

WEST YORKSHIRE INFORMATION SERVICE

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Hon. Chairman: [REDACTED]

Hon. Vice Chairman: [REDACTED]

Hon. Editor: [REDACTED]

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FLEET LIST - Part I REPRINT :

This is now ready and copies are available price 1/- each post free from [REDACTED]. They will be distributed to members who order them with the next issue of the Bulletin. The reprinted list is identical with the original except that it is printed in black instead of blue, with a consequent improvement in clarity, and includes an additional side giving information which has become available since the original was issued. Separate copies of this page are available free of charge on request from people who have purchased the original edition; these will be forwarded with the next issue of the Bulletin, but if any copies are required separately the applications must be accompanied by 1st stamped addressed 9" x 4" envelopes.

For the first time we now have an adequate supply of lists to meet all orders and members are asked to take every opportunity of publicising the list and encouraging sales. Every copy sold improves the financial position of the WYIS and enables us to give a better service!

AUTUMN TOUR :

It is proposed to hold a tour on a Sunday afternoon in October to the Skipton and Ilkley districts. Full details should appear in the next issue.

* PRESS DAY FOR THE AUGUST ISSUE - SATURDAY AUGUST 6th *

QUESTIONNAIRES :

Although the questionnaires have not yet been statistically analysed, the general impression gained is that there is criticism of the amount of space given to "Operating Details", and complaints have been made regarding the inclusion of lists of firms hiring to West Yorkshire. The problem is a difficult one. If a true picture of operations is to be given, obviously, hired vehicles must be mentioned. Merely quoting registration numbers is of little help in determining the type of vehicle used, so lists have been given of those vehicles hired regularly. In future it is probable that there will be more general surveys, although items of the type previously published will no doubt be of great interest in a few years time.

1. STOCK CHANGES.

(b) Relicensed
SG 13,14,23,24,27,34,41,76,92 - 1/7/55
YSG 123-25/27 - 1/7/55

(c) Delicensed
SG 47, SG 105 - 30/6/55

SG 105 has gone to E.C.W. for major body repairs.

(d) On hire to West Yorkshire

Lincolnshire 1165/68/69/70/74 returned to owner
30/6/55.

3. DEPOT CHANGES.

(a) Allocations & Transfers

1021	(rebuilt)	to	HARROGATE	14/4/55
SG 47	from LEEDS		(delicensed)	30/6/55
SG 105	" HARROGATE		(delicensed)	30/6/55
SG 13,14,23,41,76	(delicensed)	"	LEEDS	1/7/55
SG 24,27	(delicensed)	"	BRADFORD	1/7/55
SG 34	(delicensed)	"	HARROGATE	1/7/55
SG 92	(delicensed)	"	KEIGHLEY	1/7/55
YSG 123-25/27	(delicensed)	"	YORK	1/7/55
1165/68/69/70/74	" HARROGATE		(Lincolnshire)	30/6/55

Some of the above have been relicensed at depots other than where they were previously;
SG 13 (ex-K), SG 14,41 (ex-B) at LEEDS.
DB 44 has replaced DB 19 at YEADON.

3. DEPOT CHANGES (Contd)

(b) Temporary Loans

Eastern Counties	AS 959	GWF 533	Leyland PS1	LEEDS	
Tilling	-	NECB 734	AEC Regal	SCARBOROUGH	2/7/55
Tilling	-	LYM 730	AEC Regal IV	SCARBOROUGH	2/7/55
Wilts and Dorset	279	EMW 284	Bristol L6B	LEEDS	2/7/55
Wilts and Dorset	284	FAM 1	Bristol L6B	LEEDS	2/7/55

On Friday night 3rd June, which was during the Railway Strike, a number of Wilts and Dorset coaches worked from Salisbury to Hull with troops. 16 were garaged at Leeds, and some worked for West Yorkshire on Saturday 4th June. Those noted in Leeds depot were :-

274	EMW 183	Bristol L6B	496	GHO 295	AEC Regal III
275	EMW 184	Bristol L6B	498	GHO 297	AEC Regal III
277	EMW 282	Bristol L6B	528	JAM 418	Pristol LS6G
278	EMW 283	Bristol L6B	530	JHR 389	Bristol LS6G
			541	JMR 637	Bristol LS6G

Of these, 496 & 498 were used by West Yorkshire.

(c) Movements of Delicensed Vehicles

SG 3,5,22 left GROVE PARK by 24th June. SG 33,73 are stored outside GROVE PARK at the rear. Others have been moved prior to relicensing.

4. VEHICLE NOTES.

(a) Overhauls

- June 1955 : SG 139, SGL 5, SGW 12, SBW 30, YSG 121, YSG 122, SP 1, EG 2, DB 38, DB 40, DB 43, DB 47.
- July 1955 : SBW 33, KDG 53.

(b) Repaints

June 1955 :

1016

In addition to the modifications mentioned in the June issue, CUG 16-20 also have the normal luggage racks in place of the tubular type (through which articles frequently fell). Also, arm rests are provided on the gangway side of the seats. The fog lights are now under the headlights instead of being in the middle.

Outside handles for the front destination indicators have been fitted to:- KDG 19, KDG 21, KDB 14, DB 38, DB 40, & DB 43. Delete KDB 28 in Issue 52. Staggered seats similar in design to those fitted to KDB 28 have been fitted to KDG 19 and DBW 14.

1006 had its oil tanks removed, but had them replaced again for a short time after 1021 had had a slight mishap.

1008 has been adapted to take a snow plough when required.

DB 40 and DG 47 have had rubber squares fitted on the rear platform.

CP 3 & CP 4, reported last month as repaints, had in fact only a touch up and varnish.

5. OPERATING DETAILS.

Previously, lists of operators' vehicles regularly hired to West Yorkshire have been given. A number of changes have taken place for the 1955 season :-

A. Wray & Sons. (See June 1953 issue)

HTN 665, ACS 962, LUA 467, EYG 934 & MNW 427 have been sold. Additional vehicles are :-

NUA 258	Bedford OB	Duple	(ex-Wallace Arnold)
DCS 981	Bedford OB	Duple	

Parkers of Doncaster (See July 1954 issue)

Nos. 9 CTA 102 & 22 LTU 2 have been sold. EF 8692 and DBA 484 are now numbered 26 and 28 respectively (n.b. there are two no.26).

Toddy's of Bridlington (See July 1954 issue)

CTA 109 has been sold. RN 8759, which ran in 1954 with its Ribble bus body, now has a Duple C33F body.

OPERATING DETAILS
Eddie Brown

5. OPERATING DETAILS (Contd)

Eddie Brown Tours, Helperby, York. (See September 1954 issue)

Additional vehicle :-

BDK 991 Leyland TS7 Bellhouse-Hartwell (ex-Yelloway)

C.W. Boddy, Camblesforth, Selby. (See September 1954 issue)

DCX 838 has been sold (This was ex-Hansons 227).

W. Tetley, Leeds, S. (See September 1954 issue)

HD 5326 and KFM 437 have been sold. Additional vehicle :-

SL 4432 Bedford SB Plaxton (fitted with Tilling upholstery)

Waddington, Leeds, S. (See September 1954 issue)

HUU 430 has been sold. Additional vehicles :-

ED 9691 Leyland TS7 Plaxton (ex-Wallace Arnold)

JNW 374 Leyland TSS Burlingham (ex-Wallace Arnold)

Majestic Coaches, Selby. (See September 1954 issue)

Additional vehicle (new) :-

FWR 247 Bedford SEG Plaxton

Bradford : Since the transfer of DBW 31 to Scarborough, the 9.30 am Bradford-Scarborough express journey has been worked by EUG's.

The 8.35 am Whitby (91) service is the only coastal service not regularly worked by EUG's ; EB 1 & EB 2 (both B) appear on it. It is still worked alternate days by West Yorkshire and United, EEE's being used by UAS.

Harrogate : Observations of coastal traffic at Harrogate Bus Station on Saturday, 25th June, were as follows :-

9.15 am	Bridlington express:	Longsters ECK 79, Stephansons GWY 947 from Skipton and Otley. SGL 4 (H) from Harrogate.
9.18 am	Middlesbrough :	SGL 15 (L), SEW 21 (H).
9.30 am	Harrogate-Blackpool:	EUG 4 (H), Longsters HDK 15, HD 8997 Austin-Mann Egerton of Thos. Thirkhill.
9.40 am	Yorkshire Services :	CUG 14 (H) to London, YWD 634 to Birmingham.

The new stores lorry, 1021, was sent to Bristol for some spares on 7th June. 1006, which was displaced by 1021, has been deputising for 1016 (Austin A40 van) while the latter was being repainted.

SP 2 (H) is deputising for SP 1 (H) on Service 7 (Bus Station-Cornwall Road).

The new services 2 & 3 (Bachelor Gardens to Pannal or Burn Bridge) are being worked by SEW & SGL types.

Combined Rail and Road excursions are being run from East Anglia to Harrogate, from thence to Bolton Abbey or Harewood House, returning from Leeds City Station. On 28th June, West Yorkshire vehicles noted on this duty were :- SG 111/12/36/37/46/47, SEW 26/29/31/33, EUG 1. On 30th June, the vehicles were:- SG 102/03/04/07/11/36/37/46/47, SEW 27/28/29/31/33, EUG 19/20.

DBW 34 & DX 5 (both H) were two of the vehicles used on the West Yorkshire Social Club (Harrogate depot) Children's outing to Scarborough on Sunday 26th June.

Leeds : Lincolnshire 1168 duplicated the 6.0 pm Leeds-Wetherby (39) car on 29th June. Later, this and the four other Lincolnshire Bedford's were seen in Leeds Depot. An hours observation from 7.30 to 8.30 am at Wellington Street Bus Station on Friday 1st July, produced the following :-

7.45 am	Bridlington (44) :	EY 603
7.55 am	Yorkshire Services:	EY 617 to Birmingham
		EY 624 to London
8.05 am	Hull (46) :	EUG 30 (L)
8.05 am	Scarborough (43) :	EUG 8 (YK) ex-6.20 am York-Leeds
8.15 am	Blackpool (J9) ::	EUG 26 (L)
8.15 am	Keswick (X87) :	EUG 31 (L)
8.25 am	Liverpool (LS) :	YWD 634
8.30 am	Fleetwood (J1) :	EUG 37 (L) with EB 4 (L) duplicating to Blackpool.
8.35 am	Middlesbrough(LS) :	EG 11 (H) with EB 6 (L) duplicating.

5. OPERATING DETAILS (Contd)

Leeds: EUG 36 (L) arrived on the night service from Kendal (XET), DB 49 (YK) on the (Contd) 6.50 am York-Leeds (Wellington St). EUG 6 (YK loan to L) had worked the 7.05 am Scarborough (43), and SBW 25 (YK), which had left York at 7.20 am, was scheduled for the 8.45 am Bridlington (44). It is of interest to note the almost exclusive use of EUG's for the service car on the express and coastal services, the exceptions being EG 11 and SBW 25.

On Saturday 2nd July, vehicles operating the 3.25 pm Leeds-Llandudno service were :- Crosville KW 172, KW 238, UG 298, and North Western 393.

Tilling MXB 734 & LYM 730 were amongst the vehicles used on the 3.30 pm Leeds-Scarborough express on 2nd July. It is believed that they had worked to Scarborough on the night service from London, and were doing a 'filling in job' before returning on Saturday night. MXB 744 & OJJ 749 appeared the following week, 9th July. It is believed that this was the first occasion that a Tilling LS6B has been hired to West Yorkshire.

Scarborough : DBW 31 (YK/SC) has been working the 7.10 am and 2.30 pm Scarborough-Leeds, and 11.5 am & 6.5 pm Leeds-Scarborough, on Mondays to Saturdays. On Sunday, its duty has been the 9.30 am & 4.30 pm ex-Scarborough, and 1.5 pm & 8.5 pm ex-Leeds. During the first week of July, DBW 31 has worked the latter duty on weekdays also.

Yeadon : From Monday, 13th June, the 8.15 am Mon-Sat journey from Cookridge to Bradford (54) has been operated by a Bradford double decker in place of a Yeadon single decker. Although traffic before Calverley is light, this journey has always been heavily loaded from Calverley onwards on account of the convenient arrival at Chester Street at 8.53 am, and latterly the 35-seater usually provided has been quite inadequate. The double decker used is the one rostered to duplicate the 6.10 pm Bradford-Otley (50) to Yeadon, and is now exchanged for a Yeadon single decker before the crew work back to Bradford at 10.45 pm (the last journey into Bradford on service 50). The normal Yeadon crew then work the morning Cookridge and the vehicles are later exchanged again in Bradford. The use of double deckers on this route has been made possible as a result of the success of the prolonged negotiations carried on by the Farsley Omnibus Co., a subsidiary of Wallace Arnold Tours, to enable them to run their double decker along Horsforth Town Street from which it was previously prohibited. The first double decker on 54 was DG 32 (B) and the DG 28-37 (Roe) batch have been the usual vehicles since, although DBW 23 (B) and DEW 1 (B) have also appeared. Yeadon single deckers continue to work the return 5.55 pm (Mon-Fri) and 1.10 pm (S.O.) journeys.

York : On Saturday 11th June, EUG 21 (L) was noted on hire to North Western, and travelling towards the coast. Earlier in the day it had worked the 9.55 am Leeds-York and 11.0 am York-Leeds. On the same day DGW 3-6/10 (L) passed through York on Private Hire.

EUG 1 (H) failed in York whilst working the 9.5 am Harrogate-Scarborough (74) on 12th June. It was noted on the 6.30 pm Bridlington-Leeds (45), a Leeds duty, on 26th June.

YDB 87 (YK) was on service 44 (Bridlington-Leeds) on 19th June, the only YWY decker to be seen on this service so far this summer.

The City of York Tour commenced on the 12th June. The tour is made twice daily (except Sats) at 10.30 am & 2.30 pm from York Station, and lasts about two hours. CP 1 (YK) is hired to York-West Yorkshire for this purpose.

Yorkshire Services : In addition to the through services from Leeds and Bradford to Hastings (mentioned previously), a through service is also operated to Eastbourne on Fridays and Saturdays. A night service is operated from Bradford to Brighton on Friday nights, returning on Saturday night.

On Saturday 2nd July, the three coaches comprising the 7.35 am departure from Bradford were:- YTC 1026 to Brighton, Southdown 1657 (Royal Tiger - Duple) to Eastbourne, and EYMS 617 to Birmingham. The appearance of an East Yorkshire vehicle at Bradford is, in itself, unusual. From Leeds at 7.55 am Maidstone & District CO 345 (AEC Reliance - Harrington) was going to Hastings, EYMS 619 to London, and EYMS 618 to Birmingham.

The Cheltenham service now departs earlier at 7.5 am from Bradford, and 7.35 am from Leeds. On Saturday 9th July, from Bradford YTC 876 went to Torquay, and YWD 409 to Bournemouth; from Leeds YTC 902 went to Torquay, and YWD 403 to Bournemouth. EUG 32 (L) was seen going to Bournemouth on 2nd July, and EUG 38 (B) was scheduled to duplicate the night service to London on Friday 8th July - the first known appearance of an EUG on Yorkshire Services.

6. SERVICE CHANGES

SERVICE Y2

Gale Lane - Bur Dyke Avenue

Buses started running along Gale Lane again on 23rd May, on completion of resurfacing.

6. SERVICE CHANGES (Contd)

SERVICE 74

HARROGATE - YORK - SCARBOROUGH

The summer service this year is reduced as compared with 1954. The through Harrogate - Scarborough service is not superimposed upon the Harrogate - York service, and it now serves Goldsborough, Whixley and Nether Poppleton. This avoids the running of two vehicles between Harrogate and York.

ILKLEY - MOOR TOP

(See issue 51)

This service was reinstated in July 1955, and operates Sundays only from 3rd July to 18th September. There are six journeys in each direction - 1.40, 2.40, 3.10, 3.40, 4.10 & 4.40 pm from Ilkley; 1.55, 2.55, 3.25, 3.55, 4.25 & 4.55 pm from Moor Top. SG 62 (E) was the vehicle used on 3rd July.

CROSS GATES - HARROGATE

(See issue 44)

As from Sunday, 19th June, 1955, this service no longer starts from Cross Gates, but commences at Vicar Lane Bus Station, Leeds, at 9.45 am, 11.45 am & 1.45 pm. The picking up point at Cross Gates is now the Regal Cinema, not Manston Lodge as before, and the route has been revised accordingly.

7. SOLD STOCK.

WV 6685 (ex-WY 370, Leyland PISC Lion, ch: 47077, new 6/28, ex-Corcoran 10/33, sold 10/34). See January 1953 issue. Was noted as a showman's vehicle in the Potteries - Easter 1955. (Reported in Omnibus Society Midlands Branch News-sheet, May 1955).

YG 9003 (ex-WY 908, Bristol J05G, wdn: 31/3/50, sold Norths 3/52). Was noted at Owendon, Halifax, 21st May 1955, in use as a trailer, painted green and fitted with window shutters; possibly a store or workshop. There was no engine or radiator, but was covered in at the front.

Two ex-West Yorkshire T.S.M. B9's are in use as hen-houses at Willerby, East Yorkshire. One, which has carried the number '6' on the rear waistline at some time subsequent to sale by West Yorkshire, is WU 8373, ex-K54, which was one of the last 10 B9's owned by West Yorkshire, these being the only ones ever transferred to KMY or WY - K39, Y45/46, K47, Y48-51, K53/54. They are thought to have been on loan to the Forces during the war, and were sold from York to a Mr. Smith in 1945. The second vehicle at Willerby cannot, as yet, be identified. It carried the number '1' on the rear waistline and appeared to have been towed at some time by vehicle RV 3806 as this number also appeared. Both were bought by their present owner from a showman at Beverley and it seems likely that both belonged to the batch of ten mentioned above.

Trimdon Motor Services :

Following the paragraph in the December 1954 issue, it is now realised that the list given in the July 1952 issue contained a typists error. The correct list now reads :-

4	YG 4708	WY 832	Towing lorry 1953. Mobile shop, West Hartlepool
6	YG 4711	WY 835	Withdrawn 1951.
14	YG 5728	WY 861	
18	YG 8971	WY 874	Hen-hut near Trimdon.
22	YG 8967	WY 870	
30	YG 3060	WY 821	
34	YG 3058	WY 819	
44	YG 4712	WY 836	

WY 820 never ran for Trimdon Motor Services.

It has also been noted that a similar error occurred in the list of B10A's, one being omitted and the registrations being transposed. The list should read :-

4	WX 2154	WY 298	
18	WX 2136	WY 280	Later to Westwell
19	WX 2138	WY 282	
20	WX 2139	WY 283	
-	WX 2145	WY 289	To caravan at Scholes, near Leeds, by 3/49.

Western S.M.T.

Since the paragraph concerning the sales of Leyland TD1's was published, we have received further information from the Scottish Area Recorder of the Omnibus Society.

It would seem that none of the 17 TD1's listed actually received numbers whilst in S.M.T. service. Most were disposed of during the 1939-45 War. Known disposals were :-

WV 8363, WX 2108	to Stokes, Carstairs
WV 8364, WX 2105	to McLennan, Spittalfield.
WX 2109	to Cunningham, Paisley

7. SOLD STOCK (Contd)

Western S.M.T. (Contd)

More details are known of the five TDL's sold to the Caledonian Omnibus Co. in 1939, and transferred to Western S.M.T. on nationalisation :-

WY no.	Regn. no.	COC no.	WSMT no.		
K443	WW 7861	244	DD 866	Croft UL27/24R	1/45
K444	WW 7862	245	DD 867	Croft UL27/24R	4/45
K445	WW 7863	246	DD 835	Leyland L27/24R	Reconstructed 1946
K414	WW 8358	247	DD 885	Croft L27/26R	1946
K416	WW 8360	248	DD 887	Leyland L27/24R	Rebuilt 1946

DD 866/67 retained their petrol engines until withdrawn (about 1953). The other three were fitted with Leyland 8.6 litre diesel engines, and are thought to have been withdrawn in 1954.

DD 885/87 are officially recorded as having been "reconstructed" and "rebuilt" by E.C.W. in 1946, but from photographic evidence the rebuilding must have been very considerable.

The Croft body of DD 886 was transferred to ex-LME Guy 1050, GLF 697, in 1954.

8. OTHER INFORMATION.

Leeds City Transport - West Yorkshire Agreement.

An agreement, full details of which are given below, has recently been concluded between Leeds Corporation Transport Department and West Yorkshire on the subject of bus services in the York Road, Barwick Road and Seacroft areas. It provides for :-

- (a) That the minimum fare to be charged by the Company between the centre of Leeds and Foundry Lane shall be the authorised fare between the centre of Leeds and the first fare stage beyond Foundry Lane, and that fares charged over intermediate stages shall be on the same principle.
- (b) That any contemplated changes in fares should be discussed between the Company and the Corporation before any application is made to the Licensing Authority.
- (c) That the fares charged by the Corporation and the Company from or to common or comparative stage points beyond Foundry Lane within the area now indicated, be the same.
- (d) That any alteration or development of services within the area now indicated should be the subject of consultation between the Corporation and the Company, such consultation to be without prejudice to the rights of either party to submit applications to the Licensing Authority in cases where no agreement is reached.
- (e) That the Agreement should be without prejudice to the Company's contention that all bus services should have parity of fares, that it applies only to the services concerned, and that it shall not be regarded as a precedent to be applied to other parts of the City.

War time loans. (see February 1955 issue)

It has now been determined that Western National 350 was in fact a prototype vehicle carrying the first ECW body of post war design. It had not a Duple utility body as previously stated. It toured companies of the Tilling Group in the same way as the prototype Lodekkas did. When it returned to National someone had painted it red !!! It is now receiving a new body.

Used Oil Recovery.

On page 6 of the June 1955 issue, the second sentence of this paragraph should have read ".....it was NOT made clear"

Castle Mills Bridge, York.

Castle Mills Bridge, York, is to become one way only for a year from 23rd July during reconstruction. This will mean the re-routing of outward journeys on Y4/4A, Y9, 44, 45 and 46, via Coppergate and Piccadilly.

SPECIAL NOTE :

The version of the rebuilt York-West Yorkshire K5G's as contained in the June-July issue of the PSV Circle News-sheet is incorrect, and was not supplied by the WYIS.

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