

WEST YORKSHIRE INFORMATION SERVICE

ISSUE NO: 25

FEBRUARY, 1953

HON. EDITOR:

HON. CHAIRMAN:

HON. VICE-CHAIRMAN:

HON. TREASURER, MEMBERSHIP SECRETARY, & PUBLICATIONS OFFICER:

BACK ISSUES  
OF BULLETIN:

For the benefit of new members of the W.Y.I.S., whom we are very glad to welcome, we give below a list of back issues of the bulletin which are still available. The costs given are exclusive of postage :-  
Issue No. 9 - 1d. each; Issues 14-16/19/21-23 - 2d.  
Issue No. 24 - 4d. each.

PRESS DAY:

In future 'Press Day' will be the second Saturday in each month. Depot Correspondents are requested to make a careful note of this and, where possible, ensure that bulletin items are forwarded to the Editor in good time.

IMPORTANT  
NOTICE:

All members will receive with this issue of the Bulletin a copy of a sheet giving details of the W.Y.I.S. and incorporating a membership application Form; these sheets have been produced to assist in recruiting new members and it would be appreciated if members would carry their copies with them when making vehicle observations etc., ready to be given to any prospective members with whom they may come in contact. It is only by increasing the membership of the W.Y.I.S. that an improved service can be given and all members are earnestly requested to do their utmost to help in this way. [redacted] will gladly supply further copies of the sheet on request, either for distribution by members, or direct to any prospective members whose names and addresses are known.

OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH: Wednesday, March 11th, visit to Lancashire United Transport Ltd. Venue:- Main Office, Atherton, at 2.30 p.m. Members interested please notify [redacted] before March 1

TOLLEY 'BUS SOCIETY: Sunday, March 8th, visit to Notts and Derbyshire Traction Co., Anyone interested in this event, for which a WY coach has been booked, should contact [redacted] who will gladly supply further details.

W.Y.I.S. For details and Booking Form please see page 8 of this  
STUDY TOUR: Bulletin. All members wishing to take part are requested to send the Booking Form, duly completed, together with the appropriate deposit, to [redacted], as soon as possible after receipt of this issue.

BRADFORD MEETING  
JANUARY 17TH.

Our thanks are due to [redacted] for a most interesting review of his 43 years in the Omnibus Industry. He painted a very vivid picture of the days when horse buses were regarded as the most modern invention of that time, and then proceeded to explain how each successive year brought with it new ideas - ideas which finally led to the production of the modern diesel 'bus with which we are familiar today. [redacted] recalled many amusing incidents both past and present, and the stories he told about "Queenie" (one of the old petrol electric), and a certain individual's attachment to a tree, proved to be very popular with the twenty people who were present. We are also most grateful to the Company for their kindness in providing us with accommodation on this occasion.

(KLI)

THE LEEDS TRAMWAY NEWS.

VEHICLE NOTES  
January 1953  
February 1953

The Leeds Tramway News has now been extended to include current news about Leeds Corporation buses. The title, price, and amount of tramway news in the magazine remains unaltered. Single copies are available, price 5d, post free. Annual Subscription (twelve issues) 5/- post free. Supplementary pamphlet 'C', a list of present day omnibus rolling stock, is also available on request, price 5d, post free. All enquiries should be addressed to the Hon. Secretary, "The Leeds Tramway News", [redacted]

1. STOCK CHANGES.

(a) NEW VEHICLES.

The chassis number of 851, shown in Issue 23 as 92030, should read 92070.

(b) RELICENSED.

428 1/2/53  
429 1/2/53  
CUG 2 1/2/53

(c) DELICENSED.

K442 31/1/53  
K443 31/1/53  
CUG 1 31/1/53

2. REBODYING & REBUILDING.

Converted from Bristol K6B to K5G - 728 (April, 1952)  
Converted from Bristol LWL6B to LWL5G - 430 (April, 1952)  
- 433-35 (December, 1952)

3. DEPOT CHANGES.

(a) ALLOCATIONS & TRANSFERS.

129	from	ILKLEY	to	KEIGHLEY	31/1/53.
172	"	KEIGHLEY	"	ILKLEY	31/1/53.
K442	"	KEIGHLEY	"	(delicensed)	31/1/53.
K443	"	KEIGHLEY	"	(delicensed)	31/1/53.
CUG 1	"	HARROGATE	"	(delicensed)	31/1/53.
409, 410	"	BRADFORD	"	KEIGHLEY	1/2/53.
428, 429	"	(delicensed)	"	BRADFORD	1/2/53.
CUG 2	"	(delicensed)	"	HARROGATE	1/2/53.

(b) TEMPORARY LOANS.

394 (B) was on loan to Ilkley for 809 on 3/2/53 while 178 (K) replaced 186 the following day. K718 (K) has undergone minor repairs at Keighley recently, and was replaced at Ilkley on 8/2/53 by K382.

(c) MOVEMENTS OF DELICENSED VEHICLES.

310, 144-47 were moved from LEEDS to YEADON on 22/1/53; K341 followed the day after.

The arrival of 144-47 at Yealdon is due to the shortage of parking room at Leeds Depot where certain structural alterations are being carried out. All bright parts have been greased and in order to make room inside the warehouse for all four vehicles, 953 has been moved out into the open. 310 is also outside.

PEH 2 (1937, Wolsley 14, Saloon Car), is also stored at Yealdon. It is unlicensed and was used at one time by the Company's Secretary.

VEHICLE NOTES.

(a) OVERHAULS.

January 1953: 113, 209, 652, 729.  
February 1953: 119, 125, 208, Y725, Y754, 784.

Delete 149 in Issue 24.

(b) REFRINTS.

January 1953: 660, 661, 666.  
February 1953: 667, 669, 671.

(c) HEATERS.

Fitted to:- 353, 728, 729, 734, 735, 777.

Since the blind situation was reviewed in June of last year (See Issue 17), a considerable number of changes have occurred and, for the benefit of all members concerned, we give below an up-to-date report on the present position:-

Bradford. The position here is quite favourable. 428/30/35 had been fitted with complete blinds before delicensing in September 1952. 824/36 still retain their Harrogate Depot intermediates, but, as they normally run on 51/53, this is of no great disadvantage. 733-35, transferred from L in August last, were fitted complete. 223-25(ex-K) and 411(ex-Sk) are without rear blinds and in most cases the rear indicators have been whitened. 428/29, recently relicensed, received front blinds from 409/10 (transferred to K). As we go to press we learn that 225 has now received a rear intermediate.

Harrogate. All Harrogate Depot vehicles have now received full blinds with the exception of some of the 'CUG' coaches.

Ilkley. Here again the situation is excellent, all vehicles being complete.

Keighley. Of the KWy 39-seaters, only K420 has an intermediate. Most have destination blinds at the rear but K419 is one without. 409/10 (ex-B) received destination blinds from K442/43 (now relicensed). In cases where no blinds are fitted the indicator glass has been whitened. 750 received complete blinds on its transfer from Harrogate last year. When the local services were revised in April, 1952, most of the double deckers operating on these routes (K362/64-67/79-84, K719-22) received new front blinds. K379, however, seems to be an exception as it has no Calver Ave, Braeken Bank Ave, Braeken Bank Cres or Spring Bank, on its destination blind. It has a new front intermediate however! The majority, if not all, of these vehicles are still without correct rear blinds and the position in this respect seems to be little changed from our last report.

Leeds. The situation here is not so good. 848-50/52 are still without proper intermediates. Temporary were fitted prior to the vehicles being licensed but these are only sufficient for use on routes 10 and 36 (Penny Pot Lane and Ripon). 349, transferred from Bradford in August 1952 received full blinds from 733. 401/02 got theirs from 423/25 (delicensed in Sept '52). 403 acquired 424's destination blinds but until recently was without intermediates. Of the 12-15 batch, all ex-Yk, only 414 has intermediates and these are rarely used. 423/24, relicensed in 11/52, received complete blinds from 214/15 (to H). 970/77/79 are minus intermediates. 650-52, transferred from Yk with-out intermediate blinds soon received full sets of express ones. Destination blinds had been fitted to 444-58 prior to delicensing in 9/52. Some also received front intermediates. 414 later lost its destination blinds, probably to 415, but retains its Bradford intermediates.

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OPERATING  
Leeds:  
(Contd)

4. VEHICLE NOTES (CONTD).

Skipton. 259/60, 107/08, are fitted with front destination and intermediate blinds only. 260 and 407 both have rear destination blinds, but neither they nor 259 and 108 have yet received rear intermediates. All other vehicles are complete.

York. The introduction of the revised local services has been largely responsible for the very definite improvement in the blind situation. All the WY vehicles have had their old blinds removed and new ones fitted, the only exceptions being Y754/55/60, Y762/96/99, Y801/02, which are without rear destination, and Y372 minus rear intermediate blinds. Y814-21/43/44, which have been operating since now without intermediates have now received them and look quite smart. Some of this batch, Y815/19/21/44 included, are running without rear destination blinds although it is thought that new ones were fitted. They may have been removed to have 'Leoman road' added as this was originally omitted and had to be hand painted on later. No more than two names are displayed on the new intermediates, and in some cases this has been cut down to one, e.g. TADCASTER 43 as against the old SEACROFT, TADCASTER, DRINGHOUSES, 43. Vehicles arriving in Harrogate by way of Service 74, normally work two 'filling in' turns on Harrogate-Knaresborough (16) before returning to York. The new blinds now cater for this, Service 16 having been added. The combined destination/intermediate blinds originally fitted to the Y236-45 series, have been removed and replaced by "destination only" ones. To produce the required effect, the front and rear indicators have been 'divided into' three sections, the upper and lower ones being painted black, while the centre one remains as it was. The rear side indicators have also been painted over. Of the WY vehicles at York, 270/71, 416-18/25, all have correct destination blinds. The majority are without intermediates however. When last seen 270 still retained its Leeds express type blind at the rear. 783 has no rear blinds at all while 775 is without a rear intermediate. 784-87 are complete; 784 incidentally, is the first WY vehicle to be fitted with the new intermediate. The blinds fitted to 847, recently transferred from Harrogate, are believed to be temporary ones.

It should now be possible to utilise many of the old blinds out of the York vehicles. Some could be transferred to other York Depot buses while others could be re-written and used at Keighley or Leeds where the position is not too good.

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5. OPERATING DETAILS.

Harrogate: A special private hire booking took 838(B) to Harrogate on 23/1/53 - the Police Orphanage at Harlow Hill being the actual destination. '999' was very aptly displayed on both front and rear number blinds!  
846, normally used on out-district services, was relegated to one of the 'locals' on 29/1/53; it was seen working Starbeck-Outlands (1).

Keighley: CUG 2(H) and 641(B) were noted in Keighley Depot on 6/2/53, probably in connection with private hire work over the weekend. CUG 2 visited Ilkley Depot earlier in the week. 409 was noted working the Bingley-Eldwick service on 9/2/53.

Leeds: 835 worked the 7.30 a.m. departure from York to Leeds (43) on 19/1/53, a turn normally operated by a York Depot vehicle. The various Leeds pantomimes still seem to be attracting large numbers of people from the surrounding towns and among many vehicles seen here in this connection, the following have been specifically noted:-

OPERATING DETAILS (CONTD).

Leeds: CUG 1 and 642(both H) on 26/1/53; Y243/44, 261/62 and (Contd) 662 (all Yk) on 30/1/53; 409, K419 (both K), 262 & 418 (both Yk), 642/45 (H) on 6/2/53.

Skipton: On 9/2/53, 408 operated the 11.35 a.m. Skipton-Buckden(71). 259 & 407 were both seen on the Skipton-Grassington (71) service. 203, operating Skipton-Ikley(75) had skid chains on.

Yeadon: returning from Works on 4/2/53, 729(K) broke down and had to be taken to Yeadon Depot for attention. 1012, the Keighley van which was soon earlier coming from the Otley direction, may have been on its way to Yeadon at the time.

York: 132(L) was noted working York-Askham Richard (83) on 20/1/53, while the following week 170(L) appeared on a 'Private' from Popploton Road School to Haxby Road along with other YWY single dockers.

Following the recent revision of certain local services, the Y236-45 batch are now getting further afield. On 2/2/53, vehicles of this series were seen on Stockton-on-Forest (Y14), Stronsall (Y12), and Malton (43). They occasionally appear on Nother Popploton (Y13).

989 insisted on running on Service 7A (Leeman Road) on 26/1/53 despite the fact that this route was withdrawn on the 24th !

6. SERVICE CHANGES.

YO&KSHIRE-LONDON SERVICE. (Correction to information given in Issue 24) The 9.15 a.m. departure from Harrogate to London has been retimed to 9.40 a.m. and now operates via Pontefract instead of Wakefield and Barnsley. The departure time from Doncaster however, remains unaltered. Similarly, on the return journey, the times remain unchanged as far as Doncaster but the arrival times in Leeds and Harrogate are 25 minutes earlier.

Further information relating to the revised local services in York has now been forthcoming and is reproduced hereunder:-

SERVICES 1A/8A. TANG HALL - ACOMB - BURTON STONE LANE.

Follows the same route as Services 1/8 as far as Greenside but then proceeds via Danebury Drive, Viking Road and Ostman Road to Bockfield Lane, thereby covering part of the old Route 5 (Acomb, Viking Road - Water Lane).

SERVICE 3. ASKHAM LANE - MELROSEGATE.

Covers the old route 1A from Askham Lane to the Station but is now extended to Melrosegate, thereby replacing the old 7A and providing Melrosegate with a double dockers service.

SERVICE 4A. BROADWAY (LESLIE AVENUE) - SOUTH BANK.

No Sunday Service, probably because it is considered desirable to run all buses to Fulford to serve the Cemetery there.

SERVICES 5/5A. DRINGHOUSES - ELDFIELD AVENUE.

replaces the old route 15. The low railway bridge in Huntington Road is wrongly sign-posted and WILL take double dockers (See Issue 22, page 4). Service 5A was principally introduced to serve the County Hospital, but on Sundays there is no service. Because of the possibility of traffic congestion at the corner of St. Maurice's Road, this service (5A) goes via Lord Mayer's Walk.

SERVICE 6. VIKING ROAD - STOCKTON LANE.

This service operates through to Viking Road via Popploton Road, instead of Dringhouses. It otherwise remains virtually unchanged.



OTHER INFORMATION.

24 new double deckers were put into traffic during 1952, and NOT 23 as stated in Issue 25. The overall total should therefore be increased by 1 to 50.

1008, the tree cutter, has been at Leeds since 28/1/53.

Two corrections to the Depot Allocation published in our last issue, are necessary:-

YORK.

- (a) The service vehicles at York are Y1005/19, 1014, and not as stated.
- (b) During the day, 923 is normally to be found at Rougier Street, where it is used by inspectors, regulators, &c., in the course of their duty

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9. QUERIES.

ISSUE 11 - DECEMBER, 1951. Dates into traffic are:-

270, 271	20/7/50.	401 (originally 272)	12/8/50.
660-62	1/7/50.	402 ( " 273)	1/8/50.
663, 664	1/8/50.	665 -	19/8/50.

Q.1. In 1944 the remains of three buses were found in a garage at Oldbury, Staffs; one was ex-WY, the other two might have been. Details:-

WW 4639	31 seater bus	Fleet No: ?
?	"	Fleet No: B 223.
?	"	Fleet No: AA 49.

The first mentioned was ex-WY 341, ch: -46100, now in 5/28, sold 10/35.

Q.2. At the moment there are two buses in North's yard at Stourton, painted maroon, but with no signs of former ownership.

Details are as follows:-

TG 1819	A.E.C. Regal (with 5LW engine).
VD 3410	Loyland LT 5A.

The latter has an Eastern Counties body very similar to those fitted to the WY Lancot I. The chassis is probably ex-Western S...T., and the body was probably transferred from an ex-WY Lancot. Can anybody identify the owner?

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PRESS DAY FOR THE MARCH BULLETIN WILL BE MARCH 14TH.

21/2/53.

WEST YORKSHIRE INFORMATION SERVICE - CORONATION YEAR  
STUDY TOUR AND EXCURSION.

JE No: 26

HON. EDITOR  
J.S.

DATE: SUNDAY, MAY 10th, 1953.

VEHICLE: West Yorkshire 'EUG' class Bristol LS6G coach delivered 1952.

In the event of a second vehicle being required this will probably be an 'EUG' class semi-luxury Bristol LS. If the two vehicles are used passengers will be asked to change at Scarborough to give members an opportunity of riding in both.

ROUTE: VICAR LANE BUS STATION, LEEDS. Depart 10.15 a.m. via East  
Koswick to Wetherby (Route 38), then via Tockwith and Bickerton  
to York (96) and so to Scarborough via Malton (43), returning direct to  
Leeds (43). The estimated arrival time in Scarborough will be 1.15 p.m. -  
the return journey will depart at 5.30 p.m. It is hoped to visit WY  
Depots at Wetherby, Malton and Scarborough, also the 'United' Depot at  
Scarborough, if possible.

CATERING: It has been suggested that high tea be arranged at one of  
Scarborough's many cafes. Those people wishing to take  
advantage of this arrangement are requested to complete the appropriate  
section of the Booking Form. Passengers will be free to make their own  
arrangements in regard to lunch.

COST, BOOKINGS, etc: The cost of the tour is expected to be between 8/-  
and 8/6d if good loadings are obtained, and slightly  
more if there are any empty seats. It must be emphasised that this is a  
very special rate and is offered by the Company on the understanding that  
participation in the Tour is limited to members of the W.Y.I.S., their  
relations and friends, and members of the Omnibus Society. If the  
maximum of two vehicles is used the number of seats available for booking  
will not be in excess of 75. Members will appreciate that early booking  
is essential so that the second vehicle may be booked if necessary. A  
deposit of 3/- per person is payable; this should be sent to [redacted],  
together with the Booking Form, duly completed. Seats can only be  
guaranteed to those members whose deposits are received by March 11th;  
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.

CONNECTIONS: The following are the main connections with the 10.15 a.m.  
departure from Vicar Lane Bus Station:-

BRADFORD	dep.	9-20 a.m.	(LOT Route 72)	Arr.	LEEDS	9-55 a.m.
HARROGATE	"	9-05 a.m.	( WY route 36)	"	"	9-57 a.m.
ILKLEY	"	9-10 a.m.	( WY route 34)	"	"	10-05 a.m.
KEIGHLEY	"	9-00 a.m.	( WY Route 31)	"	"	10-12 a.m.
RAWDON	"	9-28 a.m.	(LOT route 71)	"	"	10-00 a.m.