

# WEST YORKSHIRE

ISSUE NO. 48

INFORMATION SERVICE

FEBRUARY, 1955

HON. EDITOR:

HON. CHAIRMAN:

HON. VICE-CHAIRMAN:

HON. TREASURER, MEMBERSHIP SECRETARY & PUBLICATIONS OFFICER:

**LEEDS MEETING :** Date: Saturday 23rd April. Time: 6.30 pm for 6.45 start.  
Venue: Wellington Street Bus Station Cafe.  
Speaker: We hope to have a speaker from the Engineering side of the Company, details in March issue.

**YORK TOUR - SUNDAY 22nd MAY :** Provisional outline programme:  
Vehicles & Routes: 996 Bristol J05G, last of class, and due for withdrawal 27th May; Leeds-York via 43 to Tadcaster, thence via 83 to York, proceeding to Leeman Road (WY SD route) on arrival. If a second vehicle required, this to be a Morris (SM), or Bedford (SP) bus, starting Harrogate, proceeding via 20 to join other vehicle at Tadcaster, then as above.

Two separate tours of York City services, one on an AEC Regent (ADG) ex-Brighton, the other on an unrebodyed Bristol K5G of the YDG 66-76 class, due for rebodding this year. Inspection of York Depot.

Return to Leeds, where new layout at Depot will be inspected, together with new cleaning arrangements.

Timings: Start from Leeds about 11.0 am, Harrogate 10.30 if applicable, lunch interval in York before double-deck City tours, tea interval before commencement of return journey about 6.30 pm.

Fares, Booking Form, and remaining details will appear in the March issue, meanwhile please book the date for what should be one of the best tours yet organised by the WYIS !

**OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH :**

Tuesday 10th March: Visit to Wallace Arnold Tours, Leeds. Inspection of fleet 12 noon, office visit 2.30 pm, latter restricted to 20 persons, so that non-members of OS may have to be excluded.

Sunday 24th April: Visit to Bradford City Transport. Afternoon, details later. WYIS members who are not members of OS but would like to take part in the above visits should notify [redacted].

**FLEET DISPOSITION CARDS :** Through the kindness of the Company we have available, for distribution to members, 50 of the printed WY Fleet Disposition cards dated 1st January 1955. As there are not enough to make a general issue those members requiring them are requested to send a stamped (1½d) addressed envelope to [redacted]; orders will be dealt with strictly in rotation, and any envelopes received after stock is exhausted will be returned with next issue of Bulletin, no other notification of non-availability can be given. It must be emphasised that future issues of these cards will NOT be similarly available to members, in fact the present surplus is actually due to an error by the printers !

**PHOTOGRAPHIC LIST :** There are still a few copies available from [redacted], price 3d post free. Members are reminded that the photo rights listed can be obtained from [redacted], price 6d each, post extra on orders under 5/-. Please send cash with order and mark it "WYIS LIST".

**OUTSTANDING SUBSCRIPTIONS :** No further copies of the Bulletin will be sent to WYIS members whose 1955 subscriptions remain unpaid on 28/2/55.

DEPOT CHG

BRADFORD CORPORATION : The PSV Circle has produced a comprehensive survey of Bradford City Transport buses and trolleybuses from 1911 to present day. Copies may be obtained from [redacted], price 1/-.

PERSONAL : Following [redacted] retirement from the position of Depot Engineer at Keighley, [redacted] has taken his place, and [redacted] is now Depot Engineer at Bradford.

1. STOCK CHANGES.

(a) NEW VEHICLES

It is interesting to note that delivery of all 1954 orders was completed in 1954, DX 13 arriving on New Year's Eve. This is the first time 'West Yorkshire' has been up-to-date since the war.

(c) DELICENSSED

106, 979, SG 10 - 31/1/55

(d) ACQUIRED VEHICLES

The dates into service of the ex-Brighton, Hove & District Regents have now been obtained :-

ADG 1 (ex-6208) - 30/9/31 ; ADG 2 (ex-6234) - 30/4/31 ;  
ADG 3 (ex-6261) - 31/3/32 .

The unladen weight of these vehicles is 7-6-1.

2. REBUILDING.

Service Stock. The conversion of SG 36 into a stores lorry is now complete. The old bus body was scrapped, a new lorry type cab was built, and a post-war type radiator fitted. A platform body has been constructed, and the whole length of the chassis has been utilised. Two tanks, painted red and green respectively, are fitted for the transport of waste oil to the reclamation plant at Harrogate. An electric pump is fitted. The lorry is painted in dark green, lined out in yellow. It has been allotted the number 1021, and is the first L5G to be transferred to Service Stock.

Bristol K6A. In correspondence following the publication of the Fleet List - Part I, there has been some disagreement as to whether DG 39 ever ran with an AEC engine. Official information has been obtained which shows that it did. It must be borne in mind that the Gardner engine was not available for the "W.1" sanction. Only spares held by the operator could be fitted.

<u>Fleet No.</u>	<u>Date of conversion</u> <u>from K6A to K5G</u>	<u>Fleet No.</u>	<u>Date of conversion</u> <u>from K6A to K5G</u>
DG 38 (ex-707)	26/10/46	DG 41 (ex-710)	22/3/47
DG 39 (ex-708)	13/10/46	DG 42 (ex-711)	4/7/47
DG 40 (ex-709)	19/10/46		

3. DEPOT CHANGES.

(a) ALLOCATIONS & TRANSFERS

SG 10	from	YORK	(delicensed)	31/1/55
106	"	LEEDS	(delicensed)	31/1/55
979	"	LEEDS	(delicensed)	31/1/55
SG 40		(delicensed) to YORK		1/2/55

The "permanent" allocation of Yeodon, which was achieved by the middle of January, was quickly disturbed. 30" intermediate blinds were not available for DB 60/62, so these were replaced by DB 17/19, for which 48" blinds (Yeodon type) were fitted. DG 6 & 47 have several times been returned to Leeds, and DG 1,11,15 & DB 9,63 have been up at Yeodon for a few days: DB 62 also returned for a few days. At the end of January 977 replaced 979, when the latter was delicensed.

(b) TEMPORARY LOANS.

SG 61 (L) was on loan to YORK from 6/1/55 to 10/1/55.

DEPOT CHANGES. (Contd).

(c) MOVEMENTS OF DELICENSED VEHICLES

SG 40 (I) went to Keighley after delicensing. After docking at Harrogate it was returned to Keighley, but later went to York.

4. VEHICLE NOTES.

(a) OVERHAULS

January 1955 : CB 4, SGW 8, DG 12, LB 42, DGW 3,

February 1955 : DGW 6, DG 9,

(b) REPAINTS

January 1955 : CB 6, CBW 5, CBW 7, CUG 1,

SG 139, KDG 20, YDG 60,

February 1955 : EUG 5, EUG 4, SG 146,

Rear doors have been fitted to DBW 19 & DBW 23.

An additional rear heater has been fitted to CB 4.

A five-speed gearbox has been fitted to DB 42.

External handles have been fitted to the front indicators of :-

DG 4, DG 12, DG 13, KDG 49, DB 42 & YDG 81.

At Leeds, new type intermediate blinds have been fitted to DB 60, DB 62, DGW 3, DGW 5, & SBW 34 (front and rear), and SBW 23, SBW 29, SBW 32 & DBW 28 (rear only). These new intermediates have correct exposures for Leeds-Farsley (29), Leeds-Wetherby (41), Otley-Fewston-Blubberhouses (72) and Leeds-Hawes (78), and are the first to be so delivered.

DK 12 (L) has a Harrogate local services type intermediate at the front!

5. OPERATING DETAILS.

HARROGATE : 965 (H) was off the road for repairs on 2/2/55 - SGL 4 (H) deputised on service 8. SG 134 (H) was working on SGL 4's normal route (11).

SGL 2 (L/W) was working the Sunday only service from Harrogate to Stonefall Cemetery on 23/1/55.

ILKLEY : EB 3 (I) has been seen in Harrogate on several occasions on local services. Further details on this would be welcome.

KEIGHLEY : On 22/1/55, DBW 5 (SK) was on loan to Keighley in exchange for KDB 10 (K). DBW 5 was seen on K12 (Haworth-Ilkley).

KDB 57 (K) was noted on Saturday 29/1/55 on a Leeds working, departing Leeds at 9.20 pm for Bradford (30) and due back at 11.17 pm.

KDB 11 (K) was observed on the 8.35 am Leeds-Keighley (31) - a Leeds duty - on 10/2/55.

LEEDS : Further information is now available on how the Leeds double decker, after garaging overnight at Harrogate, and the Harrogate single decker, garaging overnight at Leeds, return to their respective depots (see Issue 15, page 2).

The Harrogate SD, with Leeds crew, works the 6.15 am Leeds-Knaresboro' (38). It returns from there at 7.35 am, but only as far as Wetherby, where it arrives at 7.57 am. The Leeds DD, with Harrogate crew, first arrives in Wetherby at 7.45 am, after leaving Harrogate at 7.0 am. It then works a return trip to Thorp Arch arriving back in Wetherby at 8.0. Both crews and vehicles are then changed over. The Leeds DD returns to Leeds (38) arriving at 8.37. The Harrogate SD, after working to Kirk Deighton and back, leaves Wetherby at 8.17 am, and proceeds to Harrogate via service 20.

Then, as sometimes happens, two Leeds deckers garage at Harrogate, a Leeds crew travel to Harrogate on the first bus from Leeds.

5. OPERATING DETAILS (Contd)

LEEDS : DB 9 (L) ran the 6.45 pm Leeds-York (43) - a York duty - on  
(Contd) 10/1/55.

Due to very bad weather conditions on 16/1/55, the Whitby (91), and Bridlington (45) services did not run. The Limited Stop service between Leeds and Liverpool was also suspended.

Single decker substitution has taken place on Sundays on Leeds-York. After working two trips on Y15 (York-Bishopthorpe) at 10.40 am & 12.0 noon, SG 144 (YK) replaced YDG 65 (YK) on the 1.0 pm York-Leeds on 23/1/55. The following Sunday SG 148 (YK) was noted on this same turn, and it continued to work throughout the day.

SG 108 (H) was working from Leeds on 24/1/55.  
K5G's are rarely seen on Leeds-Bradford (30), but on Sunday 30/1/55 DG 4 (B) was noted on the 6.50 pm ex-Leeds. The same day DG 10 (K) was on 31.

After an experimental run on Leeds-Scarborough, EUG 1 (L) with the new heating system, is now being used on Leeds-Blackpool.

EUG 6 (L) was seen on the 8.28 am Yeadon-Leeds (32) turn on 25/1/55 & 26/1/55, whilst on 3/2/55, EUG 15 (L) was on Leeds-Ripon (36). DT 8 (L) was noted on 32 on 3/2/55.

Due to a heavy programme of football and rugby fixtures on Saturday 12/2/55, twenty 'West Yorkshire' double deckers were hired by Leeds City Transport to ease traffic requirements in the City. All ran on 'Football Specials' to Elland Road; a few LCT vehicles were also used. The 20 WY vehicles were :- DG 31/36/37 (all B); DB 37/49, DBW 27 & DGW 9 (all YK) DB 44, DGW 2 & DK 5 (all H); DG 45/46, DB 9/23/62, DBW 30, DGW 3-6 (all L). The Leeds - Scotton Sanatorium (37) service normally worked by two deckers was worked instead by singles (SGW 2 & SBW 27 were noted).

YORK : A survey of York depot workings was made on Saturday 5/2/55. All the double deckers were accounted for, but it was difficult to make a summary of all single deck routes. At least six different vehicles are used for the ten journeys to Heslington. The WY single deckers were accounted for as follows :-

Y 7 : YSG 121,126,128,129  
Y14 : YSG 122  
Spare : YSG 130

The deckers were distributed thus :-

Y1/Y2 (10 vehicles) : YDB 67,72,73,76,77,79,82,83,84,91  
Y 2 (5 vehicles) : YDG 62,64,67,70,75  
Y 3 (2 vehicles) : YDG 60,73  
Y4/Y4A (7 vehicles) : ADG 1,2,3 ; YDG 63,79 ; YDB 68,71  
Y5/Y5A (13 vehicles) : YDG 55,56,58,59,65,69,71,74,76,80,81 ;  
& Y6 : YDB 66,70  
Y 9 (7 vehicles) : YDG 57,61,77,78 ; YDB 64,74 ; DB 46  
Y10 (4 vehicles) : YDB 75,85,86,89  
Y11 (5 vehicles) : YDB 69,78,88  
Y12 (3 vehicles) : YDB 80,81,90  
96/97 : DG 5  
80 : DB 45,47,48  
43 Scarboro'-Leeds : DB 37 ; DBW 27 (both Scarborough depot)  
43 Scarboro'-York : DB 49 ; DBW 25 ; DGW 9 (all Malton depot)  
Spare : YDB 65,87

YDB 65 is believed to have worked the 9.30 am Scarborough-Tarrogate journey, a Malton duty, as far as York. It later worked football specials to the Rugby League ground, and later still was on Y1/Y8 in place of YDB 84, which did the 9.25 pm York-Wetherby (96) journey.

YDB 91 went on to service Y9 in the evening. The duty which DB 46 performed on Y9 is afternoon only when the frequency is seven buses in the hour.

For several months DG 5 (YK) has been used almost exclusively on services 96/97 (York-Wetherby).

OPERATING DETAILS (Contd)

YORK :  
(Contd) On 15/1/55, SG 145 (YK) was on the Y14 (York-Warhill) service instead of the usual WY single decker. Since then WY vehicles have been seen once or twice on this service - SG 10 (YK) on 21/1/55 & SG 87 (YK) on 31/1/55.

SBW 33 (L) worked the 12.30 pm York - Sheriff Hutton (82) on 27/1/55. It had worked a school special in the morning.

The AEC Regents have been noted several times on workman and school specials, and also on Y11 (Acomb Green - Strensall) in addition to their usual workings on Y4/Y4A (South Bank - Pulford - Broadway).

6. SERVICE CHANGES.

SERVICE 63/68 BRADFORD - ILKLEY.

The first morning journey from Ilkley (6.45 am), which formerly was routed via Canal Road and then altered to Frizinghall Road in the recent change, has reverted to Canal Road with effect from 17/1/55.

SERVICE 82 YORK - POSTON - SHERIFF HUTTON.

The 9.0 pm York-Poston (ThSO) now leaves at 9.45 pm (ThO) and 10.30 pm (SO). Effective date not available.

SERVICE 44 LEEDS - YORK - DOCKLINGTON - BRIDLINGTON.

A revised timetable was introduced on 22/10/54. Additional journeys are now operated as follows :-

- Fridays Only - 5.45 pm Leeds-Bridlington. (see also Issue 46).
- Saturdays Only - 6.00 pm York (Piccadilly) - Bridlington,
- 8.00 pm Bridlington - York (Piccadilly).
- Sundays Only - 7.00 pm York (Piccadilly) - Bridlington,
- 8.00 pm Bridlington - York (Piccadilly).

SERVICE 47/48 LEEDS - BARWICK - ABERFORD.

An appeal by the Leeds Corporation against certain conditions on licences for bus services between Leeds Central Bus Station and Swarcliffe Estate, Seacroft, and Pendas Way, and against an application recently granted to 'West Yorkshire' increasing the frequency on Leeds-Aberford (see Issues 43 & 44), was recently heard by the Minister of Transport. [redacted], chairman of the Yorkshire Traffic Area Licensing Authority, announced on 10/2/55 that the Minister had upheld the Authority's decision.

LEEDS - GUISELEY. (LCT Route 71) (see also Issue 38)

The following report appeared in the "Yorkshire Observer" on 27/1/55.

"... The Yorkshire Observer understands that negotiations are proceeding between Leeds Corporation and the West Yorkshire Road Car Co. Ltd., for the taking over by that Company of the Leeds-Guiseley motor-bus service at present operated by the Corporation. This service has been running at a loss for some time now, and the Corporation feel that as the route goes outside the Leeds boundary it would be better to hand over the service to one of the private companies already operating over the same stretch of route..."

7. SOLD STOCK.

- WU 8513 (ex-WY 55, TSM B9A, chassis 4943, new 1/27, sold 1937)
- RW 4252 (ex-WY 216, TSM B10A, chassis 5574, new 2/28, sold 1937)
- WW 4279 (ex-WY 78 (originally 152), TSM B9A, new 5/28, sold 1937)

All the above vehicles have operated for Victoria Coaches, Leigh-on-Sea at some time since 1939.

7. SOLD STOCK (Contd)

WW 7861 (ex-WY K443, originally Keighley Corporation 55, Leyland TEL, ch: 70341, new 10/29, sold 9/39 to Caledonian Omnibus Co). Became Caledonian no. 244 and later Western SME DD 866. Was rebodied with Croft utility body and was withdrawn 1952/53. Was seen on Saltburn Pier 19/12/54, and was owned by Marine Engineering Co., Bridlington. It retained its petrol engine. (See also Feb/52 issue).

EWT 801 (ex-WY 107, Bristol J05G, sold 7/54). Was sold to Fowler of Harrogate, Building Contractor. Noted at Belmont Crossing, Starbeck, in 10/54. The engine was removed and the body painted cream.

Vehicles previously reported as showman's vehicles have been seen again :-

WW 4258 (ex-WY 215, TSM B10A) -(see Sep/54 issue). Guildford - 10/54  
WX 7100 (ex-WY 689, AEC Regal)-(see Oct/54 issue). Hull Fair - 10/54  
AWW 35 (ex-WY Y330, Bristol G05G)-(Sep/54 issue). Hull Fair - 10/54  
AWW 41 (ex-WY 336, Bristol G05G)-(Sep/54 issue). Hull Fair - 10/54

8. OTHER INFORMATION.KEIGHLEY-WEST YORKSHIRE SERVICES LTD.

The following report appeared in the "Yorkshire Observer" for 1/1/55 :-

"...A balance on the year's working of £15,046 is reported by the Keighley-West Yorkshire Services Ltd. This amount will be divided equally between Keighley Corporation and the West Yorkshire Road Car Co. The Corporation's share will, as usual, go to the relief of the general rate. A year ago the share was £5,824.

The profit and loss account shows that traffic receipts and other income, less operating, management and general expenses, was £50,140 compared with £41,748 last year.

Income Tax paid amounted to £18,020 (£12,656 last year), interest on loan accounted for £4,930 (£5,250), and depreciation of rolling stock &c., £12,144 (£12,914)..."

WAR TIME LOANS. (See Feb/54 issue)

Only a little correspondence was received as a result of this article, but some information was received as to the duties the LPTB Regents performed in York. Service Y12 (York Station - Stronsall) was operated by Regents, and also Y10 (York - Harby).

A further vehicle loaned for a short time (date unknown, probably 1944) was Western National 350 - details thus:-

350 JTA 271 Bristol K5G chassis no. 57086 Duple DM 56 R 1943

The reason for its loan is not known. It was painted grey and operated on Leeds - Harrogate (36).

We still have received no information as to the reason of the loan of United BDO 21.

ex-BRIGHTON REGENTS.

Members may be interested to learn that in addition to the three ex-Brighton Regents running in York, there is another running for a firm of Building Contractors in Bradford. It is no. 6283 and has been owned by L. & W. Morrell since 1952.

I. STOCK CHANGES(b) RELICENSED

(Item omitted from Page 2)

JSC/KJH

SG 40

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1/2/55

19/2/55

\* PRESS DAY FOR THE MARCH ISSUE - SATURDAY MARCH 5TH \*