

WEST YORKSHIRE INFORMATION SERVICE

ISSUE NO. 19

AUGUST 1952

HON. EDITOR:

HON. CHAIRMAN:

HON. VICE-CHAIRMAN:

HON. TREASURER, MEMBERSHIP SECRETARY, and PUBLICATIONS OFFICER:

PRESS DAY: Saturday September 6th.

PERSONAL: We regret to announce that [redacted] will be away on National Service from August 21st and will therefore be unable to attend to W.Y.I.S. matters after that date. [redacted] will now be responsible for executive matters, and [redacted] for the financial and membership side, in addition to publications; [redacted] will continue to act as Editor of the Bulletin and any other publications.

I am sure that all members of the W.Y.I.S. will join with me in expressing their sincere appreciation for the untiring efforts and the tremendous amount of time and work which [redacted] has contributed to the Service since its inception. His brilliant organisation and inspiring leadership has done much in uniting the efforts of all members to bring about the success of the W.Y.I.S. We hope that his military commitments will not be too great, and that we shall have the pleasure of seeing him at our future meetings etc. We wish him all the very best of luck, and remember [redacted], when anyone in the army mentions 303, they are not eluding to an old "West Yorkshire" e ! (KLH).

HARROGATE MEETING: SATURDAY, SEPTEMBER 6TH: TIME: 6.0 for 6.30p.m. start.
Place: Head Office, East Parade, Harrogate, by kind permission of the Company.

Speaker: [redacted]
Subject: "Private Hire".

It is also proposed to have a short discussion on the financial situation of the W.Y.I.S., with a view to fixing the subscription rate for 1953.

(NOTE: It is regretted that it has proved impracticable to hold this meeting in York, as was originally intended).

336 TOUR - SUNDAY, SEPTEMBER 28TH: It is now certain that this will take place; for details see last issue. Further booking will be welcomed and should be sent to [redacted] as soon as possible.

STOURTON AND WHINMOOR YARDS: Permission has been received to visit these premises and full lists of the contents are in course of preparation; when completed they will be circulated, on the Circuit System, to people and organisations interested. Members who wish to see these lists should send a postcard to [redacted], showing clearly in **BLOCK LETTERS** the name and address to which the lists are to be sent. It should be appreciated that in view of the length of the lists the time taken in preparation may be considerable. There is now no need for anyone to visit these yards, and in view of the kindness shown to the W.Y.I.S. by the owners all members are requested to **KEEP AWAY** from both yards and also to pass this request on to any members of other organisations whom they may know.

ENVELOPES: Suitable for re-use in connection with the Bulletin are still **URGENTLY REQUIRED** by [redacted]

FARE TABLES: Through the kindness of the Company a copy of Fare Tables dated April 1952 has been made available - any member wishing to borrow this should send a self-addressed, **SIXPENNY** stamped envelope of MINIMUM size 9" x 6" to [redacted], who will forward the Tables as soon as possible; they should not be retained for longer than **14 DAYS**.

THE LEEDS TRAMWAY NEWS.

"The Leeds Tramway News" is a news-sheet published on similar lines to this magazine, chronicling the more detailed events on Leeds Tramways. Single copies are available for 5d. each, post free; annual subscription (twelve issues), five shillings, post free, from the Honorary Editor, "The Leeds Tramway News", [redacted].

Two supplementary pamphlets have now been prepared - a list of current tramway rolling-stock, and a list of trams purchased by Leeds Corporation from other systems since 1938. Price 3d each, postage 12d extra.

1. STOCK CHANGES.

(a) NEW VEHICLES.

| Fleet No. | Regn. No. | Make | Chassis Type No. | Body Builder No. | Type | Seats | Entrance | U.W. |
|-----------|-----------|------|------------------|------------------|------|-------|----------|--------|
| CUG 4 | LWR 409 | B1 | LS6G 89025 | ECW 6233 | G | 39 | M | 7.2.2. |

(b) DELICENCED.

965 1/8/52.

(c) DELICENCED.

918, 938, 950, 964, 925, 980, 31/7/52.
14/8/52.

3. DEPOT CHANGES.

(a) ALLOCATIONS AND TRANSFERS.

| | (Now) | to | HARROGATE | 11/7/52. |
|-----------|--------------|----|--------------|----------|
| CUG 4 | BRADFORD | | (Delicensed) | 31/7/52. |
| 964 | HARROGATE | | (Delicensed) | 31/7/52. |
| 938, 950, | YORK | | (Delicensed) | 31/7/52. |
| 918 | ILKLEY | | BRADFORD | 1/8/52. |
| 777 | BRADFORD | | ILKLEY | 1/8/52. |
| 808 | BRADFORD | | LEEDS | 1/8/52. |
| 349 | BRADFORD | | BRADFORD | 1/8/52. |
| 733 | LEEDS | | LEEDS | 1/8/52. |
| 965 | (Delicensed) | | YORK | 3/8/52. |
| 270, 271 | BRADFORD | | LEEDS | 8/8/52. |
| 976 | BRADFORD | | (Delicensed) | 14/8/52. |
| 925 | HARROGATE | | (Delicensed) | 14/8/52. |
| 980 | BRADFORD | | | |

(b) TEMPORARY LOANS.

149/75, K165/66 (all K) were loaned to Leeds for some 39 seaters during the week commencing 25/7/52, and ran mainly as extras on short distance runs such as Thorne, Seacroft etc; K165/66 displayed on hire labels.

174, 954/83 (all E) and 131(K) were noted working the Harrogate Local Services on 29/7/52.

244/48 (H) were on loan to Bradford during Bank Holiday week and ran to Keswick on 5/8/52. 830 (L) was also on loan to Bradford during this period in exchange for 839. Both vehicles returned to their respective depots on 8/8/52.

(c) MOVEMENTS OF DELICENSED VEHICLES.

In the list of vehicles shown as having left London by 23/6/52 (See Issue 17, page 3, Section 3(b)), 933 should read 935.

921/56 previously stored at Grove Park, Harrogate, had been moved to London by 29/7/52.

304-09/13/33 had left Bradford by 16/8/52 and Y317/18/24/26/28/29/43/44 had left York by 10/8/52.

4. VEHICLE NOTES.

(a) OVERHAULS.

July 1952: 148, 214, 351, 651, K767, 965.

August 1952: K739.

(b) REPAIRS.

July 1952: 128, 145, 173, 192, Y236, Y237, Y244, 415, 1015.

August 1952: 163.

Heaters have been fitted to 214, 220, 246, 247, 256, 811.

CORRECTION: In Issue 18, page 3, paragraph 3, for 711 read 707.

Y. 703 (YK), which entered Works in mid-July for running repairs, has had its indicator dealt with in a similar manner to that already described for 707; the only difference being that whereas 707's blinds are changed from inside the driver's cab, those on Y. 703 are manipulated from the outside.

805/11 (L) recently overhauled, have had small additional windows fitted on the near side between the end of the last bay and the platform.

830 (L) entered Works during mid-July to have certain modifications carried out to the seating arrangements on the top deck. The existing seats, which were of normal lowbridge double decker design, were removed and replaced by experimental ones. The new seats consist of four separate ones (three in the case of the back seat) joined together, but at the same time staggered some four or five inches behind each other. The revised positioning of the seats also means that the passengers face slightly to the near side, thereby enabling the person sitting nearest the gangway to look out of the near side windows without leaning forward or backward as used to be the case.

965 BWT 760 - BRISTOL JONG BUILT 1936.

This vehicle, which was delicensed on 29/2/52, entered Works a few months ago for experimental purposes. Since that time its appearance has been completely changed from a rather out-of-date bus of 1936 vintage, to a modern full-fronted machine of 1952 design. It now contains parts of the chassis of 934 and the rebuilt body of 965. A brief description of the main changes which have taken place is given below:- Chassis extended to 30' in length; front entrance moved to a position forward of the front wheels and power operated doors, controlled by the driver, fitted. Head on view made full-fronted in appearance and large deep windows with twin windscreen wipers fitted. Radiator replaced by a fancy grille above which a 'W.X.' monogram has been added. Separate route number and destination indicators provided; no provision has been made for an intermediate blind as this will be combined with the destination one. New seats have been fitted and the number of double seats increased from 16 to 20. In addition a seat for three facing backward on the off side, and a single seat facing forward on the near side were installed. The seating capacity was now 44 as against 32 prior to re-construction. The luggage rack on the near side was extended to the same length as that on the off. In view of the fact that, like the passengers, the engine was now 'inside the saloon', two additional roof ventilators making five in all, were fitted to dispose of any excess heat. The colour is red, with green flashing all round the vehicle beneath the windows. 965 lacks the clarity of the normal arrangements made for numbering the vehicles of the Company. It carries no fleet number on the front or at the rear; the only indication that it is 965, is a marking on the near side of the bus near the fuel tank. 965 is at present operating from Leeds Depot on Service 42 (Boston Spa), but it is understood that this is only for experimental purposes.

When seen in York on 4/7/52, 1798 was once again displaying its correct seating capacity, (See Issues 16 and 17).

5. OPERATING DETAILS.

Bradford: Saturday 12/7/52 produced two rather unusual vehicles on the 9.30 a.m. Bradford-Morecambe (X88) journey:-

S. Lodgard (Bradford) Ltd, formerly B & B Tours, BKW 909 Leyland TS7/Duple, Norfolk Motor Services No.159, BVV 686, Leyland FS1.

The latter, which was a 'horse box' i.e. a 44 seater on a 27'6" chassis with interlaced seating, had evidently come from Norwich with Speedway supporters for the match at Odsal.

HWI 289 Guy/Plaxton belonging to Simpson's of Ripon, was hired for Blackpool on 26/7/52. Other vehicles appearing on hire this day were DVH 311/12/13 (243/45/46) and EXX 741 (282) all AEC Regal III's of Hanson's, which were also used on Blackpool.

Two interesting hirings on 19/7/52 were; JWX 474 Daimler of Clarke Bros, Ripon and KEB 983 Leyland belonging to Silver Grey Coaches, Morecambe.

In addition to the hirings already given for 26/7/52, the following should also be added :-

| | | |
|---------------------|--|--|
| LUB 671 and LUB 675 | Leyland TS of S. Lodgard Ltd. |) All used on services |
| MRE 190 | Austin of Service Motors. |) to Morecambe. |
| JWT 746 | Bedford of Broughton's | seen on the Bradford-Whitby express service. |
| GWX 998 | Bedford of Broughton's and |) Both used on Bradford- |
| GAK 380 | Dennis of Feather Bros. |) Bridlington express. |
| JX 9549 | Bedford belonging to Don Smith, Darfield | was also hired. |

It is somewhat unusual for West Yorkshire to hire vehicles on a week-day, but this was not the case on 30/7/52, when Ivy Coach No.24 EXX 134 AEC ran X.87.

On 1/8/52, 249-51 (L) and 440 (B) ran to Keswick, while 437 (B) turned at Kendal to pick up a 'large number of passengers from Scotland'.

JTB 459 Leyland FS 1 / Burlingham of Crane's Tours, Bradford, was hired on 2/8/52.

One of the main features in the recent revision of the services to Baildon, has been the changing from single decker to double deck traffic, which now operates daily. KEB's are normally used and, as eight deckers are required to work the new schedules, 733 was transferred from Leeds and 777 returned from Ilkley to join 730-32/49/74/76.

Harrogate: The semi-luxury coaches 252-54 continue to work regularly to London.

In addition to 660/66/67/69, CUG 1/2 have been used for the Bournemouth tour. 401-04 frequently appear on the Limited Stop Service, on which 995 was noted on 10/8/52. Another unusual sight on this day was the appearance of 619 (H) on Bilton (Service 11).

Keighley: A large number of holidaymakers left Keighley for the coast on 19/7/52 -

the commencement of Keighley Holiday Week - and several vehicles were hired to deal with the job of getting the crowds away. On the Keighley-Scarborough express services for instance, the following were observed :-

| | | |
|---------|-----------|-----------------------------------|
| GWF 206 | Bedford | belonging to Hargreaves, Skipton. |
| DWR 164 | " | " " " " " " |
| FIG 791 | AEC Regal | " " Longsters of Pateley Bridge. |
| BOX 190 | Bedford | " " Broughton's, Barnoldswick. |
| LML 157 | " | " " " " " " |
| JWP 746 | " | " " " " " " |
| JWW 933 | " | " " Silver Star Coaches, Skipton. |
| LWT 769 | ? | " " B. Laycock, Barnoldswick. |
| EXX 135 | AEC | " " Ivy Coaches. |

For sometime a through service to Newcastle has been operated via Shipley and Harrogate, the vehicles duplicating service cars to Harrogate and then the Limited Stop Services. On 26/7/52, 223-25 (K) were noted.

K963, accompanied by K169 ran to Blackpool on 26/7/52, while 788 (E) was seen in Leeds on its way back from one of the coastal express service runs, probably Bridlington.

A rare visitor to Leeds on 6/8/52 was K719, which was working as an extra on 31 (Keighley-Leeds).

On the afternoon of 9/8/52, 122/75/76, K165/66, 223/24/25/59 (all K) were seen passing through York on route for the East Coast.

5. OPERATING DETAILS (CONTD).

Leeds: The 3.30 p.m. Leeds-Scarborough express service on 5/7/52 included:- 440 (B); 444(YN); 752 (H); 805 (L); 834 (L); Lincolnshire 729 (B); with 122 and 175 (both K) running

through from Keighley. When seen on 26/7/52, the Leeds-Keswick (X87) service consisted of:- 258 (YN); 452/56 (L), Tillings LYM 729 (L), with 437/44 (YN) running from Bradford - 251, 653/54 (L) ran to Scotland.

A Private Hire booking took 258 (L) and 444 (YN) to Manchester on 12/7/52. Traffic to the coast on Saturday 2/8/52 was very heavy due to the start of Leeds Holiday Week. Unfortunately the amount of space in this Issue is limited, but it is hoped to publish some fairly comprehensive details later. Those holidaymakers who stayed at home made use of the day trips which were run from Leeds to the Coast. 643/44/45 were used on 7/8/52 to Bridlington, Scarborough and Blackpool respectively. Of the local beauty spots, Knaresborough seemed to be the most popular with York a very close second.

207 (H) was seen in Leeds on 6/8/52, returning from Keswick.

Scarborough: The Scarborough-Liverpool service (X192) on Saturday 28/6/52 consisted of Ribble 765 & 837 with WY 189 (H), 453/54 (L), while the reverse journey had Ribble 826 and WY 651 (YK). On Saturday 2/8/52, 249/50 & 655 (all L), were despatched on the 6.30 a.m. express service from Leeds to Scarborough, so as to be available for duplication on X192. The following week Leeds provided 643/45/56 for the same purpose.

Skipton: The through service between Skipton and Scarborough was worked by 410/11 (SK) on 26/7/52.

Among vehicles seen in Skipton on hire on this day were :-

| | | | | | |
|-----|---------|---------|----|-----------------|--------------------------------------|
| | WW 9817 | Leyland | of | Pennine Motors. | ? on Morecambe. |
| | WX 7431 | AEC | " | " | " |
| | MEB 190 | Bedford | " | Service Motors. | ? on Morecambe. |
| 940 | BEW 394 | AEC | " | Lincolnshire. | on Morecambe. |
| 850 | FFU 857 | AEC | " | " | ? on Blackpool. |
| | LYM 727 | AEC | " | Tilling (BTC) | ? on Blackpool. on X37 (Kaswick). |

Yeadon: The following coaches were used on the Yeadon Charities Association Old Folks Annual Outing on 14/6/52, (See Issue 18) :- 640-44/61/62/66-68/70/72/77 in addition to the Tillings vehicle previously mentioned. 640-49/60-66/68/70-77, one CUG, Crossville SL's 72/73/75 and Tillings' LYM 727/29, made up the 32 vehicles used on the Yeadon Trades Hall Annual Childrens' Outing to Blackpool on 28/6/52.

Monday July 7th saw the last night of Harry Ramsden's management at the Fish Restaurant, White Cross, Guiseley. This function brought many thousands of people from all parts of Yorkshire and all available vehicles were pressed into service. As late as 11.0 p.m., ten 'deckers were seen making their way up Hollings Hill, having completed their last journeys on 30 (Leeds-Bradford), 67 (Bradford-Keighley), Skipton, 59 (Bradford-Baldon) etc. A Lincolnshire Bedford coach was reported to have run trips from White Cross to the end of the queue, which at one time stretched as far as the "Hare and Hounds", Menston.

York : The through service on Saturdays Only between York and Blackpool operated again this summer. When seen on 26/7/52, 263 & 413 ran it.

733 (L) was seen operating the 8.30 p.m. York-Harrogate (74) journey. On 9/8/52 775 (YK) was noted on Y12 (Strensall-Bishopthorpe) - a service normally operated by highbridge type vehicles.

The Scarborough-Blackpool (X15) express service on Saturday 9/8/52 consisted of Ribbles 847/58/64/68/95 & 1195 with WY 651 (YK).

6. SERVICE CHANGES:-

FOUNTAINS ABBEY. Through services are now run from Leeds, Bradford and York via 36 (1.40 p.m.), 53 (1.25 p.m.), and 74 (1.30 p.m), proceeding via Harrogate, Ripley and Markington (Route 25). This is presumably a partial restoration of the pre-war route 26 - Harrogate to Fountains Abbey.

6. SERVICE CHANGES (CONTD).

A revision of services in the Baildon-Shipley-Bradford area came into effect on 3/8/52. Major changes include :-
SERVICE 58. BAILDON-SHIPLEY-BOLTON WOODS-BRADFORD.

Now terminates at Canal Road End near Forster Square, Bradford, instead of Chester Street Bus Station.

SERVICE 59. BAILDON-SHIPLEY-MANNINGHAM LANE-BRADFORD.
Sunday service withdrawn.

SERVICE 66. SHIPLEY-WINDHILL-BOLTON WOODS-CANAL ROAD END, BRADFORD.

The service between Hirst Wood and Windhill has been discontinued and a new service is now being operated between Charles Street, Shipley, and Canal Road End, Bradford.

SERVICE 66A. HIRST WOOD-SHIPLEY-WEST ROYD CRESCENT.

The service between Shipley and West Royd Crescent has been re-timed and extended from Shipley to Hirst Wood on Monday to Saturdays inclusive. On Sundays, an hourly service between Shipley and Windhill is provided.

SERVICE 30. LEEDS-GREENGATES-BRADFORD.

SERVICE 31. LEEDS-GREENGATES-LEIGHLEY.

From the 3rd August to 28th September, 1952, inclusive, a 20 minute frequency is being operated between 6.0 and 10.0 p.m. (approx) SUNDAYS ONLY, on the above mentioned routes.

8. SOLD STOCK.

It is regretted that in our last issue, pages 6 & 7 were transposed. The Sold Stock Section should therefore be read as follows :- Pages 5, 7, 6 & 8.

WW 8253 (TS 1 ex-557, originally 506 and came from Tendon Transport in 1929). This vehicle has been located in July, 1952, in use as a builder's office on a site at Poppleton near York.

AVG 412 (Dennis Lancet II, ex-884, withdrawn 4/50). Reported in Issue 11 p.6. as with Birch's of Harrogate, is being used by them as an office close to to Stanningley Station. It is now painted blue, and has acquired a chimney.

AWW 25 (GOSG ex-Y320, withdrawn 9/51). Is now in use as a showman's vehicle and owned by Hines of Salford. It has been cut down somewhat, and was at the Fair in Lister Park, Bradford during early August.

YG 5736 (Dennis Ace ex-602). The body on this vehicle, which has been stored unlicensed at Grove Park, Harrogate, for a considerable time, has been sold.

STRATFORD-UPON-AVON BLUE MOTORS LTD.

In September 1938 this company purchased 16 "West Yorkshires" TSM B10A2's. They replaced some similar North Western buses purchased in 1936 and took the same fleet numbers. These had registrations in the DB 51xx series.

| <u>New No.</u> | <u>Regn. No.</u> | <u>WY No.</u> | <u>Chassis No.</u> | <u>Date Scrapped.</u> |
|----------------|------------------|---------------|--------------------|-----------------------|
| 1 | WZ 2121 | 265 | 6709 | 9/48. |
| 2 | WX 2131 | 275 | 6719 | 3/48. |
| 3 | WX 2126 | 270 | 6714 | 11/48. |
| 4 | WY 2134 | 278 | 6722 | 12/48. |
| 5 | WX 2120 | 264 | 6708 | 2/49. |
| 6 | WX 2152 | 296 | 6740 | 3/47. |
| 7 | WZ 2151 | 295 | 6739 | 12/46. |
| 8 | WX 2148 | 292 | 6736 | 10/48. |
| 9 | WX 2125 | 269 | 6713 | 11/48. |
| 10 | WX 2130 | 274 | 6718 | 5/48. |
| 14 | WX 2118 | 262 | 6706 | 12/48. |
| 15 | WX 2133 | 277 | 6721 | 5/48. |
| 16 | WX 2144 | 288 | 6732 | 11/48. |
| 17 | WX 2141 | 285 | 6729 | 11/48. |
| 18 | WX 2153 | 297 | 6741 | 10/48. |
| 19 | WX 2150 | 294 | 6738 | 12/48. |