

EDITOR:

HON. CHAIRMAN:

HON. VICE-CHAIRMAN:

HON. TREASURER, MEMBERSHIP SECRETARY, & PUBLICATIONS OFFICER:

FLEET LIST - PART I : We hope to distribute with the December Issue the long promised Part I of the West Yorkshire Fleet List. It consists of the stock in the summer of 1950 and also includes all subsequent additions and withdrawals. All Bristols ever owned by West Yorkshire are shown, and space is provided for future stock changes. The list, which comprises 19 sides of foolscap, will cost 1/- post free, and orders, with remittance, may now be sent to [redacted]. Additional copies will of course be available, and members are asked to make the list known to any of their friends who might be interested. For members' convenience provision has been made for ordering the fleet list on the subscription renewal form which accompanies this issue (see below).

PHOTOGRAPHIC LIST : A list of West Yorkshire photographs available from [redacted] in 1952 but for various reasons was not published, and although it is not now possible to make a general distribution of it, copies can be provided against firm orders. The list, of 4 sides, uses the old numbers and will cost 3d. Provision is made for ordering it on the subscription/fleet list form in this issue. We cannot guarantee to meet any orders received after December 18th; the lists will be distributed to those who have ordered them with the December or January Bulletin. Cost of postcard size photos on double weight paper - 6d each, of which a proportion goes to W.Y.I.S. funds, through the kindness of [redacted]. Orders for photos should be sent direct to him, cash with order, post extra on orders under 5/-, and must be marked "W.Y.I.S. LIST".

SUBSCRIPTIONS - 1955 : It was unanimously agreed at the Harrogate Meeting that the 1955 subscription will remain unchanged at 5/6d and a renewal form appears with this issue. It will greatly assist if as many members as possible renew their subscriptions EARLY, and it will much reduce the amount of work if the fleet list is ordered at the same time.

1. STOCK CHANGES.

(a) NEW VEHICLES

Fleet No.	Regn. No.	Make	Type	Number	Builder	Chassis		Body		U.W.
						No.	Type	No.	Type	
DX 11	MWY 120	B1	LD6B	100142	ECW	6669	LD 33/25	RD		7-15-2

(b) RELICENSED

1001	-	1/11/54
EB 4, EB 5,	-	1/11/54
EG 4, EG 5,	-	1/11/54

(c) DELICENSED

CB 1-6	-	31/10/54
CBW 3-12	-	31/10/54
CUG 1-4/7-9/15	-	31/10/54
EUG 4/5/12-14/16-18	-	31/10/54

(d) ACQUIRED VEHICLES

The registration letters of ex-Brighton, Hove & District 6208/34/61 should read GN 6208, GP 6234, & GW 6261.

3. DEPOT CHANGES. (a) ALLOCATIONS & TRANSFERS

	from	YORK	to	LEEDS	18/10/54
105	"	BRADFORD	"	LEEDS	18/10/54
106	"	YORK	"	LEEDS	18/10/54
976	"	HARROGATE	"	LEEDS	18/10/54
996	"	LEEDS	(delicensed)		31/10/54
CB 1, CB 2	"	HARROGATE	(delicensed)		31/10/54
CB 3, CB 4	"	KEIGHLEY	(delicensed)		31/10/54
CB 5, CB 6	"	BRADFORD	(delicensed)		31/10/54
CBW 3-5	"	HARROGATE	(delicensed)		31/10/54
CBW 6-10	"	LEEDS	(delicensed)		31/10/54
CBW 11, CBW 12	"	BRADFORD	(delicensed)		31/10/54
CUG 1-4	"	KEIGHLEY	(delicensed)		31/10/54
CUG 7, CUG 8	"	LEEDS	(delicensed)		31/10/54
CUG 9	"	HARROGATE	(delicensed)		31/10/54
CUG 15	"	LEEDS	(delicensed)		31/10/54
EUG 4, EUG 5	"	BRADFORD	(delicensed)		31/10/54
EUG 12-14/17/18	"	YORK	(delicensed)		31/10/54
EUG 16	"	ILKLEY	" HARROGATE		31/10/54
EG 12	"	KEIGHLEY	" ILKLEY		31/10/54
SG 40, SG 43	"	(new)	" LEEDS		1/11/54
DX 11	(delicensed)		" LEEDS		1/11/54
EB 4, EB 5	(delicensed)		" HARROGATE		1/11/54
EG 4, EG 5	(withdrawn)		" LEEDS		1/11/54
1001					

(b) TEMPORARY LOANS

18/10/54	to	30/10/54	-	DBW 9 (B)	loaned to Leeds in exchange for DBW 12 (L)
2/11/54	to	15/11/54	-	DB 40 (B)	" " " " " " " DB 58 (L)
2/11/54	to	15/11/54	-	SG 120 (B)	" " " " " " " SG 146 (L)
30/10/54	to	?	-	SG 117 (B)	" " Harrogate special, " SG 110 (L)

The following vehicle, probably on R.A.F. weekend leave/ was on hire to West Yorkshire on Friday 5/11/54 :-

Lincolnshire 1843 (ex-81) EBE 409 AEC Regal I Duple C30F 1947

(c) MOVEMENTS OF DELICENSED VEHICLES

106, 975, 988 & 990 were moved from HARROGATE to YEADON by 18/10/54.
970 & 992 had been moved from LEEDS to YEADON by 18/10/54.

4. VEHICLE NOTES.

(a) OVERHAULS

October 1954 : SG 109, SG 115, SG 146, SG 147, SGL 2, DG 34, DG 37, DG 54, DB.1, KDB 12, YDB 88, YDB 89, DBW 1

November 1954 : SGL 1, SGL 4, YDG 55, YDG 61, DB 9, DBW 34, DGW 2

(b) REPAINTS

September 1954 : SG 70, YDG 67,

October 1954 : DB 20, YDG 72, EG 8

November 1954 : EG 7, EG 10

(c) HEATER

A heater has been fitted to DG 34. All post war West Yorkshire vehicles are thus now fitted with heaters.

Rear doors have been fitted to DBW 3, DBW 16/17.
Staggered seats (as KDB 11) have been fitted to KDB 10 & KDB 29.
External handles have been fitted to the front indicators of YDB 75,

DB 1, DG 37.

SBW 22/23 had their destination blinds modified as SBW 21 (see page of Oct/54 issue), but all had reverted to normal by early November.

VEHICLE NOTES (Contd)

All the YDB 82-91 batch have now had their first overhaul. 83/85-91 have had the small window fitted between the platform and the door bay. YDB 90/91 were delivered with the window, and YDB 82/84 retain the metal panel.

Some time ago it was remarked that vehicles were receiving an "open" type of exhaust pipe on overhaul. It is noted that YDB 86/88/89 have not been so modified.

5. OPERATING DETAILS.

BRADFORD : The following were rostered to work the various Hospital services on Sunday 7/11/54 :-

12.00 noon	Linton School	-	SG 110/18/19
12.30 pm	Grassington	-	SGW 7-9, SBW 15
1.30 pm	Middleton San.	-	SG 1,2,3,5
1.55 pm	Woodlands (Rawdon)	-	SG 9, SG 146

HARROGATE : Tilling Transport MXB 742/43 were operating in Harrogate for a week in early October on Private Hire work with their own drivers.

SGL 7 (K) and SM 2 (H) were both seen on 16 on 8/10/54.

There has been a noticeable increase in the use of CB's on Limited Stop. During October, CB 3 & CB 4 (both H) often worked the 8.35 am Leeds-Middlesbrough, and CB 1 & CB 2 (both L) the 9.25 am Leeds-Liverpool. CUG 14 (H) worked the 10.25 am Leeds-London journey on 26/10/54. SG 117 (B loan H) was noted on the Leeds-Thorp Arch Hospital service on Saturday 30/10/54. It had a Harrogate depot rear intermediate blind.

The Harrogate-Ripon service (WY 36, United 126) has until recently been operated by two double deckers of United's Ripon depot. Recently these were replaced by new LS5G buses (United class 'EU'); so the service is almost entirely operated by new vehicles (WY Lodékkas & United underfloor buses). These new United buses are fitted with seats with London Transport design moquette.

ILKLEY : KDB 35 (K) was on loan to Ilkley on 12/10/54 and ran on K12 (Ilkley-Haworth). The following morning DB 61 (I) worked over to Keighley via K12 for docking. It was replaced at Ilkley by KDB 26 (K).

In the depot on the afternoon of 2/11/54 were :- SG 63,71 (I), SG 25,77 (delicensed), EB 3 (delicensed), 979 (L/YDN), and Wallace Arnold LUA 748. DB 61 & DEW 3 (both I) were on 76 (Harrogate-Skipton); SG 21 (I) was on the local service 76A (Brooke Street-Hobers Ghyll); SG 93 (SK/G) worked the 2.10 & 5.30 pm Ilkley-Grassington departures; KDB 55 (K) was running K12 for Ilkley depot in place of KDB 31.

KEIGHLEY : DB 62 (SK) worked the duplicate early morning journey from Keighley to Rodley and return on 28/10/54. This is normally a Keighley DB or KDB.

LEEDS : During October, CUG 9 (L) frequently worked the Morecambe (X88) service.

Keighley vehicles on recent weekend loan to Leeds have been noted as follows :-

SG 43	on Thorne-Leeds (42)	-	9/10/54,
SG 20	on Leeds-Thorp Arch Hospital	-	23/10/54,
SG 6	in Vicar Lane Bus Station	-	23/10/54.

Other loans have included :- SG 55 (H) first noted 25/10/54, and SGL 16 (YK) first noted 21/10/54. SGL 16 was returned after a few days, but SG 55 stayed for about a week.

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5. OPERATING DETAILS (Contd)

LEEDS : Double deckers are working the Leeds-Farsley (29) service.
(Contd) At first they ran throughout the day, but more recently their use has been confined mainly to peak periods.

The first ones to be noted were DB 58, DBW 13 & DBW 32 (all L) on 22/10/54. Since then, DBW 15,19,30 have also been seen. "FARSLEY" and "KIRKSTALL RD MOORSIDE" have been added to the front destination and intermediate blinds respectively; the rear ones remain untouched. This may be the reason why DBW 28 (L) operated without front destination and intermediate blinds for some six weeks.

The Leeds-Greengates section (Routes 30/31) is much frequented by the six surviving J's. Sometimes as many as three can be seen in Calverley at 8.30 am, e.g. 1/11/54 : 977 (L/YDN) on 54 Cookridge-Bradford, 976 & 106 duplicating the 7.50 am ex-Keighley (31), one (L/YDN) having joined in at Greengates, the other (L) at Saltaire or Pingley. The same evening 977 & 105 were seen together on peak hour duplicates to Greengates. Two of the three equipped with roller blinds (977/79, 106) are kept at Yeadon.

SKIPTON : In the depot on the morning of 2/11/54 were :-
SGL 9,13 (SK), SG 43 (I), SG 94 & KSG 95 (both delicensed), & DB 62 (SK). Other Skipton vehicles were noted as follows :-

- ESG 56 on the 10.0 am Silsden-Skipton (K11),
- XSP 3 on the 10.30 am Skipton-Horse Close Estate (73A),
- SGL 8 on the 11.20 am Skipton-Short Bank Road (73),
- DB 16 on the 11.0 am Skipton-Bradford (67).

EG 8 (L) was seen on the Leeds-Morecambe (X88) service.

WETHERBY : The allocation continues to fluctuate. SBW 28,30,34 (all L) have had periods at Wetherby, and SGL 1 & SGL 3 - the usual Wetherby vehicles - have several times been seen on Leeds duties.

YORK : Double deckers are now operating on Y17 (York-Heslington) and have been noted on the 8.20 am & 11.56 am (weekdays), and 4.26 pm & 5.56pm (Sundays) departures. "HESLINGTON" has not been added to any double decker blinds yet and boards are usually carried.

EYMS 594 & 658 (ex-Everingham Bros. 58) were on hire on 7/10/54 for the Races. SG 47 (L) & SG 91 (L) were noted on race specials on 6/10/54, and SG 47 (L) & SG 105/07/35 (all H) on 7/10/54. SG 68 (L) was on football specials on 9/10/54.

SG 135 (H) worked the 6.5 pm Harrogate-York and 7.20 pm York-Malton turns - a York duty - on 26/10/54. DGW 3 (L) was on the 8.30 pm York-Harrogate (74) on 29/10/54 ; this is normally a Harrogate depot turn. SGW 5 (YK) was on Y2 (Gale Lane-Bur Dyke Avenue) on 28/10/54.

In the past, when YWY double deckers have been used on routes outside the City (Leeds, Thirsk &c), vehicles of the YDB 64-73 series have been used almost exclusively. However, during the past few weeks, the YDB 74-81 series have been appearing more frequently, whilst the later YDB 82-91 batch have also made occasional appearances on York-Leeds (43).

6. SERVICE CHANGES.

SERVICE 43. LEEDS - TADCASTER - YORK

Major changes from the winter of 1953/54 include a 20 minute frequency from Leeds during the early morning and tea time peak periods on weekdays, a later bus from York (10.30 pm) daily, and revised timings on Saturdays.

SERVICE 43. LEEDS - YORK - SCARBOROUGH

The winter timetable came into effect on 26/9/54. The most important change from last year is the introduction of an hourly frequency on Saturdays. Other changes include an additional journey at 8.30 am from Scarborough on weekdays, and later journeys from Leeds (7.5 & 8.5pm) and earlier morning departure from Scarborough (9.30 am) on Sundays.

SERVICE CHANGES (Contd)

<u>SERVICE 44</u>	<u>LEEDS - YORK - POCKLINGTON - BRIDLINGTON</u>
<u>SERVICE 45</u>	<u>LEEDS - YORK - STAMFORD BRIDGE - BRIDLINGTON</u>

This years winter timetable provides six through journeys from Leeds as compared with two in 1953/54 ; four operate via Pocklington and two via Stamford Bridge. In addition there is a journey at 7.57 am (Su.X) from York to Bridlington (44). On weekdays the 6.30 pm ex-Bridlington runs to York only, but on Sundays it goes through to Leeds. The 1.0 & 7.0 pm York-Bridlington and 11.0 am & 5.0 pm Bridlington-York departures have been discontinued.

5. OPERATING DETAILS (Contd)

LEEDS - EAST COAST SERVICES

The summer timetable, which came into effect on 30/5/54, introduced, for the first time, an hourly frequency on the Bridlington and Scarborough services. This brought about a number of interesting workings and a survey of these, and the Leeds-Hull service, is given below.

LEEDS - HULL (46)

Although no change occurred in the frequency of this service, the 8.5 am departure from Leeds, previously worked by Leeds depot, became a York working. More often than not a 39-seater was used, but the occasional EUG or 35-seater appeared. The majority of York single deckers had not got "HULL" on their blinds - some, like EG 145, SGL 16 & SGW 1, have had it added recently - so it became regular practice to see a car displaying "HULL ROAD" on its indicator, but carrying a white piece of paper stuck on the glass so as to obliterate the word "ROAD" !! On Saturdays, two vehicles were used on the 8.5 am departure, a Leeds car running in addition to the York one. On Sundays, Leeds took over the duty from York who worked the 10.5 am & 6.5 pm departures which, during the week, were East Yorkshire workings. Other EYMS duties were the daily journeys at 12.5 & 8.5 pm. Leeds depot were responsible for the 6.0 am (Su.X), 2.5 & 4.5 pm departures.

LEEDS - BRIDLINGTON (44/45)

This summer a 'sleep-out' was introduced, the 7.0 pm ex-Bridlington garaging overnight at Leeds and returning from there at 7.45 am the following morning. In past years, this latter turn has always been worked by York depot who used double deckers daily during the summer season. This year, however, EYMS became responsible for the duty, and they have been using Leyland Olympic/MCV single deckers. East Yorkshire also worked the daily departures at 11.45 am, 12.45, 3.45, 6.15 & 7.15 pm. The 9.45 am ex-Leeds was operated by one of East Yorkshire's Pocklington depot vehicles. This left Pocklington for York either at 6.20 or 7.0 am, duplicated the 8.0 am York-Leeds (43), operated to Bridlington and back, and returned to York on the 9.15 pm ex-Leeds (43). It is thought that it then returned to Pocklington at 10.40 pm. On Sundays, however, York depot took over the 9.45 am departure, the EYMS Pocklington car working the 10.45 am & 5.15 pm journeys from Leeds which, on weekdays, were worked by York depot.

York depot also worked the daily departures at 8.45 am, 9.5 am & 1.45 the last mentioned journey being worked by the same vehicle that did the 7.57 am York-Bridlington. As mentioned in a previous issue, the only Leeds depot working was the 2.45 pm departure on Sundays ; the rest of the week this was operated by York depot, the car being the same one rostered to work the 8.5 am Leeds - Hull (46). West Yorkshire have, in the main, used 39-seaters, but the EUG's have regularly appeared, and the occasional 35-seater has also been seen. This year, double deckers have only been noted at weekends and holiday times.

5. OPERATING DETAILS (Contd)LEEDS - SCARBOROUGH (43)

In previous years Leeds depot have worked all but two turns on this service, the exceptions being catered for by Malton. This year, however, the new hourly frequency saw York and Scarborough participating in addition to Leeds and Malton.

Most of the seven vehicles needed to maintain the service were EUG's, but 35 & 39-seaters were used. Double deckers appeared at weekends, and occasionally during the week.

Leeds became responsible for the daily departures at 9.5 am & 4.5 pm, as well as that at 7.5 am (Su.X). The 8.5 & 10.5 am, 3.5 & 5.5 pm journeys, which during the week were worked by York depot, became Leeds duties on Saturdays. Scarborough who never before had any workings on this service, were responsible for six weekday departures. These were the 11.5 am, 12.5, 1.5, 6.5, 7.5 & 8.5 pm trips.

On Sundays, the workings were evened out. In addition to the two journeys already mentioned, Leeds depot also operated the 8.5 am & 3.5 pm departures, the car working the 8.5 am turn being the same one rostered to work the 2.45 pm Bridlington. York took over the 2.5 pm from Leeds who worked it on weekdays, and, in addition, also operated the 10.5 & 11.5 am, & 5.5 pm journeys. Participation by Malton, who in previous years have had daily workings from Leeds, was this year confined to two journeys, both on Sundays - at 12.5 & 7.5 pm. The remaining departures, 1.5, 6.5 & 8.5 pm were worked by Scarborough depot.

The Sunday workings are not quite as straight forward as they appear. For instance, the Leeds car which worked the 9.5 am ex-Leeds did not return from Scarborough at 12.30 pm. Instead, it came back at 2.30 pm. Also, some of the turns operated by York and Scarborough involved complicated workings and many of these are still obscure. Of this we are certain: a number of vehicles operating this and Services 44, 45 & 46, also did trips on Leeds-York, or York-Leeds, prior to, or following, their coastal journeys.

8. OTHER INFORMATION.BRADFORD DEPOT.

The change that has transformed the West Yorkshire fleet in the last few years is quite remarkable. If we take as an example the Bradford allocation, we find that in January 1954 single deckers formed only 36% of the fleet, compared with nearly 70% in February 1948. In the intervening six years a number of routes have been converted to double deck operation, and a number of duplicates previously worked by single deckers are now worked by doubles. The routes changed over are listed below :-

Bradford-Ilkley	63/68	-	5/49	:	Bradford-Otley	50	-	5/53
Bradford-Baildon	58/59/61	-	8/52	:	Bradford-Shipley	66	-	9/53
(Circular)								

The allocation in February 1948 was :-

J05G:	930/41/46/51/52/54/59/60/64-67/69/70/73/74/76-89,							
	992-94/97-99, 103/06/07,							39
L5G :	133/36/38/50/82/83/99,							7
L5G :	222-25,							4
								<u>50</u>
G05G:	304-10/13/33/40,							10
K5G :	348/49/58-60/85/87-91/93, 707-11,							17
								<u>27</u>
								<u>Total</u> 77

Compare this with the total for 1/1/54 :-

Single deck: 25 ; Double deck: 43 ; TOTAL - 68

In January 1954 only four J's were left and by 1/10/54 this was reduced to one (106). Even the four L's (133/36/38/50), which had been at Bradford since new in 1939, are now decommissioned.

Of the 39 J's, 28 were fitted with roller blinds by ECW between 10/45 and 3/47. All so fitted were concentrated at Bradford.

✓KLM

20/11/54