired 4 ex WY Dennis "Lancets" YG 3043, YG 4700/1, YG 5723 (ex WY 804/24/25/56), numbering them 295-298. These were presumably taken over by Western S.M.T. in 1949, who later disposed of YG 3043 to : J. Maude of Newsham, Richmond, Yorks.

The Caledonian had also previously acquired 5 TD 1's from Keighley West Yorkshire; WW 7861-3, WW 8358/60 (ex K443-5, K414/3). These became 244-248. All of these have been running for Western S.M.T. at Dumfries during 1951. Two (WW 8358/60) have new post-war bodies and are thought to have a Leyland 8.6 litre diesel engine, while WW 7862 has a war-time Utility body. New numbers are DD867 (WW7862), DD885 (WW7863), DD887 (WW8360).

Delahope Ltd., Contractors of York, acquired PY 9409 (TS1 ex 556 orig 505, wdn 12/49) and YG 5716 (Lancet ex 859 wdn 4/48). It is not known whether they were used as runners or merely as stationary offices and canteens. YG 2194 (TS4 ex 549 wdn 9/48) was noted in 1/52 at Bingley U.D.C. Sewage works where Delahope are engaged on a big contract.

The body of BWT 757 (ex 611 wdn 1949) was sold to Hodgsons Of Slaiburn and is now on another Dennis "Ace" AWT 592.

WW 9048 (TS1, ex 552, orig 501) & WX 6688 (TS3, ex 569, orig 538) both with ~~WW~~ 12/49 were noted in a field at Thokhill near Doncaster in 1951.

Information is required as to the latest whereabouts of the Loyland Titan and Tigere mentioned below:-

WX 2111 (TD1 ex 428) was acquired by Crosville in 1946, via Western S.M.T. and was later rebodied by ECW. It was last noted in 4/50. It is not known if it is still petrol driven.

WX 5912 (TS3 ex 521) was seen in 1946 with Walton & Holliswell of Mytholmroyd.

WX 5021 (TS3 ex 530) was seen 1947 with Hughes of Moss and was again noted at Llandudno in May 1950.

YG 52 (TS4 ex 540 wdn 1939) went to WD in 1940 and was operating for Home James Coachways of Liverpool in 1946. It was given a Duple coach body in 1947 and now believed to be diesel.

JUM 424 & JUM 488 (TS4) which operated for R. Preston of Ferryhill, Co. Durham, were originally YG 54 & YG 57 (ex WY 542 & 545 both wdn and re-registered in 1945-6.

NRK 643 (TS1 ex WW 9791, WY 558 orig 508 wdn 6/47) has operated for Hadley Bros. of Dudley.

NRK 642 (TS1 ex WW 9792, WY 559 orig 509 stored 1939-47 and then sold) has operated for Happyday Coaches.

NB. Please send material for the March issue to [redacted], by Saturday 8th March.

DEPOT ALLOCATION 1/2/52.

BRADFORD.

(incl. Yeadon)

C. S. D. 103, 10-12/14/18/23/33/35/36/38/50/71/74.  
 222/23/24/25/70/71.  
 349/50/53-60/85-94.  
 B : 2 42 28 402/49/17/18/23-27/35. 663/64.  
 YN: - 1 2 730-32/49/74/76.  
 806-08/23/25-29.  
 941/46/54/60/64/65/73/78-80/83/93/99.

Total: 75

Service vehicles:- 1002/11.

Stored (delicensed):- 304-10/13/33/40. 641/45/73-75.  
 107,930/43/58/59/67/97.  
 Also 970/33/90/94 ex overhaul.

HARROGATE.

(incl. Katsley Bridge)

H : 7 50 14  
 F : - 5 -  
 101/13/17/22/25/37/39-46/53/59-61/63/64/75/76/79/  
 181-83/89/95/98/99.  
 206-13/46-48/52-56.  
 405/56.  
 615/18/19/60-62/65.  
 707-11/50/52/53/78-82.  
 824.  
 925/28/37/38/50/57/95.

Total: 76

Service vehicles:- 1004/06/08/10/15/16,  
 and BWT 782.

Stored (delicensed):-  
 Grove Park : 109,939/42/51/56/66/76/77.  
 450,842/49,666-69/72/76/77  
 1009.  
 Myrtle Rd. : 106,640/43,975.

ILKLEY.

I : - 5 7  
 128/34/86.  
 K205. K419  
 353/54.  
 K717/18, 745/77.  
 809.

Total: 12

KEIGHLEY.

K : - 18 42  
 131/49/55. 4165/67/69.  
 356,4362/64-67/79-84.  
 4420-22, 433/34.  
 614. K616/17.  
 K719-22/38-43/64-73/92-95. 728/29/68-91.  
 4962/63, 974/82.

Total: 60

Service vehicles:- 4003, 1012.

Stored (delicensed):- K341, K442/43.  
 at South St. 4608, K901-04/61,  
 909/15/66.

LEEDS.

(incl. Wetherby and Yeadon)

L : 11 36 31  
 W : - 6 -  
 YN: - 6 -  
 120/24/29/30/32/48/51/54/56-58/70/73/77/84/90-92/97.  
 201/14-21/49-51/57/58/67-69.  
 335/36, 347/48/52/55/57/61.  
 401/02/04/08/10-16/29/31/32.  
 653-59  
 712-16/32-37/46-48/51.  
 834/05/10-13/22/30-32. 992/96.

Total: 92

Service vehicles:- 1001/103

Stored (delicensed):- 185, 644, 670/71.  
 312/32/34/37-39.  
 923/45/47/53/72.  
 at Yeadon :- 303/11/14/15/21, 905/07/08  
 910/12/14/16/17/19/21/26/23,  
 944/55.

MALTON C. S. D. 106/52/72, K166/68.  
 (incl. Gressington) 202/4/59/60.  
 SA: - 5 3 351, K363.  
 G: - 4 - 744. Total: 12.

Stored (licensed):- 906.

YORK.  
 (incl. Malton  
 & Scarborough)

102/04/05/15/16/19/21/26/27/47/62/78/80/87/88/94/96.  
 203/61-66, Y236-245.  
 K368-78/95-99.  
 407/28  
 Y701-6/23-27/54-63/96-99, 775/63-67.  
 Y600-3/14-21/43-44.  
 913/18/22/23/31/66/71/81/84/85/91.

YK: - 36 57  
 M: - 7 2  
 SC: - 2 2

Total: 106.

Service Vehicles:- Y1005, 1014.  
 Stored (licensed):- Y317-30/43-46  
 650-52.

911/20/24/27/29/36/48/49/52/53

SUMMARY OF TYPES.

101-109	Bristol	J05G	646-649	Bedford	OB
110-199	"	L5G	650-659	Bristol	L6B
201-225	"	"	660-665	"	"
236-271	"	"	666-677	"	LWL6B
301-346	"	G05G	701-727	"	K5G
347-399	"	K5G	728-805	"	K6B
401-429	"	LL5G	804-805	"	KS6B
430-441	"	LhL6B	806-809	"	KS76B
442-443	"	LL5G	810-821	"	KS6B
601-613	Dennis	ace	822	"	LDX
614-617	Bedford	OB	823-842	"	KS76B
618-619	Morris	JCB	843-844	"	KS6B
640-645	Bristol	L6G.	901-999	"	J05G

SERVICE STOCK.

No.	Regn no.	Trade Plate	Make	Type	Year	Former number	Date converted	Remarks.
1001	FWW 765	100C	Ford	WD 4x4	1946	----	-----	Towing Lorry.
1002	FWW 766	478C	Ford	WD 4x4	1946	----	-----	Towing Lorry.
1003	YG 2054	477C	Leyland	TD 2	1932	K447	1948	Towing Lorry.
1004	YG 622	112C	Leyland	TD 2	1932	437	1948	Towing Lorry.
1005	AWW 21	024C	Bristol	G05G	1935	Y316	1949	Towing Lorry.
1006	FWR 861	---	Bedford	3 ton	1946	694	--	Stores Lorry.
1008	YG 624	---	Leyland	TD 2	1932	439	1948	Tree Cutter.
1009	YG 5736	---	Dennis	ace	1934	602	1949	Spare Van
1010	YG 5738	473C	"	"	1934	604	?	Van
1011	YG 5735	059C	"	"	1934	601	?	"
1012	BWT758	113C	"	"	1936	612	1947	"
1013	YG 5740	476C	"	"	1934	606	?	"
1014	YG 5737	---	"	"	1934	603	?	"
1015	DVG 23	---	Austin	A40 van	1949	-	-	Publicity
1016	DVG 775	---	"	"	1950	-	-	-
--	BWT 782	---	Bristol	J05G	1937	987	1951	Information Bureau.

Neither 1015 nor 1016 carry their allotted fleet numbers.  
 Each main depot is allocated one towing lorry and one Dennis Van  
 which all run on General Trade Plates except 1014 at York. The Leyland  
 TD 2's all have Gardner 5LW engines fitted.  
 There is one spare set of Limited Trade Plates - 239 WR.