

HON. EDITOR:

HON. CHAIRMAN:

HON. VICE-CHAIRMAN:

HON. TREASURER, MEMBERSHIP SECRETARY, & PUBLICATIONS
OFFICER:LEEDS MEETING

24/4/54

Venue:- Wellington Street Bus Station Cafe.

Time :- 6.45 p.m. for 7.0 start.

Programme:- "Film strip and slides depicting various aspects of bus operation" - to be presented by our Photographic Secretary, Bob Mack.

- PLEASE MAKE EVERY EFFORT TO ATTEND -

CHESHIRE TOUR

30/5/54

A second vehicle has now been booked. This will be an L66 semi-luxury, and will operate from LEEDS. The LWL6B coach will start from BRADFORD.

If the cost of the Tour is to be minimised at least 12 further bookings must be forthcoming, if not the fare will be slightly more than that originally quoted in Issue 36. It is NOT expected to exceed 15/-.

Members wishing to book seats should notify their requirements to [redacted] stating at the same time where they intend joining the party, and the number of people (if any) who would like tea providing. This latter item is expected to be about 5/-.

- PLEASE DO NOT FORWARD ANY FURTHER BOOKING FORMS TO [redacted] -

Connections:- Two picking up points have been agreed on. They are:-
LEEDS (Vicar Lane) and BRADFORD (Chester St).

The undermentioned connections are suggested. Any alterations made to the times of these journeys before May 30th, will be notified.

FOR PEOPLE JOINING THE PARTY AT
BRADFORD

dep: BAILDON 8.27 am
arr: BRADFORD 8.48 am (Route 59)
dep: KNIGHTLEY 8.20 am
arr: BRADFORD 8.58 am (Route 67)
dep: SHIPLEY 8.48 am
arr: BRADFORD 9.03 am (Route 63)

FOR PEOPLE JOINING THE PARTY AT
LEEDS

dep: CALVERLEY 7.59 am
arr: LEEDS 8.27 am (Route 31)
dep: HARROGATE 8.05 am
arr: LEEDS 8.55 am (Route 36)
dep: RAWLON 7.58 am LCT
arr: LEEDS 8.28 am (Route 71)

FOR DEPARTURE AT 9.25 am PROMPTFOR DEPARTURE AT 9.0 am PROMPT

Any further arrangements will be given on the Tour which, it is hoped, will be enjoyed by everyone taking part.

OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH: Sunday, May 16th, 1954.
Visit to Sheffield Corporation Transport. Meet at 2 p.m. Works,
Queens Road. W.Y.I.S. members who are not members of the Omnibus Society,
but who wish to take part in this visit, are requested to notify [redacted].

CORRESPONDENCE : Due to his impending entry into hospital, and until further notice, [redacted] will be unable to deal with any correspondence relating to W.Y.I.S. matters. All enquiries and letters should therefore be addressed to [redacted].

JSC/KMH

PRESS DAY FOR THE MAY ISSUE WILL BE
MAY 1ST

18/4/54.

RE-NUMBERING
Scheme

We are publishing, as a supplement to this Bulletin, a copy of the new fleet numbering scheme recently adopted by the Company, and which is now being put into effect.

A few spare copies of the supplement are available and these may be obtained from [redacted]. Price 3d (in stamps please) post free.

EIGHTLY FOUR
21/3/54

Report held over until next month.

1. SPECIFIC CHANGES.

Fleet No.	Chassis	Type	(a) <u>NEW VEHICLES</u>		Body			Seats	Ent.	U. W.
			Number	Builder No.	Type	Seats	Ent.			
CUG 9	LYG 715	B1	LS6G	97090	ECW 7014	C	39	F	7-1-0	
CUG 10	LYG 716	B1	LS6G	97091	ECW 7015	C	39	F	6-17-1	
CUG 11	BYW 617	B1	LS6G	101101	ECW 7571	C	39	F	7-0-3	
CUG 12	BYW 618	B1	LS6G	101102	ECW 7572	C	39	F	7-0-3	

These four vehicles were delivered as follows :- CUG 9 (9/53); CUG 10 (11/53); CUG 11 & 12 (2/54).

CUG 10 was delivered with "bucket type" seats, similar in style to Drivers' seats. CUG 11 onwards differ from CUG 6-10 only in detail fittings. CUG 9 & 10 were cream and black when delivered, but were repainted in the new cream and maroon livery before entering service.

(b) LICENSED

K616,	-	25/3/54
650, 664, 665,	-	25/3/54
669, 670, 672,	-	25/3/54
674, 675, 676, 677,	-	25/3/54
CUG 1 - 8,	-	25/3/54

(c) LICENSED

K168,	-	24/3/54
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In the January issue of "Buses Illustrated" certain details of future WY deliveries were given. Twelve Lodekkas are due, of which one (IX 2) was delivered in May 1953 as part of the advance production deliveries. This was an LUGB; some of the remaining eleven are to be LUGG's and will be numbered IX 3-13. The five LUGG's to be delivered, given as CUG 6-10, should be CUG 11-15. The delivery of Lodekkas is rather badly behind schedule, and several companies have received KSW's of the 102nd sanction. All so far noted have been highbridge models.

(c) RE-NUMBERING

The long awaited re-numbering scheme began to be effected during the week ending 10/4/54. During the past few months all vehicles have had the rear fleet number removed, the front numbers being left. So far, those vehicles re-numbered retain the old numbers at the front, and carry the new one at the rear. Among the first vehicles to be noted with the new numbers were :- BS 61 (811), DSF 8 (826), DSF 23 (841), DSF 26 (846). All were ex-Torks.

For the next two or three issues of the Bulletin we shall, when making reference to any bus, continue to use its old fleet number in addition to its new one. The old one will be shown in brackets as illustrated above. This system is designed to assist members in becoming fully conversant with the new scheme.

REPORT CHANGE.

(a) ALLOCATIONS AND TRANSFERS

K168,	From KEIGHLEY	(delicensed)	24/3/54
615,	" SKIPTON	to HARROGATE	25/3/54
K616,	(delicensed)	" SKIPTON	25/3/54
660,	(delicensed)	" HARROGATE	25/3/54
664 & 665,	(delicensed)	" KEIGHLEY	25/3/54
669 & 670,	(delicensed)	" BRADFORD	25/3/54
671,	" BRADFORD	" HARROGATE	25/3/54
672, 674, 675,	(delicensed)	" HARROGATE	25/3/54
676 & 677,	(delicensed)	" LEEDS	25/3/54
CUG 1-6,	(delicensed)	" BRADFORD	25/3/54
CUG 7/8,	(delicensed)	" KEIGHLEY	25/3/54
CUG 9,	(new)	" LEEDS	25/3/54
CUG 10-12,	(new)	" HARROGATE	25/3/54

407, assumed to have returned from HARROGATE to KEIGHLEY on 12/3/54, did in fact do so.

The actual disposition of coaches and semi's after the re-shuffle is as follows :-

Spot	Coaches	Semi's	Totals	
			4/53	4/54
BRADFORD	668-70, CUG 1-6,	210, 651,	9	11
HARROGATE	644/45, 660-63, 671-75, CUG 10-12,	251-54,	17	18
KEIGHLEY	664/65, CUG 7/8,	-	2	4
LEEDS	640-43, 676/77, CUG 9,	250, 653-59, EUG 1-5,	20	20
YORK	666/67,	650,	2	3
ILKLEY	-	652,	-	1

(c) MOVEMENTS OF DELICENSED VEHICLES

101, 928, 973, 993, had left LEEDS by 19/3/54. 998 had been moved from BRADFORD to GROVE PARK, HARROGATE, by 19/3/54. 937, 946, 954, 957, 999, had left GROVE PARK, HARROGATE by 30/3/54; all had visited LEEDS prior to their departure from Harrogate. 102, 968, 971, had left York by 4/4/54.

4. VEHICLE NOTES.

(a) OVERHAULS

March 1954 : 409, 428, 641, 642, 661, 846,

April 1954 : 264, K364, 811, Y817, 841,

Delete K168 - September 1953 (see Issue 32) - this was last overhauled in 3/50 NOT 9/53.

(b) REPAINTS

February 1954 : CUG 6,

March 1954 : 267, 668, 671, 673,

April 1954 : EUG 3, EUG 4,

All the CUG's are now maroon and cream. 253 has been repainted in the revised livery for semi's; 249, 650-52 are yet to be done. 640-42 have been repainted red; 644 is now the only one of this batch still cream.

4. VEHICLE NOTES (Contd)

(c) DEPOT OVERHAULS

Commencing in February 1954, a number of L5G's, licensed and delicensed, have been overhauled at their depots prior to renewal of their certificates of fitness. Those done to date include :-

<u>Depot</u>	<u>licensed</u>	<u>delicensed</u>
BRADFORD	135, 138,	111, 112, 171,
HARROGATE	164,	114, 137, 163,
KEIGHLEY	K169,	122, 131,
LEEDS	177,	158, 192,
YORK	187,	

(d) HEATERS

It is understood that EUG 1-5 have each been equipped with an additional heater.

Rear doors have recently been fitted to 825 (3/54) and DBW 6 (826) (4/54). In previous Issues we have stated that vehicles of the 640-45 batch have been repainted red. This is not strictly correct for although they are primarily red, they have cream window surrounds and flashes. It would seem that the status of these 15 year old vehicles has now been changed from that of coaches to semi-luxuries.

5. OPERATING DETAILS.

Bradford: 806/07 often appear on services 51/53 (Harrogate). 733 was noted running throughout the day on 63 on 11/3/54 ; normally, KSW's are used on this service.

Harrogate: For 619 in Issue 37, read 618 - (619 is still delicensed). 354 was noted working 51/53 on 11/3/54 - a change from its usual duties on the local services. On 11/3/54, 123 (B) was seen on service 4 (Harlow Hill), and 134 (I) on 5A (Bockwithshaw).

In addition to appearing on services 8 and 11, 444/45 have also been used on 25 (Markington) and Boroughbridge. On several occasions recently, 444 or 445 has replaced 965 on route 8 (Scriven). 405 was working 11 (Bachelor Gardens) on 15/3/54 ; 404 on 30/3/54. The 2.0 pm Skipton (76) journey was worked by 408 (SK) on 15/3/54, and by 412 (SK) on 30/3/54. Normally, double deckers are used. Other observations made on 15/3/54 included :-

Route 1 - 117, 353, 707, 710 ; Routes 9/12 - 351, 354, 708 ;
Route 20 - 752 ; Route 36 - 209/16, 404/44/45, 711, 849/50/56/57/59, 860/64. 148 (W on loan to H) was on the Woodlands Circular (17A/18A 614 on Cornwall Road (7) with indicators dealt with in a similar manner to the Y236-45 batch at York. 248 worked the 4.5 pm Harrogate - York (74) turn with 645 duplicating.

The following observations were recorded on 30/3/54 :-

Route 1 - 353, 354, 708, 974 ; Routes 9/12 - 707, 709, 711 ;
Route 20 - 351 ; Route 36 - 247/67, 444/45, 822/48/53/56-60/64. 151 (W on loan to H) was noted on the 4.15 pm Victoria Avenue - Claro Road (1A) journey, whilst 418 (YK) ran the 2.5 pm Harrogate - Scarborough (74).

822, off the road since early January, re-entered traffic towards the end of March and has appeared on 36 (Kipon-Harrogate-Leeds).

Ilkley : K741 was on loan to Ilkley on 8/2/54 and worked K12 (Ilkley - Haworth), whilst on 11/3/54, 247 (H) was also on loan.

HEATING DETAILS (Contd)

Ilkley : 207 (H), presumably the weekend loan, was running as a duplicate on 34 (Ilkley-Leeds) on Saturday 20/3/54. 140 (H) was similarly observed on Saturday 3/4/54.

Keighley : One observation made during 404's recent loan to Keighley (Thwaites). was on 17/2/54, when it was noted on K6 (Pell Lane -

Leeds : Recent pantomime specials have included :-
12/3/54 - 417, 666, Y759 (all YK) ; 2/4/54 - 666, 667 (both YK), 221 (YDN).

208 (H) operated the 12.40 pm Saturdays only Leeds - Barwick (47) journey on 30/1/54. 164 (H) was used on 13/2/54 ; 444 (H) on 27/2/54 ; 189 (H) on 13/3/54 ; and 160 (H) on 20/3/54.

The customary run for Leeds depot double deckers returning from overhaul, is the Saturdays only service to Scotton Sanatorium. On 27/2/54, 833/34 (both ex-Works) were used.

Yeadon : On Saturday 27/2/54, 268 and 850 (both L) were at Yeadon for Private Hire work. The allocation on 11/3/54 was :-
From Bradford : 350, 387, 836,
From Leeds : 217, 221, 268, 736, 970, 977.

413 (L) - the vehicle with the experimental heating system - was allocated to Yeadon from 27/2/54 to 9/3/54. During its stay its duties were, in the main, connected with Private Hire work, and operating workmens' specials.

York : On Sunday 28/2/54, 353 (H) worked the 10.30 pm departure on 74. This journey is frequently operated by vehicles of the 707-11 batch.

As stated previously, 650 regularly works the Leeds - Bridlington service. During the week commencing 21/2/54, however, 261, 270, and 425 were used.

Further information has now been received concerning the appearance of a double decker on the Nether Poppleton (Y13) service - see Issue 37. It seems that double deckers are used on an early morning week-day turn, but this was the first occasion on which one had been seen on a Sunday.

A West Yorkshire double decker has several times been used on Y12 (Strensall - Bishopthorpe) during March.

105, 261, 269, Y705, were noted on 'Specials' in connection with the York and Ansty Point-to-Point races on 20/3/54.

822 (H) was on 74 (York-Harrogate) on 28/3/54, being the first appearance of a Ledelka at York for some months. The same turn has produced 830 (L) on two recent occasions.

SINGLE DECKER SUBSTITUTION

This is still continuing. Further observations are reproduced here under :-

SERVICE 30 (BRADFORD - LEEDS).

136 (B) - 15/1/54 ; 123 (B) - 12/2/54 ; 123 (B) - 19/2/54 ;
983 (B) - 12/3/54 ; 110 (B) - 19/3/54 ; 983 (B) - 2/4/54 ;

SERVICE 36 (HARROGATE - LEEDS).

207 (H) - 4/2/54 ; 248 (H) - 15/2/54 ; 215 (H) - 16/2/54 ;
211 (H) - 24/2/54 ; 216 (L), 209, 444/45 (all H) - 15/3/54 ;
207 (H) - 16/3/54 ; 267 (L), 247, 444/45 (all H) - 30/3/54 ;

SERVICES 51/53 (BRADFORD - HARROGATE).

104 (B) - 15/3/54 ; 222, 435/39 (all B) - 30/3/54 ;

6. SERVICE CHANGES.

A new timetable was issued on 10/1/54. It contains, for the first time, a number of major changes details of which previously had only been issued in leaflet form. The only new change seems to be that the Bradford - Brillington express service is to operate at Easter this year. It has normally run Saturdays only from hitsuntide

LEEDS - GUISELEY.

It was recently announced in the local press that Leeds City Transport wished to cease operating the Leeds Bus Station - Guiseley (71) service. It also mentioned that negotiations were in progress between LCT and WY. WY, at the moment, does not parallel the route completely; Leeds - Yeadon (32) goes as far as Rawdon Co-op, and route 50 from Henshaw Lane to White Cross. The Leeds - Ilkley via Guiseley service of Lodgards' does in fact parallel the route completely from King Street, Leeds.

LEEDS - FARLEY.

The WY application for a new service between these two points was heard by the Traffic Commissioners on 7/4/54. The chairman, Major Eastwood, announced that he would reserve his decision.

YORK - HESLINGTON.

According to the York local press, York Corporation are applying for this route formerly operated by Everingham Bros: who were taken over by East Yorkshire in October 1953. As we go to press, we believe that permission has been granted.

7. SOLD STOCK.

YG 623 (Dayland TD2, ex-WY 453, chassis 1461, new 7/32, sold 1949 (?)) was put up at St. Dunstan's, Bradford, in June 1953. It was painted grey, and had been in use as living quarters.

8. OTHER INFORMATION.

SUMMER SERVICES 1953

Now the summer season is approaching, it is opportune to make a brief survey of the summer services of 1953.

Perhaps the most outstanding feature was the number of hired vehicles employed. Probably the W.Y.I.S. was more efficient in recording examples of vehicle hirings than in previous years, but there is no doubt that far more were observed than ever before. So many operators were involved that it would not be convenient to list them. Almost the only major firm not involved, was Wallace Arnold Tours, who themselves have heavy coastal commitments.

One interesting operating change was in the type of vehicles used on the Leeds - Scarborough express service. In previous years, a large number of Leeds and York depot double deckers have been used; last year, it was chiefly operated with coaches (hired and WY).

Few changes in the services themselves took place. The Skipton - Scarborough service was introduced successfully. The through service from Llandudno was augmented by a 6.30 am departure from Leeds returning from Llandudno at 2.15 pm. In previous years, we have noted North Western and Yorkshire Traction vehicles (on hire to WY) between Leeds & Scarborough to help balance otherwise dead mileage. Last year, something slightly different was seen when Ribbles vehicles, after garaging overnight at Leeds, were used on the 6.30 am express service to Scarborough, returning to Lancashire on the X192 service. Through services to the West Country in conjunction with Associated Motorways continued. 661 (YX) was seen in Bristol on 25/7/53.