

HON. EDITOR:

HON. CHAIRMAN:

HON. VICE-CHAIRMAN:

HON. TREASURER, MEMBERSHIP SECRETARY, and PUBLICATIONS OFFICER:

Press Day for November Issue - Saturday, November 8th 1952.

OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH.

Saturday, 15th November 1952 - ANNUAL GENERAL MEETING followed by an EVENING DISCUSSION, to be held in the Committee Room, Y.M.C.A., Peter Street Manchester, commencing at 4.0pm. Members of the W.Y.I.S. who are interested in attending the above should notify [redacted] before 5th November.

TROLLEY-BUS SOCIETY

A meeting was recently held in the Mechanics' Institute, Bradford, to discuss the formation of a national Trolleybus Society. The discussion was lively and enthusiastic, and an executive was elected to decide on general policy. [redacted], a W.Y.I.S. member, was elected Hon. Treasurer, and two other members, [redacted], were elected to the executive. Anyone interested should contact any of these three people.

336 TOUR - Sunday 28th September, 1952

This event was greatly enjoyed by the 37 people who took part, and although the weather was once again wet, our enthusiasm was by no means dampened. 336 looked very smart, the paintwork having been 'touched up' by the Leeds Depot Staff especially for the outing. Two slight variations to the scheduled route were made:- Service 30 was followed to Greengates and then 31 to Shipley, and, on reaching Baildon, the tour was extended from Townate (terminus of services 58/59/61) to Belmont Avenue, a service which is only operated at rush hour periods on Weekdays. Yeaton depot and warehouse were visited, and on the return journey, a short unscheduled stop was made at Vicar Lane 'Bus Station where, thanks to the kindness of Mr. [redacted] (Chief Engineer, Leeds Depot) whom we were very pleased to have with us, we were supplied with an excellent cup of tea at the new canteen which was opened last month. It is fitted with the most up-to-date equipment and, though perhaps a little on the small side, fulfils a much needed want. After being duly refreshed, we were conveyed to Roseville Depot where Mr. Lusby pointed out some of the improvements which have recently taken place. These included the installation of two new pits to be used for major docking work, and the conversion of another which now combines the principle of mechanised lubrication - all the required grease and oil being piped straight to the pit.

Finally, a message of thanks must be conveyed to Driver [redacted], who carried out his duties most efficiently, and who appeared to enjoy the trip just as much as the rest of us, even though he may have had a good deal to say when first finding out his assignment for the afternoon! At the bottom of our hearts I think most of us were rather sorry to see the end of 336, the sole surviving vehicle of its type - a type which has undoubtedly given many years of good service to the Company.

1. STOCK CHANGES(a) NEW VEHICLES

(K.L.H.)

Fleet No.	Regn.No.	Chassis		Body			Ent'ce	U.W.		
		Make	Type	No	Builder	No			Type	Seats
CUG 5	LWR 410	BL	IS 6G	89062	ECW	6234	C	39	F	7-2-7
848	LWR 414	BL	KSW6B	92067	ECW	5945	L	55	R	7-16-1
849	LWR 415	BL	KSW6B	92068	ECW	5946	L	55	R	7-16-1
850	LWR 416	BL	KSW6B	92069	ECW	5947	L	55	R	7-16-1
1017	LWA 405	Bedford	Van	-	-	-	-	-	-	-

Local
BRADFORD

The body number of 847 is 5944, and the chassis of CUG 4, shown
Issue 19 as 89025 should be amended to 89026.

(c) DELICENSED

K962, 1013,	31/8/52
101, 251, 336, 423-41/44-58,	30/9/52
646-49, 928/31, K963, 971/95,	30/9/52

3. DEPOT CHANGES

(a) ALLOCATIONS AND TRANSFERS

CUG 5	(New)	to HARROGATE	18/8/52
K962	from KEIGHLEY	(Delicensed)	30/8/52
1013	" LEEDS	(Withdrawn)	30/8/52
1017	(New)	" LEEDS	1/9/52
965	" LEEDS	" HARROGATE	22/9/52
101	" HARROGATE	(Delicensed)	30/9/52
104/5	" YORK	" BRADFORD	30/9/52
129-30	" LEEDS	" ILKLEY	30/9/52
K168	" SKIPTON	" KEIGHLEY	30/9/52
173	" LEEDS	" BRADFORD	30/9/52
203	" YORK	" SKIPTON	30/9/52
K205	" ILKLEY	" SKIPTON	30/9/52
212/3	" HARROGATE	" LEEDS	30/9/52
223-5	" KEIGHLEY	" BRADFORD	30/9/52
251	" LEEDS	(Delicensed)	30/9/52
259/60	" KEIGHLEY	" SKIPTON	30/9/52
336	" LEEDS	(Delicensed)	30/9/52
401-3	" HARROGATE	" LEEDS (W)	30/9/52
409-11	" SKIPTON	" BRADFORD	30/9/52
412-15	" YORK	" LEEDS	30/9/52
K419	" ILKLEY	" KEIGHLEY	30/9/52
423-25	" LEEDS (W)	(Delicensed)	30/9/52
426/27	" YORK	(Delicensed)	30/9/52
428-41	" BRADFORD	(Delicensed)	30/9/52
444-58	" LEEDS	(Delicensed)	30/9/52
646-49	" HARROGATE	(Delicensed)	30/9/52
734/35	" LEEDS	" BRADFORD	30/9/52
750	" HARROGATE	" KEIGHLEY	30/9/52
751	" BRADFORD	" LEEDS	30/9/52
928	" HARROGATE	(Delicensed)	30/9/52
931	" YORK	(Delicensed)	30/9/52
K963	" KEIGHLEY	(Delicensed)	30/9/52
970/3/7/9	" BRADFORD	" LEEDS	30/9/52
971	" YORK	(Delicensed)	30/9/52
995	" HARROGATE	(Delicensed)	30/9/52
995	" LEEDS	" HARROGATE	30/9/52
843-50	(New)	" LEEDS	1/9/52

(c) MOVEMENTS OF DELICENSED VEHICLES

312/32/34/37-39	had left	YEADON between 17/9/52 and 7/10/52. (334/35/37/39 visited LEEDS).
336	" "	LEEDS by 3/10/52.
K901-04	" "	KEIGHLEY (South Street) by early September.
913	" "	YORK for LEEDS by 26/9/52.
918/91	" "	YORK for LEEDS by 25/9/52, and had left Leeds by 3/10/52.
925/38/93	" "	HARROGATE for YEADON by 17/9/52.
931	" "	YORK for LEEDS by 3/10/52, and had left Leeds by 8/10/52.
932 (Rest bus)	" "	LEEDS by 3/10/52.
933/45/47	" "	YEADON by 24/9/52.
925, 951	" "	YEADON by 7/10/52.
956	" "	YEADON for LEEDS by 2/10/52.
K961, K341	" "	KEIGHLEY (South Street) for LEEDS by 8/10/52.
K608	" "	KEIGHLEY (South Street) for HARROGATE by 11/10/52.

Location of delicensed vehicles in early October was as follows:-

BRADFORD: 103, 107, 310, 340, Y346, K608, 941, 946, 964, 967, 969, 978, 980, 997, 998, 999, (also 428 - 441).

HARROGATE: 101, 928, 966, 995, chassis of 1009, (also 251, 646-49).

KEIGHLEY (South St) K962, K963, 986.

LEEDS: 335, K341, 913, 956, K961, 1013, (also 423-25/44-58).

YEADON: 938, 953, 993.

YORK: 102, 922, 971, 923 (rest bus).

4. VEHICLE NOTES

(a) OVERHAULS

September 1952: 180, 215, 404, 654, 710, Y724, K738, 752, 813.

October 1952: 206, 355, 360, 401, 402, K740, K795, Y800, Y801, Y802, 806, 807.

(b) REPAINTS

September 1952: 186, Y241, Y243, 249, 424, 425, 780, 824.

October 1952: 732.

(c) HEATERS

Fitted to:- 213/15-19/21-25/48/58/59/61-64/66-71, 407, 810/2/3.

354 now has the rear indicator modified as well as the front. 1017 is a new Bedford van replacing the Dennis Ace 1013 at Leeds, but running on a Road Fund Licence and not Trade Plates. It is painted red and cream, and has steering column gear change.

5. OPERATING DETAILS

Bradford: The transfer of two more K6B's from Leeds (734/5) has resulted in there being two spares for Baildon services: hence the 8-footers are not seen so much on these now. Most coastal services are now operated with coaches, and since the end of September the London service has been operated via the Midland route on alternate days with East Midland. 186 (L) was noted on Broadway on 27/9/52 hired to Feather Bros, and on 4/10/52 Feathers' EKW 874 and Hanson's No. 277 (both Bedford, Duple) were both "On hire to WY" for excursions.

Harrogate: 753 (H) was noted on the 10.00am Leeds - Scarborough Express service on Saturday 13/9/52. 254 (H) operated the Harrogate - Blackpool (J16) service on 4/10/52. The experimental 44-seater 365 was transferred to Harrogate on service 36 on 22/9/52. Since then it has been running on Service 8 to Scriven. 976 (B) was loaned to Harrogate in exchange for 207, and was running on local services on 11/10/52. The sole remaining 39-seater at Harrogate - 404 (405/06 are at Pateley Bridge) is working regularly on 74 (York - Harrogate). 846 (H) appeared on this service on Sunday 12th October.

Keighley: Since its transfer to Keighley 750 has been running on 67. 259/60 were noted at Topcliffe on 'Private Hire' on 14/9/52. K722 was running on 30/31 on Saturday 4/10/52, a change from K6B's.

Leeds: 965 was used as an extra on Service 36 (Leeds - Harrogate) on 15/8/52, and is believed to be the only occasion during its stay at Leeds that it was seen on any other service than 42 (Boston Spa). Only a few days before its transfer to Harrogate, 965 was fitted with a blind.

MXB 747 (Bristol LL6B) of Tilling Transport, was one of the vehicles on the usual week-end loan from London on 27-28/9/52. It has a 1952 version of the 6 6-type coach body, 7'6" wide, with the black and cream livery and curved roof lights as in CUG 1-5. It is a 35-seater, but some of this batch of 10 have 24 seats only, and are used on tours of Thomas Cook's.

In order to compensate for the loss of 18 eight foot wide 39-seaters, 212/13, 401-03 have been transferred from Harrogate, and 412-15 from York. 401-03 are working from Wetherby, and 412-15 often appear on 42 (Boston Spa) which has a heavy traffic during the day. 35-seaters are being used on the East Coast services. The four J's transferred from Bradford (970/3/7/9) are being used on various routes during the week, but 43 (Leeds - York) seems to be a popular run for them on Saturdays. Following the customary practice at Leeds, the three new double-deckers (848-50) are being used on 36 (Leeds - Harrogate - Ripon) although 848 has been seen on 33 (Rawdon), 849 on 34 (Otley) and 850 on 31 (Keighley). The cessation of the Bradford - Scarborough Express service has caused the return to Leeds of 751, the double-decker coach. On weekdays it is being used on the 7.50am Barwick (47) extra, 9.05am Scarborough, and 5.00pm York. On Saturdays 822 is normally used on the 9.05am Scarborough, turn, while 751 operates the 7.05am and 3.05pm trips.

822 has been appearing on a wider range of duties of late. On Sunday 21/9/52 it was seen on 31, and in August it was noted on the Leeds to Arrow Aircraft works turn in the early morning.

Scarborough: 349 & 712 (L) were both seen in the 'United' depot here on 13/8/52, and may have been on 'Private Hire'. K5G's from Leeds very rarely visit Scarborough.

Y236 (YK) was noted in Scarborough Bus Station on 26/8/52. We understand from our observer that WYV single deckers are not normally seen on the York - Scarborough service (43).

York: 271 (YK) was used to convey members of the York & District Aquatic Society to the Tropical Fish Exhibition in Leeds on 18/9/52

Yeadon: After a short period of frequent changes, the two 39-seaters on Service 50 have usually been 411 (B) & 415 (L). 222, 223, 410 (B) & 213 (L) have also been noted on occasions. 203 was at Yeadon for several weeks and appeared on 54 (Bradford - Cookridge). 973 was noted on this working on 16/10/52.

6. SERVICE CHANGES

The Saturday service on 67 has been increased to every 6 mins. from every 7/8) between Bradford and Keighley, and every half hour to Skipton (previously hourly).

A 20-minute frequency on weekday afternoons between 4.00pm and 6.00pm has been introduced on services 30/31.

A scheme has been prepared by the York Transport Committee to reorganise completely the York Local Services. This has, of course, brought forth the usual criticisms from the local population, and it has received much publicity in the York press. It is hoped to include a summary of the scheme and the complaints in the next issue.

The petition to the Minister of Transport from the residents of Bolton Woods requesting the re-commencing of the through to Chester St., was rejected. The petition of Bradford Corporation against the granting to WY of a licence for the Shipley - West Royd Crescent service was also rejected.

7. OTHER INFORMATION

In passing it is of interest to note that one of the few remaining independent Stage Carriage Service operators - The Farsley Omnibus Co. - was recently acquired by Wallace Arnold Tours. One of the vehicles sent to operate on the one route, Pudsey - Horsforth, was YG 55, a 1932 Leyland TS4 ex WY 543 (see issue 18, p.8). It has been fitted with an 8.6 litre diesel engine. Those members wishing to travel on this interesting vehicle should do so very soon, as it is likely to be withdrawn. (Its chassis number is 944, not 949 as stated).

Of recent interesting withdrawals, 918, in addition to being the last of the original 20 JO5G's, was the last with a 'YG' registration no. 938 had the Roe body originally fitted to 882, the prototype Lancet II.

8. SOLD STOCK

AWW 25 (ex Y320) was noted at Yeadon Feast in August 1952 and YG 53 (ex 541) & WU 884 (ex 302) at Woodhouse Feast, Leeds.