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WEST YORKSHIRE INFORMATION SERVICE

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EDITOR:



CHAIRMAN:



It is greatly regretted that so many errors crept into the last issue. They have been corrected in this issue.

During the war many unusual loans and workings occurred. In 1940 ten East Kent TD5s operated from Bradford depôt. These were followed in 1941-2 by three Halifax Corporation Regents and some YWY TD1s. Later still at least one United Bristol K5C operated for a period. From Leeds depôt in addition to the YWY TD1s some IPTB ST class ran. Any information as to the dates of these loans and the services on which the vehicles ran would be welcome. The chief reason for the loan of these vehicles was the opening of the AVRO aircraft factory at Yeadon. To cope with the transport of workers from all parts of the West Riding, additional vehicles had to be hired from local coach operators, such as Wallace Arnold and Feather Bros. Leeds and Bradford Corporations also ran up to Yeadon. Scheduled services with a series of route numbers prefixed "P" were run.

Details of any of these services (or others) will be welcomed before their memory begins to fade. Eventually an article or series of articles will be published in the bulletin.

HARROGATE MEETING 19/1/52: This was most successful, being attended by 30 people in all. We are most grateful to the Company for providing us with accomodation on this occasion, and to [redacted], Chief Engineer, for his most interesting talk on "P.S.V. Maintenance, with special reference to West Yorkshire" and for dealing with the many questions which were raised during the subsequent discussion. We were very glad to have with us [redacted], Assistant Engineer, and [redacted] Chief Clerk, and owe them our thanks for their help in making the evening a success. The following notes summarise some parts of [redacted] which are likely to be of particular interest to members:

- (i) The scheme of maintenance used by the company is, in general one of fixed period attention on a mileage basis, with an element of flexibility to meet current requirements. Each vehicle is examined by a fitter once a fortnight, and receives any attention found to be necessary; then after 20,000 miles, or slightly more, it is docked by the depôt to which it is attached for maintenance purposes. Further docks take place at similar intervals until the vehicle has completed about 120,000 miles, at which point it is overhauled by Harrogate Works - the cycle then re-commences.
- (ii) The experimental use of low viscosity oils has yielded economies in fuel consumption and has rendered the use of a fan superfluous, owing to the reduction of the running temperature.
- (iii) Progress is being made with the installation of mechanised lubrication at the depôts, all grease, oil, etc. required being piped to the pits. The new pits at Harrogate (Grove Park) depôt which incorporate these improvements, are now virtually complete.
- (iv) A central oil reclamation plant is to be set up at Grove Park depôt; at present oil reclamation is done at all main depôts.
- (v) Of the 1952 order for West Yorkshire double-deckers, 10 are to be fitted with Bristol AVW engines and 10 with Gardner 6LW.

1. STOCK CHANGES

In future details of new vehicles will only be given after they have entered traffic. The dates given will be those of licensing, and not of arrival as in issues 10 and 11.

Description of Y813 etc:

The later highbridge X86Bs Y812-21/43/4 have the fleet number on the offside of the cab as in the 825 series, not on the cab front as on previous YWY vehicles.

Delicensed:

430	30/11/51	HARROGATE.
Y344, Y346	31/12/51	YORK.

Additional Information:

271	U.W. 6. 9.0
417	U.W. 6.11.3

Correction to body numbers of 856 series:

666	should read 4903	NOT 4804
667		4904 NOT 4805
668		4983 NOT 4883
669		4984 NOT 4884
670		4985 NOT 4885

3. DEPOT CHANGES

(a) Transfers:

775, 783	8/1/52	LEEDS	to YORK
822	8/1/52	HARROGATE	to LEEDS

(b) Temporary Loans:

Skipton and Ilkley depôts come under the supervision of Keighley and therefore temporary loans between these depôts are quite frequent. 906 (Sk) for example, was noted on the Keighley - Morton service in October, while 149 was operating from Ilkley 11-12/1/52.

4. VEHICLE NOTES

In future "OVERHAULS" will come under this section.

(a) Overhauls

December 1950:	112, 131, 145, 163, 209.
January 1951:	211.
April 1951:	775.
January 1952:	109, 263, 642, Y726, 746, 988, 990.

The following vehicles have had repaints:-

674 (works), 954 (depôt).

(As we go to press we learn that this latter vehicle, on 1/2/52, travelling towards Bradford on "63", came into contact with the bridge carrying Queen's Road over Canal Road. Damage, according to the local press, was extensive).

418 and 423 have now received Clayton Heaters.

The heaters being fitted to the "401" type single-deckers are type "K1", while those fitted to the double-deckers are type "L27".

Intermediate blinds were fitted to 830-2 on 8/1/52, 992 also received one at the same time.

Various York vehicles have now had either or both rear blinds removed. 650-2 (in store) have had their front intermediate blinds removed.

5. OPERATING DETAILS

Bradford: The statement in the last issue regarding the vehicles used on the Grassington service, was an excellent example of an unjustified dogmatic statement. Only one such observation was made, and on 13/1/52 - 136, 225, 271, and 973 appeared on it.

A new local service was commenced on 21/1/52:-

66A SHIPLEY - WEST ROYD CRESCENT.

Starting from Bank Street, the route is along Leeds Road for about one mile, and then turns off up West Royd Road, leading to West Royd Crescent. The journey time is 8 minutes, and the fare 2d. A half-hourly service is maintained from 6.20am to 10.20pm. On 23/1/52 the vehicle in use was 111 (Bfd).

York: Owing to floods, which reached their maximum on the 7th November, the Bishopthorpe - Huntington service (Y11) ran via Heworth Green and Dodsworth Avenue, due to the flooding of Huntington Road by the River Foss. During the previous week, Pavement, which had been closed to all traffic for excavations, (while the cable ducts were laid to the new Telephone Exchange in Hungate) was re-opened to outward traffic. Routes were diverted along Foss Islands Road, and by the time that was flooded, Pavement had been re-opened to all traffic.

When the excavations were commenced in Dalton Terrace and Holgate Road during the early part of November, a one-way traffic system was instituted. Inward traffic used Holgate Road through to Blossom Street and outward traffic used the Mount and Dalton Terrace, with the result that services Y1 & 13: 74, 87, 96, 97 & 97A were diverted from their normal route inwards, and Y1A, 2, 5, 8, 15 & 16 on outward journeys. From the beginning of December the inner part of Holgate Road was closed completely and The Mount and Dalton Terrace were used by all traffic so that Y1A, 2, 5, 8, 15 & 16 were then affected in both directions and the other group of routes returned to normal. This diversion ceased on the 21st January 1952 and all routes are now normal.

We understand that the number of vehicles sub-allocated from York is now as follows:-

MALTON: 2 double-deck, 7 single-deck (previously 9SD)
SCARBOROUGH: 2 double-deck, 2 single-deck (previously 4SD)

Leeds: 822, since its transfer to Leeds, has been operating on service 43 to York.

985 (York), appeared on Scholes (48) on 15/1/52.

Harrogate: Recently the Harrogate - York service (74) has been operated on Sundays by double-deckers from Harrogate depôt.

6. OTHER INFORMATION

The West Yorkshire Road Car Co. Ltd., is applying to the Traffic Commissioners for permission to operate a bus service between Skipton bus station and the new Horse Close housing estate.

BWT 782 (987) has commenced a series of visits to factories early in January in connection with bookings for the 1952 season. An attendant of Thomas Cook was present, and literature dealing with all forms of nationalised passenger transport was available.

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WEST YORKSHIRE INFORMATION SERVICE - STUDY TOUR AND
EXCURSION 1952

DATE: SUNDAY APRIL 27th.

VEHICLE: West Yorkshire 640 class Bristol L6G coach, rehabilitated 1952 with low radiator, rebuilt cab, new seats etc. In the event of a second vehicle being required this will probably be a 660 class Bristol L6B coach, or possibly a 646 class Bedford Duple coach. If two vehicles are used passengers will be asked to chance at Leyburn to give members an opportunity of riding in both.

ROUTE: HARROGATE BUS STATION dep. 11-7 a.m. via Ripley to Pateley Bridge (Route 23) then over Greenhow Hill to Grassington, and on to LEYBURN via Grass Woods and Conistone, Buckden, Kidstones Pass and Bishopdale (71,79); return to HARROGATE arr 8-4 p.m., via Bishopdale and Wharfedale, calling at Ilkley (79,75, and "old" 76-via Ben Rhydding.) W.T. Depôts at Pateley Bridge, Grassington and Ilkley will be visited, also the United Depôt at Leyburn if possible.

CATERING: No catered meal will be arranged; passengers will be free to make their own arrangements. stops of 50 mins in Grassington (arr.1-18 p.m.) and Leyburn (arr.3-30 p.m.) will afford opportunities for refreshment if this is required.

OTHER DETAILS: Easy timings have been arranged to allow for unscheduled stops for photography etc. It may be possible to get a special party rate for a visit to Stump Cross Caverns at the top of Greenhow Hill if sufficient people indicate a desire to see these remarkable limestone formations, which extend far below the ground. Prior knowledge of the number who are interested is essential, and provision is made for this information to be given on the Booking form. [redacted] son, the Company's Traffic Manager, hopes to be able to accompany us on the Tour, and invitations have also been extended to [redacted], General Manager, and [redacted], Chief Engineer.

CONNECTIONS: The following are the main service journeys connecting with the 11-7 a.m. departure from Harrogate Bus Station (Sunday). Any alterations made to the times of these journeys before April 27th will be notified.

BRADFORD dep. 9-55 a.m. (Route 53) Arr. Harrogate 11-6a.m
KEIGHLEY dep. 9-20 a.m. (Route 31) Connect with "53" at Shipley.

COST, BOOKINGS, etc: The cost of the tour is expected to be between 6/6d and 7/- if good loadings are obtained, and slightly more if there are any empty seats. It must be strongly emphasised that this is a very special rate, and is offered by the Company on the understanding that participation in the Tour is strictly limited to members of the W.Y.I.S., their relations and close personal friends, and members of the Omnibus Society. Even if the maximum of 2 vehicles is used the number of seats available for booking will not be in excess of 60, and we have at present 34 members in Yorkshire, so that early booking is essential, and it will be appreciated that the number of places available for non-members will be limited. A deposit of 3/- per person is payable; these should be sent at once to [REDACTED], together with the Booking Form duly completed. (Those members who have already paid their deposits should still complete the Booking Form and send it in). Seats can only be guaranteed to those members whose deposits are received by February 20th; if the demand for non-members places exceeds the supply, they will be allocated as fairly as possible with a degree of preference for early applicants. Any deposits which cannot be accepted will be returned forthwith; in the event of a cancellation the deposit will be returned provided sufficient notice has been given to enable the place to be filled.

IMPORTANT: Please take great care to fill in the Booking Form correctly. For any further information concerning the Tour, please apply to [REDACTED].