

Please send items for August Issue to:

CHAIRMAN:

PERSONAL: [redacted] would like to extend to all members of the W.Y.I.S. a message of thanks for the good wishes received following his recent operation.

SEPTEMBER MEETING: Arrangements unavoidably delayed. A further announcement will be made in the next issue.

"336" TOUR, SUNDAY, SEPTEMBER 28th: 336 (L), the sole surviving WY 'G' Type double-decker in passenger service, is due for withdrawal on September 30th. Subject to sufficient support being forthcoming, 336 will be hired by the W.Y.I.S. for the following tour on its last Sunday in service. It will thus be making "last journeys" on most of the routes followed, all of which have been frequented regularly by 'G' type vehicles over some period in the past 17 years.

Proposed Route: LEEDS (Vicar Lane Bus Station) dep 2.15pm: by Route 31 to Shipley, 58/59 to Baildon (via Main Road), 61 to Baildon Bridge (via Baildon Green), 55 to Yeadon, 32/50 to Rawdon, 33 to Leeds (via West Park).

YEADON DEPOT will be visited on route, by kind permission of the Company, and on arrival back at Vicar Lane (about 5.30pm), 336 will proceed to LEEDS DEPOT, which will also be open to inspection.

Fare: 24 passengers - 2/= each, 48 passengers - 1/= each, and pro rata according to the number actually carried. (This is a very special rate, for which our thanks are due to the Company).

Booking: Members wishing to take part are requested to complete the slip on Page 4 of this issue and send it to [redacted]. No deposits are required, but it is essential that bookings are made early, and members' co-operation in this is earnestly requested. Prospective members, friends, and relatives will be welcome, also O.S. and P.S.V. Circle members.

OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH:

Sunday, September 21st: Huddersfield Corporation Visit.

Sunday, October 26th: Burnley, Colne & Nelson Joint Transport Committee Visit.

W.Y.I.S. Members who are not members of the Omnibus Society may obtain further details of the above from [redacted], and if they desire to attend they must notify him at least TEN DAYS before the visit. The privilege of attending Omnibus Society visits must not be abused by late notification, or failure to notify at all - this can cause considerable inconvenience both to the Society and the operators concerned.

BACK ISSUES: Issues 4, 6 & 8 are now out of stock, in addition to 1, 2, and 3. Issues 5, 7, 9 - 11 (1d each), and 12 upwards (3d each), are still available - postage extra (1½d for up to four copies, 2d for five or six copies, 2½d for seven or eight copies, etc). These are obtainable from:-

CORRECTIONS:

- Issue 16, Supplement: p.1 GN7269 body is Plaxton.  
 MNW427 body is Wilkes and Meade.  
 EY934 body is Plaxton.  
 p.3 Ribble 1509 is TS7 not TS6 and is now numbered 763.
- Issue 17, p.2: The number of double-deckers in June 1951 was 196 not 194 and the total fleet was 488 not 490.  
 p.4, line 15: 725 should read 750.  
 p.3: Delete K768 from overhaul in May.  
 p.6: The Wray vehicle is HWU891, not as stated.

1. STOCK CHANGES

## (a) NEW VEHICLES.

Fleet No.	Reg.No.	Chassis		Body		Type	Seats	Entrance	UW	
		Make	Type	No.	Builder					No.
845	LWR411	B1	KSW6B	90050	ECW	5942	L	27/28	R	7.15.2.
846	LWR412	B1	KSW6B	90051	ECW	5943	L	27/28	R	7.15.3.
CUG 3	LWR408	B1	LS6G	89025	ECW	6232	C	39	F	7.2.1.

## (c) DELICENSED.

103, 941, 978, 991, 999, 30/6/52.

## (d) ON HIRE

Crosville SL45, SL70/2-5: } Returned to owners 30/6/52.  
 Lincolnshire 728-30/33 : }

3. DEPOT CHANGES

## (a) ALLOCATIONS AND TRANSFERS.

103, 941, 978, 999	BRADFORD	to	(Delicensed)	30/6/52
991	YORK		(Delicensed)	30/6/52
Crosville SL70/2/3/4	HARROGATE		(Crosville)	29/6/52
Crosville SL45, SL75	BRADFORD		(Crosville)	29/6/52
Lincolnshire 728/30/33	BRADFORD		(Lincolnshire)	29/6/52
646-49	BRADFORD		HARROGATE	29/6/52
223, 224, 225	BRADFORD		KEIGHLEY	29/6/52
CUG 3	(New)		HARROGATE	4/7/52
845	(New)		HARROGATE	4/7/52
836	HARROGATE		BRADFORD	7/7/52
846	(New)		HARROGATE	11/7/52
824	HARROGATE		BRADFORD	14/7/52

## (b) TEMPORARY LOANS

K421/2 (K) were loaned to Bradford during the two weeks ending 29/6/52 and ran on Eldwick. 428/30 (B) were loaned to Keighley in lieu. 249/50 (L) have been loaned to Bradford on several occasions for the London services, and luxury coaches continue to be loaned between depots.

## (c) MOVEMENTS OF DELICENSED VEHICLES

959 had left Bradford by 4/7/52  
 939, 942, 943 and the chassis of 965 had left Grove Park by 13/7/52.  
 923 was seen in Rouzier Street, York, in use as a rest bus. It now has perimeter seating (as 932). The registration number has been painted out.

With regard to the JO5G's reported as scrapped at Keighley in the last issue, it is understood that the bodies of 940/58 are now on Keighley Golf Course, while that of 909 or 915, probably the latter, is now in the Haworth area; the remaining body has been broken up.

VEHICLE NOTES

(a) OVERHAULS

June 1952: 269, 394, 707, 811.  
July 1952: 117, 147, 152, 198, 260, 356, Y799, 805.

(b) REPAIRS

June 1952: 122, 146, 189, 197, 427, 809.  
July 1952: 987.

A heater has been fitted to 394.

The new double-deckers from 845 onwards are fitted with gearboxes as 808, and have folding doors on the platform. The number at the rear is on the emergency door (i.e. it is offset to the rear side).

The underfloor engined coaches have introduced several features new to WY practice. The livery is black and primrose with maroon lining, and curved lights are fitted in the side roof cant panels. Semaphore type trafficators are fitted, together with indicator lights at the rear. The seats have separate neck-rolls, and sliding ventilators are fitted, replacing the drop windows of previous coach models.

711 (H) which had its Strachan 1944 Utility body replaced in 12/49 by a 1939 ECW body from the 379 batch, has been thoroughly overhauled, and the Bible indicator has been replaced by a roller blind of the pattern fitted to 712 &c. None of the seven recent transfers to Harrrogate has yet received intermediate blinds.

At York Y798 has neither front nor rear destination blinds; it seems unlikely that both had to be removed at the same time, unless there was some major mechanical fault. On the brighter side however, it can be said that Y726 has received a rear intermediate blind.

5. OPERATING DETAILS

At least the long promised underfloor coaches have arrived. So far they seem to have been confined to Private Hire work only. Their first trip was to Blackpool on 21/6/52, and since then they have been used by most depôts. CUG 3 arrived at Bradford on 4/7/52 and was used on a trip to Blackpool the following day, together with CUG 1/2.

The date of the return of the ten Bedford coaches is not certain, so one date is given. One Lincolnshire coach was retained at Bradford for at least a week in July.

Bradford: The Bradford depôt duties on service 30 (Leeds), (23X, 3S0), after havin<sup>g</sup> been worked almost entirely by K6B's for a considerable time, mainly 730/1/49/76 of late, have recently provided an amount of variety, almost every combination ranging from 2 Roe-bodied K5G's to 2 KSW6B's having been observed. Vehicles noted during May and June, all on the regular turns, include 358/60/85/86/90, 823/27/29/38/41, and also, of course, the K6B's.

The Binsley-Eldwick service, after being operated by 32-seaters for week or two, reverted to 39-seaters when K421/22 were loaned to B. However on Sunday 29/6/52 the rosters were transferred to Keishley and 223-225 transferred to balance the vehicle situation. On 5/7/52 K442/43 were on the service, and Keishley-West Yorkshire "Ultimate" type tickets were being used.

The re-arrangement of the Whitby (91) service this year involves a Bradford vehicle remaining overnight at Whitby, and a United vehicle at Bradford on alternate nights. Full details are not yet known.

On 28/6/52 as all available luxury coaches were in use at Yeadon, all coastal traffic was operated by buses (222-25/70, 429/31/33-38/40/41, 110 111/12/23/33/36/38/50/74): 428/30 were at Keishley, 439 was at Yeadon: 432 worked the 8.55am Newcastle trip, while 271 was scheduled to work the 8.50am Barnsley-Scarborough journey of Yorkshire Traction. It later returned to Leeds with YTC 889/95 (on hire to WY). Thames Valley 169 was on loan this week and worked the 8.45am Bradford-Keswick (X87). Details are: TV 169 LWL995 Leyland PS1 ch 462028 C 31 F ECW. Owned by Newbury & District, but bearing Thames Valley fleet name.

The hourly SuO service to Knaresborough commenced on 6/7/52, being operated by 8-footers in the main. 839 was on the 11.55am journey. 973/79 (B) were noted on the East Coast traffic, being the first J's noted this year.

Leeds: The first recorded appearance of KSW's as service cars on 31 occurred on 7/7/52 when 832/35 were operating. 653/54 (L) operated the Leeds-West of England service 5/7/52. On 19/7/52 657/58 operated the Leeds-Scotland service with 258 & 458 (L) and 440/41 (B) to Keswick.

Keishley: The 9.0am Keishley-Scarborough service was operated on 28/6/52 by K420/42. The Keishley-Harrogate service on Sundays is usually operated by 791(K), which has 'Harrogate' on the front destination blind. It runs through to Knaresborough before returning to Keishley on the morning journey, and in the afternoon shuttles between Harrogate and Knaresborough.

Harrogate: The new double-deckers 845/6 have been used on route 36 and have not yet been seen on 51/53. During the week ending 19th July, the new coaches CUG 1/3/4 have been used on afternoon and evening tours from Low Harrogate.

Scarborough: West Yorkshire duplicates the Scarborough-London service on Saturdays. 249 (L) was due to run on 12/7/52 and 251 (L) on 19/7/52. The vehicle returns to Yorkshire the following day.

Yeadon: Fourteen luxury coaches were used on the Yeadon Charities Association Old Folks Annual Outing (to Morecambe) on 14/6/52. Only one of these was hired (Tilling LYM727) as opposed to four last year. A further large Private Hire working from here took place on 28/6/52 when 32 coaches were scheduled to operate the Yeadon Trades Hall Annual Children's Outing to Blackpool.

York: 811 (L) was noted working route 97 (York-Tockwith) on 6/7/52. It worked the 10.15am from York, returning from Tockwith at 10.50pm 445 (L) has been seen more than once on the 8.30am York-Harrogate (74) and also on the 4.30pm which is part of the same turn.

336 TOUR: BOOKING FORM Date \_\_\_\_\_ / \_\_\_\_\_ / 52

To: \_\_\_\_\_

Please reserve \_\_\_\_\_ places on the Tour on September 28th for:-

Member's name \_\_\_\_\_

Non-members' names \_\_\_\_\_

I/We wish to join the vehicle at \_\_\_\_\_

NOTE Passengers may be picked up by prior arrangement at any stop along the route to be followed.

The following brief details of former WY vehicles will be of some help in tracing the notes on some stock.

1-79	Tilling	Stevens Motors (Tol)	Petrol Electric and B 91
201-299	TSM	BKA	
301-370	Leyland	Lion	MSC
401-434	"	Titan	TD 1
435-440	"	"	TD 2
441-445	"	"	TD 1
446-454	"	"	TD 2
511-518	"	Tiger	TS 1
519	"	Titan	TD 1 (Single deck)
520-539	"	Tiger	TS 3
540-551	"	"	TS 4
552-569	"	"	TS
701-712	TSM	B10A	(Rebodied ex 501-6/8-12/15/17/35-39)
713-722	TSM	B 49	
801-881	Dennis	Lancet	I
882-888	Dennis	Lancet	II

We have recently received details of ex WY vehicles operating in the Durham area. These are for convenience arranged under owners instead of vehicles as has been the practice. Members are requested to report details of engine and body changes if they are lucky enough to see the vehicles.

A.B.C. (Aaron Bros) Ferryhill.

Ww 7103	ex WY	Y236	These all disappeared very quickly about 1950, their fate is unknown. The company is now part of Durham District Services Ltd.
Ww 7110		Y243	
Ww 7115		Y248	
Ww 7116		Y249	

Abbot, Croft Spa.

Ww 7111	ex WY	Y244	Ex Stephenson (Skipton)
Ww 7118		k251	

Both these were in regular service in Feb 1952

VN 3786 (Commer) owned by Abbots may also be ex WY

Alton Bros. Triadon.

WX 2122	ex WY	266	To Cadman, Spennymoor.
WX 2124		268	
WX 2127		271	To C'Hara, Spennymoor.
WX 2129		273	
WX 2132		276	
WX 2146		290	
WX 2149		293	To Cadman, Spennymoor. To Caravan by 1951

T.W. Ashman, Old Catterick.

Ww 7106 Ex WY K239 Still in service.

"Heatherbell" (Baldwin and Barlow), High Street, Tow Law.

Ww 479L Ex WY 1 (orig 80) Albion PMA 28. Sold by WY 8/46; it was withdrawn by 1950.

W.A. Charlton and Co. Wark-on-Tyne.

Ww 7107 ex WY Y 240 Ex Pearson of Hetton. Disused Dec 1951

TRIMDON MOTOR SERVICES.

4	WX 2154	ex WY 298	
18	WX 2136	280	Later to Wetwell (qv)
19	WX 2139	283	
20	WX 2145	289	To Caravan at Scholes, nr Leeds by 3/49.

The above were withdrawn by TMS during 1948 when the Lancets were acquired.

4	YG 47C8	ex WY 832	wdn 10/47 (ch 170448)	
6	YG 4711	835	wdn 11/47	Wdn by TMS 1951
14	YG 5728	861	wdn 4/48	
18	YG 8971	874	wdn 7/48	
22	YG 8967	870	wdn 5/48 (ch 170379)	
34	YG 3060	821	wdn 12/47	
44	YG 4712	836	wdn 11/47	

TMS also had the body of WY 863 at one time (chassis to North, Derby)

D.W. Voy, Darlington.

WW 7107	ex WY Y240	To Roberts and Wright, Wingate.
WW 7113	Y246	Wdn

G. Westwell, 12 South View, Felling-on-Tyne.

1. WX 2137 ex WY 281 This came via another operator.
2. WX 2136 280 Ex TMS no. 19

West Auckland Clothing Co.

YG 5723 ex WY 856 (ch 170608) Ex Western SMT (DS800) by 1951.  
Formerly Caledonian 298.

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From the above information it will be seen that at least eleven TSM's were still in service during 1951: 42, 238-41/44/47/51/52/56/57. All of these these are 23 years old, and 42 is probably 25 years old.

NORTH'S, Derby.

There is some uncertainty as to which WY vehicles were acquired by this firm. During 1947 eleven ex WY bodies were fitted to Dennis and AEC chassis. And 1949 at least three WY chassis were fitted with new Burlingham coach bodies

Details known are:-

YG 5730	ex 863 (ch 170615)	)	All fitted with AEC 7.7 litre diesel engine on rebodiyng.
YG 8964	867 (ch 170735)	)	
YG 8975	878 (ch 170750)	)	

Body from WY 802	fitted to	JA 2231	ex North Western 633	(Lancet I)
865		JA 2250	" "	650 "
867		JA 2245	" "	645 "
829		GC 4817	-----	(AEC Regal)
830		GC 4838	-----	"

A WY body was also fitted to ANU 412 ----- (Lancet I)  
JA 2250 was later fitted with a Burlingham coach body.

YG 8975 revisited WY territory on 19/4/52 when it was noted in Aaddingham.

YG 3059 (ex 820) The second registration number of this vehicle should be RRE 335 and NOT RRE 835 as stated in issue 15 (p.6)

WW 4258 (TSM B 10A) ex 215) was seen running at Feltham, Middlesex in April 1952.

second. Stanley.

This is a combination of four or five operators (Carr, Gillingham  
Nowbray, etc.)

Ww 7105	Ex WY	Y238	Ex Nowbray	} Still in service during 1951.
Ww 7114		Y247	"	
Ww 7119		K252	"	
Ww 7109		Y242	Ex Logan	

Errington and Sons, Sheraton.

Ww 7108 Ex WY Y 241 Still in service in 1951

G. & BMS, Quarrington Hill

?	Ww	4254	ex WY	211	} To S.G. & R. Cheesey
G14	Wx	2156		701	
G15	Wx	2323		267	
G13	Wx	2157		702	
G17	Wx	2155		299	
G19	Wx	2125		272	

All these are now withdrawn.

Langley Park Motor Co. ("Gipsy Queen")

WU 9687 ex WY 42 (TSM B 9A) Still in service 1951.

Lowe Bros, Trindon.

JUM 789 This is a Leyland Tiger T5 4, and may be ex WY, and if so is likely to be ex 544, as this is the only T5 4 disposed of during 1945 unaccounted for.

G. Maude, Barnard Castle.

YG 4700 ex WY 824 (ch 170439) Ex WSMT by 1951 (orig Caledonian)

This is additional to YG 3043 (ex 904) reported with J. Maude of Richmond.

W.A. Pearson, Hetton-le-Hole.

Ww 7107	ex WY	Y240	Ex Roberts of Wingate.	To W.A. Charlton.
Ww 7112		Y245	"	Wdn.
Wx 8989		730	Ex Bristol Tramways.	To Caravan by 1951.

R. Preston, Ferryhill.

Ww 7123	ex WY	K256	} All still in service Feb 1952
Ww 7124		K257	
JUM 424		542 (orig YG 54)	
JUM 488		545 (orig YG 57)	

Roberts & Son, Wingate. Formerly Roberts and Wright.

Ww 7107	ex WY	Y 240	Ex D.W. Voy.	To W.A. Pearson.
Ww 7112		Y 245		To W.A. Pearson.
Wx 5905		705		

Tarren Bros, Wingate.

Wx 8979 ex WY 720 Ex Bristol Tramways.

This firm, who were contractors, went out of business in 1948

- WX 2111 (TD 1 ex 428) Now Crossville M247, was rebodied with standard post war MG low bridge body, and is now allocation ILANDLCTS.
- WX 2119 (ex 283) were both noted running for Wiggs Grey Coaches, Peckham
- WX 2142 (ex 286) April 1952.
- WX 2147 (ex 291) is understood to have operated for Mid-Whales Motorways at some time.
- WRF 342 (TS 1 ex WY 9792, WY 559) was sold to G.H. Austin & Sons, Woodseave staffs, and is now their no. 45.
- WRF 343 (TS 1 ex WY 9791, WY 558) was sold to G.H. Austin as above becoming Austin no 34. It was later sold to H.G.R. Guest of Dudley and then passed to Dudley Bros of Dudley in 1950.
- WRF 344 (TS 1 ex WX 2101 WY 503, orig 515 chassis 00730). Now operates for Blackheath and District, and retains its MG 28 set coach body.
- JUB 29 (TD 1 chassis 70246) (See August 1951 issue) The probable history of this vehicle is that it was originally G.L. Snow Corporation 72 (SS 2407) and was purchased by Wallace Arnold in 1944 together with JB 2410 (chassis 70272) which was not re-registered and was scrapped in March 1950. Later YG 2058 ex WY K451 (TD 2) won by WY in 12/47 was purchased, and the body used on the rejuvenated frame of JUB 29, parts of which evidently came from YG 2058, as it now has a TD 2 type front chassis chassis assembly.
- YG 22 (TS 4 ex WY 543 chassis 949 of 1932) has now returned from Torquay and is running from Wallace Arnold's Leeds depot. It is fitted with a 1950 type Wilks and Tesco coach body, and deep radiator. As it was with the LD from 1939-44, it would be interesting to learn who owned it between then and its acquisition by Wallace Arnold in 1950.
- YF 4234 (TD 1 ex WY 519) Now in 428, it was acquired by West Yorkshire about 1930, and had then a Leyland single deck body. It was disposed of about 1937-8, and has been seen since the War with United Automobile Services as a Parcels van, being numbered TL 70 in their parcels fleet. Some time after nationalisation United handed their parcels services to British Road Services, so PL 70 may now be dis-used or operating for BRS.
- YG 2192 (TS 4 ex 547, wdn 12/49) was discovered early in 1952 in use as a caravan at Mirfield.
- YG 2041 (Leyland Cub ex K673/4, wdn 4/48) Have both been noted in use as  
YG 2042 caravans at Ingleton.
- YG 8972 (Dennis Ace ex WY 610) was noted in 7/50 operating for Wordsworth of Hoyland near Barnsley.
- WX 8986 (TSM B 49, ex WY 727 of 1931) was transferred to Bristol Tramways and Carriage Co in 1940, and has recently been discovered in use as living quarters near Chippenham. It is in very good condition.
- WX 8990 (TSM B 49 ex WY 731) transferred as above, later operated for A.E. Marsh (Black & White Ltd) of Evesham. Recent details are not known.
- WX 8409 (AEC Regal chassis 6621007, ex WY 693) was noted in 6/52 parked near the site of the new telephone exchange in Hungate, York. It had previously been on St. George's Field. It is painted grey and red.
- WY 8846 (Leyland Lion FLSC, ex WY 302) This vehicle, which was originally owned by H. Riley & Co. of Wetherby, an original constituent of West Yorkshire, was noted at the showmen's camp, Thornbury, Bradford, on 3/7/52. It had recently been repainted maroon.
- WY 7122 (TSM B 10A, ex WY K255) Was until recently owned by G. Garnett of Apperley Bridge. The duties on which it was employed now seem to have ceased, and it was seen on 3/7/52 at the showmen's park Thornbury. The seats had been removed, and a large roof rack labelled "Modern Amusements" had been fitted, but it still bore G. Garnett as