

"WEST YORKSHIRE INFORMATION SERVICE".


Issue No.1.

January 1951

A monthly Bulletin of news  
concerning the "West Yorkshire"  
Fleet compiled from the notes and  
comments of various observers through-  
out the Company's area of operation.

HAVE YOU ANY NEWS AND VIEWS ?

(If so, I should be pleased to have them)



1. NEW VEHICLES.

<u>Fleet No.</u>	<u>Regd. No.</u>	<u>L/NL.</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Weights.</u>	<u>S.C. Entered</u>
403	JWJ 873	L	83086	4815	6.12.3.	39 <sup>Service</sup> 12/50
404	JWJ 874	L	83088	4816	6.12.1.	39 12/50
405	JWJ 875	NL	83089	4817		39
406	JWJ 876	NL	83090	4818		39
407	JWJ 877	NL	83098	4819		39
408	JWJ 878	NL	83099	4820		39
409	JWJ 879	NL	83100	4821		39
410	JWJ 880	NL	83101	4822		39
411	JWJ 881	NL	83180	4823		39
412	JWJ 882	NL				39
413	JWJ 883	NL				39
414	JWJ 884	NL				39
416	JWJ 886	NL				39
K419	JWJ 895	NL	83114	4844		39
K420	JWJ 896	NL	83115	4845		39
K421	JWJ 897	NL	83116	4846		39
K422	JWJ 898	NL	83118	4847		39
K442	JYG 742	NL	83169	4848		39
K443	JYG 743	NL	83170	4849		39
804	JWY 222	L	82010	<del>4405</del> 4409	7.10.2.	27/28 12/50
805	JWY 223	L	82011	4408	7.11.0.	27/28 12/50
806	JWY 224	L	80120	4405	7.13.2.	27/28 1/51
807	JWY 225	L	80121	4406	7.13.1.	27/28 1/51
808	JWY 226	L	80122	4407		27/28 1/51
809	JWY 227	L	80123	4408		27/28 1/51
810	JWY 228	L	82043	4401	7.10.0.	27/28 12/50
811	JWY 229	L	82044	4402	7.10.3.	24/28 12/50
812	JWY 230	L	82045	4403	7.10.2.	27/28 12/50
813	JWY 231	L	82046	4404	7.10.1.	27/28 12/50

Distinctive Features:

403 onwards Class. 30 ft. long. No change from 401/2.

804-13 Class. (a) Length - 804/5/10-3 are 26. ft. x 7 ft. 6 inches.  
(Lowbridge) 806-9 " 27 ft. x 8 ft.

- (b) Back lower window larger - like L.T.3. "R.T" Type.
- (c) Circular driving mirror.
- (d) Slightly curved front.
- (e) Front Destination Indicator altered from outside.
- (f) No "Auto Vac" on outside of vehicle.
- (g) Green cab standard.
- (h) Feature of downstairs seating is a seat for 4 facing inwards situated over rear wheels.
- (i) Square front number plates without raised light-coloured surrounds. Position:-  
Under driver's cab window. 806-9 have a rectangular plate with raised surround situated at bottom of radiator.
- (j) No intermediate blinds on 806-9. 807/8 working 53 (Otley) have via "Whitecross" on card-board. 809 front has "Ben Rhysding", back "Via Ilkley". (This looks rather odd when destination is Ilkley.)
- (k) 813 is still without rear intermediate blind.

2. TRANSFERS.

<u>Approx. Date.</u>	<u>Fleet No.</u>	<u>Depots concerned.</u>	
		<u>From.</u>	<u>To.</u>
11.10.50.	252	Scarborough.	Loods.
1.11.50.	110/1/2/4	Loods.	Bradford,
1.11.50.	171, 990	Keighley.	Bradford.
1.11.50.	911/2/3/20/2/9	Loods.	York.
1.11.50.	552.	Loods.	Harrogate.
12.11.50.	756/7	Loods.	York.
12.11.50.	640/1	Loods.	Harrogate.
26.11.50.	126	York.	Harrogate.
1.12.50.	784/5	Loods.	York.
5.12.50.	733	Loods.	Harrogate.
13.12.50.	252	Loods.	Harrogate.
18.12.50.	640	Harrogate.	Loods.
27.12.50.	350	Scarborough.	York.
1. 1.51.	707	Ilkley.	Harrogate.
1. 1.51.	708	Ilkley.	York.
1. 1.51.	744	Ilkley.	Skipton.
3. 1.51.	709	Skipton.	York.

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3. DELICENCED.

(a) For winter period.

30. 9.50.	Loods - 657
31.10.50.	Bradford - 644/5, 663/4
31.10.50.	Harrogate - 646 - 9, 661/2/5
31.10.50.	Keighley - 251, 660
31.11.50.	Loods - 651/5

(b) For re-bodying.

31.10.50.	York - Y369/7/1/2/3/5/8
31.12.50.	York - Y370/6/7

(c) and withdrawn from service.

31.10.50.	Bradford - 309
	966/74/6/81/2/3/6/7/8/92
31.10.50.	Harrogate - 934/10/2/56
31.10.50.	Keighley - K903.
31.10.50.	York - 924/7/31/5/6/44/8/55/89
30.11.50.	Bradford - 306

N.B. Vehicle 966 was actually delicensed at Harrogate works where it had been taken after an accident at Otley in October, 1950.

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4. RE-BODYING.

Y368-73 Class.

Only two of these vehicles are now running. They are Y368/74 and are expected to come off as soon as the vehicle position eases. Y 370 was admitted bodyless to Myrtle Road, Harrogate, on 8th January, 1951, prior to being sent to Eastern Coach Works, and on the 14th January another chassis was ready at York for Harrogate Works.

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## 5. ACCIDENTS AND OVERHAULS.

### (a) Accidents.

#### October 1950.

- 966 - was involved in a collision at Otley on 28th October, 1950, and received extensive damage. She was delicensed on the 31st of that month and was observed on the 3rd November, 1950, untouched at Harrogate works. At the time of the accident 966 was on Service 50.

#### November 1950.

- 347 - was involved in a collision at Bramham cross roads on the 29th November, 1950. The vehicle was repaired at Leeds depot and resumed service on the 2nd December, 1950. At the time of the accident 347 was operating the 8.0 a.m. York to Leeds turn.
- 728 - was involved in a minor collision in Eastgate, Leeds, on the 4th November, 1950, whilst operating on 31, Keighley to Leeds.

#### December 1950.

- 151 - observed with 4 new panels off-side and is thought to have been involved in a recent accident at Thorner on Service 42.
- 158 - new back panelling and near-side corner piece noted.
- Y323 - recent repairs to off-side front including new head lamp noted.

#### January, 1951.

- 651 - skidded in York Road, Leeds, on 1st January, 1951, and collided with the express tramway balustrade. Repairs carried out include a new front axle. 651 was operating the 9.15 a.m., Leeds to Whitty service.

- 202 - noted with new off-side corner panel.
- Y240) - have all had recent repairs carried out  
.261) on body work. 266 had been scrubbed along  
266) whilst 786's frame had been splintered and  
786) was not immediately repaired.

A York vehicle is thought to have had a minor fire, probably Y727, but this was running on the 8th January, 1951, so if it was this one it cannot have been a very big fire.

### (b) Overhauls.

#### September, 1950.

119/43/54/95.  
221  
350  
716/K742/744/5  
942/K961.

#### October, 1950.

124/32/51/2/4/81  
212/Y240  
352/6  
659  
708/Y725

#### November, 1950.

120/6/37/46/53  
208/10/3/Y244  
349/51/5/8/60  
K762

#### December, 1950.

122/59/83  
219  
353/61

#### January, 1951.

127  
718

#### Vehicles in Works - 5/1/51.

182, Y241, 359, K720, Y724

## 6. SOLD STOCK.

A Dennis Lancet II has been observed at Stourton Yard together with what is believed to be an early type Bristol "J". The Lancet is probably 883.

0. OTHER IN

7. OPERATING DETAILS.

- 2nd December/50. 128. Noted in Leeds as an extra on "34".  
270. Noted in Bradford with Leeds Depot blinds.
- 7th " 920. Noted in Leeds on 7.10 p.m., Leeds to Scarborough
- 9th " Y376. Arrived Wellington Street, Leeds 10.0 p.m. It is thought that this vehicle was completing the 7.25 p.m., turn from Scarborough to Leeds, the Leeds Depot vehicle having failed at York. Y376 returned to York on the Leeds turn at 12.15 p.m., the following day and was replaced by a Leeds Depot vehicle of the 746 class later in the afternoon.
- 16th " 149. Noted in Keighley using chains on "20".  
353. Noted in Keighley as extra on "67".
- 20th " 340. Noted in Leeds as extra on "30".
- 23rd " 350. Observed on service "80" in York.
- 27th " 185. Observed in Leeds running as extra on "38". (Leeds to Wetherby).
- 30th " 250. Observed in Harrogate 'Bus Station on "Limited" stop service.
- 5th January/51. 304/10. Both arrived in Harrogate at 3.5 p.m.; 304 without board was apparently working the "51" due at 2.45 p.m., presumably after another vehicle had failed. She returned on the 3.10 p.m., ("53"). 310 was on "53" due at 3.6 p.m., and returned to Bradford on the "51" at 3.20 p.m.
- 7th " 911. Noted on "74". It is understood that this vehicle frequently visits Malton. She sags in the middle.  
386. Was noted to have developed considerable diesel knock
- 12th " 126. Was observed in Leeds on the Scarborough service and appeared to be operating as a Scarborough depot vehicle.
- 14th " 952. Noted in Harrogate on "74" running through to Scarborough.
- 15th " 262. Observed in Leeds with blinds displaying "46" - Hull. She is thought to have been operating the 2.0 p.m. Leeds to Hull. This service is usually operated by Leeds Depot.  
728. Observed in Leeds operating the 5.25 p.m., Wetherby turn. Blinds were turned to "Blank" as this vehicle has only Keighley type. Presumably she had failed on "31" earlier in the day.

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8. OTHER INFORMATION.

(a) "Provisional List of Passenger Vehicles in Service - January 1951."

(Prefixes omitted for easy reference)

101-99; 201-25; 236-50/2-71;	
304/10-2/4/7-41/3-66/74/9-99;	
401-4; 614-9/40-3/50-3/6/9/9;	
701-813/22; 906/11/3/8/20/2/5/8-30;	
933/7/8/41/2/5-7/9-54/7/9-65,	
967-73/5/7-80/8/5/90/1/3-9.	TOTAL ..... 427
Delicensed for winter period.	
251,644-9/50/5/4/60-5	TOTAL..... 16
Delicensed for re-bodying.	
369-7/3/5-8	TOTAL..... 9
	GRAND TOTAL 452

8. OTHER INFORMATION (ctd.)

(b) Composition of Fleet - January 1951.

Type.	W.Y.	K.W.Y.	Y.W.Y.
Bristol S/D "J"	61	3	-
" " "L"	135	6	10
" " "LL5G"	4	-	-
" " "L6C"	6	-	-
" " "L6B"	16	-	-
" D/D "G"	15	1	18
" " "K5G"	35	18	27
" " "K6B"	48	20	18
" " "Lodekka"	1	-	-
Bedf'd S/D	6	2	-
Morris S/D Chassisless	2	-	-
TOTALS .....	329	50	73

GRAND TOTAL 452 (Single deckers 251; Double deckers 201)

(c) Individual vehicle Notes.

- Y317/8. It is understood that only essential repairs are to be carried out to these vehicles.
351. Front off-side transfer is coming off and shows only 371.
614. Has recently been granted a "C of F." up to the end of 1952.
619. Has recently undergone further repairs to the body which tends to move "crabwise" and so warps the steering.
- K717. It is understood that this vehicle was in Myrtle Road, Harrogate on the 8th January, 1951, with a broken chassis. The break is believed to be just in front of the rear axle.
734. Has a small side-light on off-side.
813. Was observed on "36" on 9th December, 1950, and caused some concern when it was discovered that both Rison and Penny Pot Lane were not on front destination blind. This evidently is not the first time this has happened.
822. It has been reported that this vehicle is now running with its third transmission set and has been on Leeds Depot fleet strength since November, 1950. It has never at any time arrived at Leeds and latest information states that it is certain she will not come. 822 has been observed lately as follows:-
- |           |             |
|-----------|-------------|
| 23.12.50. | Service 74. |
| 29.12.50. | " 51/53     |
| 30.12.50. | " 51/53     |
- These, plus "16", are her main routes with an occasional "36".
1008. Paid a visit to Leeds in early October for tree cutting duties this revives many memories to those who remember her operating from Leeds Depot when on service as 439.
1010. Displays "Grove Park" on her destination indicator panel. (Noted 5/1/51).
- DVG775. It has been observed that this vehicle is running without its fleet number, 1016. (Noted 5/1/51).

(d) General Notes.

A new washing plant was observed in operation at Leeds depot in November 18th 1950. This sprays water over the vehicle at a high pressure and ensures a thorough and quick wash-down. A further plant was installed later and another has been observed at Bradford.

8. OTHER INFORMATION (ctd.)(d) General Notes (ctd.)

"401" Class Vehicles are stored as follows prior to licensing:-

Harrogate.	405/6/9	.....	3
Keighley.	Kel9-22/42/3	.....	6
Leeds.	408/10-14/6	.....	7
York.	407	.....	<u>1</u>
Total	.....	.....	<u>17</u>

Repainting by depots seems to be increasing lately. The following vehicles are examples of this speciality.

27.10.50.	736(L)
8.12.50.	737(L)
16.12.50.	734(L)
12.1.51.	654(L)
12.1.51.	780(H)

An open type of exhaust is being fitted to many vehicles mostly after general overhaul.

An observer reports that all the "J's" are to be withdrawn by 31st December, 1951, and "L's" are to be re-bodied. The question arises "How to make them 30ft?" if this statement is true. Further, 640-5 are to be re-bodied as double deckers - again, they are 27ft. 6inches - the new double decker length is only 27ft.

9. QUERIES.

(a) North's of Leeds are offering for sale (£300) Bristol, 5 speed gearbox, long wheel base, fitted 5 L.W.Gardner engines. (These are probably West Yorkshire 900 type vehicles and any other information about them would be welcome.)

(b) Depot Queries.

126, 149 and 360.

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Any additions and corrections to items given above will be most welcome, and those members who have not yet sent their contribution of 2/0d to the funds of the "Information Service" are requested to send it as soon as possible to the Editor.