

Form No. 14

March 1952.

Please send items for the April issue to

CHIEFMAN:

Press Day - Wednesday April 9th.

LEEDS MEETING : WEDNESDAY APRIL 9th 1952, 7.0pm

Place : Wellington St. Bus Station Cafe.
 Speaker : [REDACTED], Traffic Dept, Head Office.
 Subject : "Charting and Long Distance Services Control"

It is hoped that this first mid-week meeting will be a success and that those members who are unable to attend Saturday meetings will be able to come. Wellington St. bus station is opposite Leeds Central Station and a minute's walk from City Square.

STUDY TOUR & EXCURSION SUNDAY 27/4/52.

Demand has necessitated the confirmation of the booking for a second vehicle which will probably be a 660 type coach. If the cost is to be brought down to 7/- it is essential that at least 15 further bookings are received and in order that this desirable and can be achieved members are asked to bring the tour to the notice of any of their relatives and friends who have not already been approached. The charge for Stump Cross Caverns will be 1/- per person (payable at the time) - this is 6D less than the normal rate.

STOCK CHANGES(a) NEW VEHICLES.

Fleet No	Regn No.	Chassis Mk type No	Body Builder No Type	Seats	Entrance	U.W.
835	KWU 371	B1 KSW6B 84181	ECW 5526 L	27/28	R	7.12.3
834	KWU 372	B1 KSW6B 84182	ECW 5547 L	27/28	R	7.13.0
835	KWU 373	B1 KSW6B 84196	ECW 5548 L	27/28	R	7.13.0
836	KWU 374	B1 KSW6B 84197	ECW 5549 L	27/28	R	7.12.2
837	KWU 375	B1 KSW6B 84198	ECW 5550 L	27/28	R	7.13.2

The following have now entered traffic :-
 833, 834, 835, 837. 1/3/52 Leeds
 836 1/3/52 Harrogate

(b) RELICENSED.

106, 970, 990, 994 1/3/52 Bradford
 109, 975, 968. 1/3/52 Harrogate
 666, 667. 1/3/52 Harrogate

(c) DELICENSED.

965 29/2/52 Bradford
 435 29/2/52 Bradford
 662, 665. 29/2/52 Harrogate
 422, 424. 29/2/52 Knaithay
 325, 429, 431, 432. 29/2/52 Leeds
 102, 914, 922, 923. 29/2/52 York

3 DEPOT CHANGES.

(a) TRANSFERS.

106	9/2/52	Skipton to Harrogate
615	9/2/52	Harrogate to Skipton
176, 176.	1/3/52	Harrogate to Keighley
179, 181.	1/3/52	Harrogate to York
426, 427.	1/3/52	Bradford to York

(b) MOVEMENTS OF DELICENSED VEHICLES

X319/20/22/23/30 are now stored outside the depot at YORK, the move taking place during February.

312/39, 945/53/72 left Leeds depot in February and are now stored at YEADON.

909/15 previously reported stored at South St, were noted in KEIGHLEY depot on 8th March and 23rd February respectively.

905(B) recently delicensed due to accidental damage, is now stored outside Grove Park depot, Harrogate.

976/77(B) have entered WORKS (see issue 12).

305/11/12/14/15/31, 905/07/08/10/20/21 have recently been moved out into the open at YEADON.

930/40/56 formerly stored outside BRADFORD depot had been moved inside and were being washed on 15/3/52.

4. VEHICLE NOTES.

(a) OVERHAULS.

Correction :- K798 should read Y796 (see issue 12)

January 1952 : K367, 994.

February 1952 : 105/06/ , 252/53/55/61/65, K365, 747/66, 975/73.

March 1952 : 250, K360, 369.

(b) REPAIRS.

Depot Repairs : 171, 655, K741, 761, 762.
Works Repairs : 646, 652, 671.

833-87 are fitted with BLACK steering wheels. 255, 261, 268, 392, 747, 750 804 have been fitted with heaters. Members are particularly requested to check each post-war vehicle on its return from works after overhaul to ascertain whether or not heaters have been fitted. 823(B) recently visited works to undergo certain modifications to the heating system. A thermostat amongst other things has been fitted.

833-37 entered traffic complete with intermediate blinds as did the released "J"s at Bradford. 832 however, was noted on 5/2/52 with front destination, intermediate, and route number blinds all missing. Following the reports made in Issue No 10 concerning the express blind in 751, a suggestion was made to the Company that "43 SCARBOROUGH" should be added to the blind so that the correct destinations and intermediate stops could be displayed whilst the vehicle was operating from Leeds depot. Consequently the blind was removed towards the end of November and replaced by a "destination only" one. When the vehicle was called into works in mid-J.uary for certain modifications to be carried out to the top-deck seating, it emerged complete with restored blind to which had not only "43 SCARBOROUGH" been added but "43 YORK" as well - the latter being used in connection with the 5.0pm turn from Leeds (Monday to Friday) which 751 normally operates.

916 (YA) is now the sole survivor of the K901-920 batch of "J"s and 826(L) stands alone upholding the tradition of the "G" type double deckers.

5. OPERATING DETAILS.

BRADFORD:-

The date of the Leeds United-Bradford football match to which various vehicles went (see issue 12) was 2/2/52. 8" double deckers are being used on Services "57" (Keighley via D.holms). 808 was noted on 25/2/52 and 807 the following week. An additional journey to these already given in Issue 12 is now being operated by "J"s, is the 9.55am to Leeds. This is a "filling in" turn provided by Bradford depot to enable the vehicle operating the service through the day to return to their respective depots at night.

The weekend loan from Harrogate of a single decker, usually reserved on Morcebank and reported in several of our previous bulletins, ceased at the beginning of September 1951.

A very novel working occurred on 29/2/52 when, in exchange for 118 & 123, two small luxury vehicles (656/59) were loaned from Leeds for use as excursions to Wigan in connection with the Wigan v Bradford Northern rugby cup match. 118 replaced 598 (the service bus) on the 6.55pm to Leeds from Bradford and 656 worked back on the 9.50pm out of Leeds. The change-over was, therefore, completed in this manner and the question of Leeds mileage overruns. 281, 663/64 accompanied 656/59 to Wigan.

HARROGATE:- 626 Harrogate's new set double decker has been observed operating on Leeds, Bradford and York. 971 and 105 (YK) were noted operating the 2.5pm to Scarborough' (74) on 9/2/52 and 16/2/52 respectively. Reports recently received indicate that double deckers are now working on Harrogate-York daily. Recent observations have revealed Wetherby depot buses working on several routes out of Harrogate. These have included Boroughbrough, Birstwith, Amersboro' (16), Burn Bridge, Seriven and New Park. The vehicles concerned have been either 154 or 157 and further information on this working will be welcome.

ILKLEY:- On several past Saturdays a Harrogate depot single decker has been observed in Ilkley depot. Vehicles noted have been 144 2/2/52 ; 140 16/2/52 ; 139 1/3/52. Further information 2419 (I) was running on 34 (Ilkley Leeds) on 9/2/52, which is normally worked by Leeds.

WEIGHLEY:- In order to effect the transfer of 175 & 176 (noted operating on 1951 services on 8/3/52 with 974 & 982 from Harrogate to Weighley at the end of last month one vehicle was used on 2.10pm Harrogate-Bradford (50) on 26/2/52 (having been changed for 427 on route to York) while the other two were changed on 29/2/52. 176/6 were due to arrive at Weighley, probably 1.30 hrs on '67' later in the evening. This however did not transpire as both vehicles were running on the Baildon services the following day. 2443 took away off from its usual Saturday working on service 17 (Oskerton) to pay a welcome visit to Leeds vi. 30/11 on 6/3/52.

LEEDS:- The four new double deckers entering service this month are being used primarily on service '68' as is the usual practice with all new deckers. 833, however, was the exception to the rule, for on 1/3/52 it was noted on '68' (York) thereby becoming the first known 6' double to be used on this service. With the introduction of this new vehicle, 830-32 have become 'spare' during weekdays and they have been busy making 6' history on such runs as Wetherby, Howden, Scholse and Aberford. So far as is known no Leeds 6' double has yet worked thru' to Bradford or Weighley.

Shortly before being delicensed, 429/21/52 were noted on the Hull and Scarborough' service. This is only their second appearance on these routes since now; the first being towards the end of October last year. 126 (I) was noted in Wellington St. Bus station, Leeds on 6/3/52 operating on the Limited Stop service.

822 continues to operate on the York service at weekends but its duties during the week are obscure. Lately it has appeared on the 6.30am Scholse (40) following which it does a trip to T. G. Strassers School special. On nights it is frequently used in connection with 'trivets' to the Yorkshire Electricity Board headquarters at Moorcroft and Dr. Ahops and on the 8.45pm to Leeds-York. It would be interesting to see how this vehicle performs on '67/1.

SKIPTON:- The new local service between the Bus Station and Horse Clock Square (72a) commenced on 11/2/52, 618 being transferred two days earlier for this purpose. The timetable has been so devised that the same vehicle works both ways and Short Bank Road (70) on weekdays.

281, normally used on '67' (Skipton-Weighley-Bradford) has been working on '66' (Skipton) lately.

LEADON:- 425 recently replaced 424 as the 39 seater sub-allocated from Bradford.

YORK:- Correction, Issue 13
The hardest route in York is NOT 18 as stated in our last Issue but is, of course, 1/8 (Tane Hall-Agona-Burton Stone Lane). The transfer of 426 & 427 from Bradford was dealt with in a similar manner to that of 175 & 176. Both vehicles worked into Harrogate on '53' - 426 on 28/2/52, 427 the following day - and so to York presumably as extras on '74'.

Y242 was observed on Bell Farm Avenue - Carr Lane (15) on 3/3/52. This is an unusual occurrence, as the route is almost always worked by double deckers.

SCARFROUGH:- The allocation of this depôt on 9/3/52 was 425/2, 721/7.

MALTON:- 407 was noted here showing '84' on 9/3/52, which suggests that it was working from Malton depôt on this date.

6 OTHER INFORMATION

Work has commenced on the installation of:-

- (a) New pits at Roseville Road Depôt, Leeds.
- (b) Canteen facilities at Vicar Lane 'Bus Station, Leeds.

It is understood that the licence enabling 'West Yorkshire' to operate an express service from Leeds to Dishforth RAF station (see Issue 13) was granted in June 1951 and journeys are operated as follows:
Saturday depart 11.15am Dishforth.
Sunday depart 10.45pm and 11.30pm Leeds.

It appears that York depôt participate in the Sunday working - the duplicate vehicle operating the 9-0pm York - Leeds run will, on the return journey, work forward to Dishforth if required. The other two services mentioned here have not had licences granted.

A programme of tours and excursions from Bradford and Shipley at Easter has been published. These are to be run by 'West Yorkshire' in association with Feather Bros. (Tours) Ltd. Members are requested to report any vehicle belonging to either operator which they may see on these duties.

Permission has recently been granted to the companies participating in 'Yorkshire Services' to resume the full pre-war services to London, subject to limitation of duplication. A time-table for 1952 shows that there were 5 main day routes and 1 night route for the summer service.

Bradford - Baildon services. The following is a report from the 'Telegraph and Argus' of 19/3/52.

"Baildon Council has agreed to give a month's trial to a revised time-table submitted by the bus company for the Bradford - Baildon service. The company hopes to receive delivery of double deck buses before the summer.

The revised service provides for nine journeys in the hour throughout the day in each direction, compared with 12 in the hour until early evening and then eight per hour. Operated by double-deck buses, it will give 495 seats per hour in each direction compared with 384 at present.

It provides an even ten-minute service via Manningham Lane, alternate buses operating via baildon Green and Temple Rhydding. An additional 20-minute service via Bolton Woods and Temple Rhydding is timed to give an even ten-minute frequency between Shipley and Baildon via Temple Rhydding.

Each Baildon Green service will operate at the same time as a direct service via Temple Rhydding and should take the weight of the through traffic off the Baildon Green Service.

The service via Bolton Woods will terminate at Forster Square
most requests for empty buses to start at this heavy loading point.

Sunday morning frequency will be improved to provide an earlier
service at 8.27 and 9.27 from Baildon. From 10.27 the service will
operate at 30-minute intervals until 1.27pm, alternate buses proceeding
via Temple Ebydding and Baildon Green. From 1.27pm the ten-minute
service will operate with buses on the alternative routes, giving a
20-minute service on each.

The last bus from Bradford on Saturdays will be 11.5pm, compared
with 10.25pm at present.

Permission has been sought to augment the service between Shipley
and Baildon up to a maximum frequency of five minutes whenever necessary,
also between Bradford and Baildon on Sundays and Bank Holidays".

A Bristol LS type underfloor-engined chassis visited Grove Park
Depôt, Harrogate early in March, for inspection by the company's Depôt
Engineers and other engineering staff who will be concerned with the
maintainance of the underfloor-engined vehicles.

Due to repairs which are to be carried out by British Railways on
Steeeton level crossing, through workings on services K11 (Skipton -
Cononley - Silsden) and K12 (Ilkley - Silsden - Keighley - Haworth)
will be curtailed for three periods totalling 16 days, in the three
weeks commencing 23/3/52 (Sunday). Members are requested to note the
workings on these routes from Ilkley, Keighley, and Skipton depôts
during this period.

7 SOLD STOCK

WY6685 (ex 565) was noted being dismantled in a scrap-yard between
Bradford Exchange and St. Dunstan's railway stations during
early March. It was quite obvious that it had not been repainted since
disposal by 'West Yorkshire', and therefore it is likely that it did
not operate for Newbury & District.

WX4480 (ex 686, Regal, chassis 662334, withdrawn 12/49). Parts of
this vehicle were also seen in the yard mentioned above,
and had evidently been dismantled there.

Correction. Issue 13, Page 3, 'Dennis Lancet Caravans'. Date in
second line should read 1949 NOT 1959. Y65727 is ex 860.

WX2111 Referring to the note on this vehicle (TD1, ex 428) in Issue
13, page 4; it is Crosville M247 and is therefore oil-primed.
(If it were petrol, it would be an L not M class.)

YV2223 (ex Y609, later Y660), latterly Crosville D3 (see Issue 11,
page 6) is shown in the 1952 edition of the Crosville
Handbook (3/3d post free from Crosville Motor Services Ltd., Publicity
Department, Crane Wharf, Chester) as "withdrawn from service awaiting
disposal" along with all the other remaining D's. Further news of D3
will be welcome.

YG3054 (ex 815)
YG3052 (ex 813)
YG3059 (ex 820)

These vehicles were acquired by G.H. Austin &
Sons, Ltd, Stafford, and were numbered 1, 2, and
11, respectively. 1 & 11 were re-registered
RAE828 and RAE835.

CORRECTIONS TO DEPOT ALLOCATION - 1/2/52.

As published in Issue 13.

BRADFORD	Stored (delicensed)	Add:-	969/98.
HARROGATE	Stored (delicensed) Grove Park:	Amend to read:-	109, 934/39/42/43 951/55/56/76/77 430, 642/46-49/66 667-9/72/76/77, 1002
LEEDS	Service Vehicles	Amend to read:-	1001/13.
		Add:-	932 (Rest bus)
	Stored (delicensed) At Yeadon:-	Delete:-	933.
		Add:-	935.
