

WEST YORKSHIRE INFORMATION SERVICE

ISSUE NO: 32

OCTOBER, 1953.

HON. EDITOR:

HON. CHAIRMAN:

HON. VICE-CHAIRMAN:

HON. TREASURER, MEMBERSHIP SECRETARY, & PUBLICATIONS OFFICER:

GENIUS SOCIETY, N.W. & YORKSHIRE BRANCH: Saturday, November 7th, 1953. Annual General Meeting followed by a 'Brains Trust' to be held in the Y.M.C.A., Peter Street, Manchester, commencing at 4.0 p.m.

W.Y.I.S. HARROGATE BRITTING: Venue:- Head Office, East Parade, Harrogate. SATURDAY, NOVEMBER 14th. Time:- 6.0 p.m. for 6.30 start.

Speaker:- [redacted], Chief Clerk, Engineer's Office, who will be talking about the activities of his department.

BULLETIN REPORTS: As from the 1st November, 1953, [redacted] will be resuming in full his duties as Editor of the Bulletin. Future items for inclusion in the Bulletin should, therefore, be forwarded to him at the above address.

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1. STOCK CHANGES.

(a) DELICENSED

139, 141, 144, 146, 153, 171, 175,	-	30/9/53
E205,	-	30/9/53
217, 218, 219, 251, 267,	-	30/9/53
423, 424, 426, 427, 431, 432, 433,	-	30/9/53
434, 436, 437, 438, 439, 440, 441,	-	30/9/53
444 - 458,	-	30/9/53
646, 648, 649,	-	30/9/53
659,	-	30/9/53

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3. DEPOT CHANGES.

(b) TEMPORARY LOANS

Tilling	-	LYa 727	Wegal I	C 37 F	ECW	LEEDS	5/9/53
Tilling	-	LYB 745	Bristol LL6G	C 35 F	ECW	LEEDS	12/9/53
Eastern Counties	LS 492	DAH 162	Bristol L5G	C 26 F	ECW	LEEDS	12/10/53

Lincolnshire 1177 (ex-766) GPU 857 Bedford CB/Duple C 29 F, on hire to W.Y. during the summer, was noted in Leeds Depot on 8/10/53, but it is uncertain whether this vehicle was on loan during its stay.

(c) MOVEMENTS OF DELICENSED VEHICLES

Y236 was seen in York on 30/9/53 running on trade plates U24C.

3. DEPOT CHANGES.

(a) ALLOCATIONS AND TRANSFERS

139, 141, 144, 146, 153,	from HARRGATE	(delicensed)	30/9/53
171,	" BRADFORD	(delicensed)	30/9/53
175,	" KEIGHLEY	(delicensed)	30/9/53
K205,	" SKIPTON	(delicensed)	30/9/53
217, 218, 219,	" LEEDS	(delicensed)	30/9/53
251,	" HARRGATE	(delicensed)	30/9/53
267,	" LEEDS	(delicensed)	30/9/53
423 & 424,	" LEEDS	(delicensed)	30/9/53
426 & 427,	" YORK	(delicensed)	30/9/53
431 - 434,	" KEIGHLEY	(delicensed)	30/9/53
436 - 441,	" BRADFORD	(delicensed)	30/9/53
444 - 446,	" HARRGATE	(delicensed)	30/9/53
447 - 449,	" YORK	(delicensed)	30/9/53
450 - 458,	" LEEDS	(delicensed)	30/9/53
646, 648, 649,	" HARRGATE	(delicensed)	30/9/53
659,	" LEEDS	(delicensed)	30/9/53
124,	" LEEDS	(delicensed)	30/9/53
128,	" LEEDS	to YORK	1/10/53
K165,	" ILKLEY	" KEIGHLEY	1/10/53
202,	" SKIPTON	" SKIPTON	1/10/53
411,	" SKIPTON	" KEIGHLEY	1/10/53
412,	" BRADFORD	" KEIGHLEY	1/10/53
651,	" LEEDS	" SKIPTON	1/10/53
652,	" YORK	" BRADFORD	1/10/53
851,	" YORK	" ILKLEY	1/10/53
	" BRADFORD	" LEEDS	1/10/53

4. VEHICLE NOTES.

(a) OVERHAULS

September 1953 : K168, 173, 176, 251, Y373, Y761.
 October 1953 : Y371, 407, 418, 744, K743, 787, 824.

(b) REPAIRS

September 1953 : Y396, Y702, K718.
 October 1953 : 850.

(c) HEATERS

Fitted to :- 360, 385, 386.

5. OPERATING DETAILS.

Bradford: revised services on the three Baildon routes commenced on Sunday, 27/9/53. At the same time a new circular route was introduced, replacing the Canal Road - Bolton Woods - Windhill - Shipley service. The new route is Canal Road - Bolton Woods - Shipley - Windhill - Owllet Hall Estate (Festival Avenue) - Bolton Woods - Canal Road. Two journeys in the hour go this way, and two in the reverse direction, giving a 15 minute service between Canal Road and Bolton Road. In view of this frequency an additional 20 minute service on '58' to Baildon would be rather superfluous, so this service has been cut to three journeys at each peak period running through to Chester Street. However, no adjustment was made to increase the '59' service throughout the day, so the frequency on Baildon road was cut from every 10 minutes to every 20. A number of people who had found it convenient to use the Canal Road service found themselves faced with a long walk, and several complaints were forthcoming. Adjustments were then made, running schedules revised, and duplicate buses provided, and it now seems that the Baildon residents are more satisfied.

OPERATING DETAILS. (Contd).

Bradford: It seems that although mileage has been out, no vehicles are saved because of the extra peak journey involved. In fact two extra double deckers are required for the new '66' service. For this, two 'exposures' have been added to the front blinds of 733, 776 and 777, viz:

BOLTON WOODS	66	and	BOLTON WOODS	66
VALLEY ROAD			WINDHILL	

on either way round of the circular the blind has to be changed at Shipley. Two deckers are required on weekdays, one going 'clockwise' and the other 'anti-clockwise' throughout the day. 733 inaugurated the service on 27/9/53, joined by 776 on 28/9/53. Since then several other K6B's have appeared.

Additional journeys are operated on Fridays only between Windhill and Repler Road (Trizinghall) via Shipley. These are to operate experimentally for three months at the request of the Shipley U.D.C. On 9/10/53 112 was on the service, and had been provided with a special bible indicator. On the same day 222 was noted duplicating from Shipley to Baildon (59).

On 10/10/53, CUG 3(B), CUG 6, CUG 7, CUG 8 (all H) were seen on an advertised afternoon excursion from Shipley. CUG 3 actually started from Baildon and joined the others at Shipley.

32-seaters have been noted on the weekend services to Blackpool now that most of the 39-seaters have been delicensed. 110, 111 (both B) were on the 11.9 am departure on 3/10/53, and 149 and 202 (both K) appeared the following Saturday (10/10/53).

Harrogate: observations made here on 28/9/53 produced:- 778 on '20' with intermediates 'blank'; 351, 353, & 707 on '11' (Starboe Wetlands); 710 & MWR 618 on 9/12 (New Park/Bilton). Two hired coaches were seen on the 5.45 pm Harrogate-Ratoley Bridge (24) service. Those were:- GN 7269 (Lofp) and KTB 504 (Wrays). FKW 445 (Wrays) was seen on service '36'.

Recently a Harrogate double decker has started working on route 76. After a trip to Knaresborough on '16', it runs to Ilkley on '76', does a 'school special', and then drops into the 61/53 service.

644 and 645 were seen in Leeds during the afternoon of 16/10/53. 644 displayed 'Blackpool', 645 'arcambo', and it is thought likely that both coaches were destined for the illuminations.

413 (L), with the special air conditioning and heating system, is being used experimentally on Ratoley Bridge.

Ilkley: 652, recently transferred from York, was first noted on 1/10/53 on the 6.15 pm Bradford-Ilkley (63) journey - normally a 32-seater Auty. It is to be used on a Saturdays only Leeds-Rewcastle journey, which for some time has been operated by Ilkley Depot. 128 now displaced to Keighley, has been at Ilkley since it was first licensed in July 1938.

Keighley: On 9/10/53, 409 was on services 62/62A, and K442 on the K14 and K15 routes - not previously a 39-seater working. The intermediate blinds were 'blank' in both cases.

Leeds: The alterations affecting the Leeds-Thorner-Boston Spa (42) route (see page 8) came into effect on Sunday 4/10/53, and introduced double deckers for the first time, the service having been previously operated by singles. 348 and 357 were used on 4/10/53, and K50's continued to appear regularly until 10/10/53. Since then, the service has been largely maintained by 804/05/13, K50's putting in an occasional appearance. The first 8 footer to be used was 834, noted on Saturday 17/10/53. It is indeed gratifying to see the 8xx series working the new services as they are the only vehicles able to display correct blinds.

851, recently transferred from Bradford, is operating on the Leeds - Scarborough (43) service. It normally works the 7.5 am and 3.5 pm departures. 751 continues to run the 9.5 am journey.

5. OPERATING DETAILS (Contd)

Leeds: Eastern Counties LS 492 - similar to the WY 640-645 batch -
(Contd) was on hire to WY on 12/10/53 and duplicated the 5.25 pm Leeds
Boston Spa - Tadcaster (42) turn.

The appearance of semi's on the Hull (46) service is a rare event, but on Saturday 17/10/53, 250 (accompanied by 258) operated the 8.5 am departure. Throughout the peak summer months, this particular Saturday turn was worked by two 32-seaters, thereby freeing the 35 and 39-seaters for express workings. The EUG's made their first appearance on this route during mid-October. EUG 4 was noted on 14/10/53; EUG 3 on 15/10/53. EUG 4 has also been seen working Leeds - Scarborough, appearing on the 1.5 pm departure on 15/10/53.

Since the end of September, EUG 4 has made a number of appearances on X88 (Leeds-Morecambe) - one of these being on 15/10/53.

A period of observation at Wellington Street Bus Station, Leeds, on Thursday afternoon 3/9/53 gives some idea of the normal weekday traffic.

2.05 pm	46	Hull	WY 456 (L)
2.20 pm	91	Whitby	UAS BBE 16.
2.25 pm		Liverpool	LUT 182.
2.30 pm	J2	Blackpool	Ribble 727.
2.35 pm		Middlesbrough	UAS BBE 15; UAS LLE 22.
3.05 pm	43	Scarborough	WY 453(L)(arrived at 2.40 pm ex-Hull)
3.25 pm		Liverpool	NW 277; NW 284.
3.35 pm		Newcastle	NGT 1491; NGT 1529.
			NGT 865 on the through Liverpool - Newcastle service.
3.45 pm	44	Bridlington	WY 845 (YK)
4.05 pm	46	Hull	WY 217 (L)
4.25 pm		Middlesbrough - Liverpool	WY 256 (H)
4.35 pm		Liverpool - Middlesbrough	WY 251 (H)
5.20 pm		Lowestoft - Newcastle	UAS BBE 14.
5.25 pm		Newcastle - Liverpool	NW 383.
5.35 pm		Liverpool - Newcastle	NGT 863
		Leeds-Newcastle	NGT 1492
5.45 pm	91	Whitby	WY 249 (B)
5.45 pm	45	Bridlington	EY 578
6.00 pm	X88	Morecambe	WY 659 (L)

Interesting arrivals that did not go out again were:-

WY 751 (L)	ox-Scarborough	43	at 3.30 pm
WY 642 (L)	ox-Liverpool		at 4.55 pm
WY 657 (L)	ox-Liverpool		at 5.55 pm

Yeadon: A recent survey of the Yeadon rotas has clarified several rather elusive turns. The daily allocation is now 5 double deckers and 5 singles; 3 DD's from Bradford, and 2 DD's and 5 SD's from Leeds. Only the five doubles operate continuously throughout the day as follows:-

Service 33 (1 Leeds) Service 50 (1 Bradford, 1 Leeds)
Service 53 (1 Bradford) Service 55 (1 Bradford)

On Sundays this is changed. '33' is operated entirely by Lodgard, and Bradford takes over one turn on 50 while Yeadon takes one more on 55. (i.e. 50 - 1, 53 - 1, 55 - 2). This has caused some interesting workings of Leeds vehicles on 53 and 55. The types of vehicles allocated are usually:- 1 K5G (53); 1 K6B (50); & 1 KSW6B (55) from Bradford, with 1 K5G (33); & 1 K6B (50) from Leeds, though recently a KSW6B has been on 33. The SD allocation from Leeds is usually 3 or 4 J's (all with roller blinds) and 2 L5G's (often 217 and 218). There are now no bibio indicator boards at Yeadon.

OPERATING DETAILS (Contd)

Yendon: Examples of interesting weekend workings are:- 835 on 50
(Contd) on Saturday 5/9/53, 53 on Sunday 6/9/53 and 55 on Monday
7/9/53.
on Sunday 27/9/53, the four double deckers were:- 50 - 736; 55 - 832/36;
53 - 777. Next day, Monday 28/9/53, 832 reverted to 33, 736 & 777 were
on 50, 390 on 55 and 836 on 55. 736 although it is a Leeds vehicle,
has Bradford intermediate blinds. It is not usual for Bradford vehicles
to run 33, though this has happened on odd occasions. Sunday 18/10/53
produced 361 on 55 and 736 on 53.

Both vehicles on 50 do a straight forward rota, one departing Bradford
on the even hour, and the other on the odd hour. At 9.10 pm the
Yendon car duplicates Bradford to Yendon only, while a Bradford car
runs the journey to Utley and back.

The car on 55 runs to Utley, works the 6.30 am journey on 53 to
Bradford, duplicates the 7.25 am 63 to Burley and returns on 68 at 8.10 am
It no longer works to Baildon, but drops into the 55 service at 10.20 am
from Bradford.

The car on 33 does trips on 32, 33, and 'school specials' before running
through the day on its route proper.

The car on 53 duplicates via 55 and 50 to Utley and operates Utley -
Bradford the rest of the day, apart from 'school specials'.

The five single deckers work split turns on various routes. A
complete intermediate blind would require 'exposures' on the following
routes:- 22, 30, 31, 32, 33, 34, 50, 51, 53, 54, 55, 63, 67, 68, 72, 76.
Perhaps the most interesting duty is one which includes a journey on
67 from Saltaire to Bradford, followed by a run from Rawden to Ilkley
Grammar School. On Mondays and Fridays, it runs on 72 between Utley
and Fawston, although it is understood that these journeys will be
extended through to Harrogate on 22, the crews changing to a Harrogate
car which is timed to meet it. Yendon Depot is responsible for all
the few journeys on Bradford-Cockridge (54). Most blinds do not have
Cockridge on so Horsforth is usually displayed.
During the summer only, a fifth car has run on Sundays, for the day trip
to Eridlington and Scarborough. The vehicle has usually been a coach
or a semi on weekend loan from some other depot. Also, on Saturday,
a car was booked to duplicate the 9.5 am Leeds-Whitby (91) service.

York: 425 and 447 were noted on the through Blackpool-York service on
22/8/53.

Single deckers have resumed working Leeds-Bridlington now that the winter
service is in operation. 845 has, therefore, appeared frequently on 43
(Leeds-York) and occasionally on 80 (York-Thirsk).

6. SERVICE CHANGES.

SERVICE 20 - HARROGATE-WETHERBY-BOSTON SPA-TADCASTER.

This service will in general operate five minutes earlier from both
Harrogate and Tadcaster - the new departure times being five minutes
to the hour instead of on it. The terminal point in Tadcaster will
be Kirkgate instead of the "Coach and Horses". Effective date:- 4/10/53.

SERVICE 38 - LEEDS - WETHERBY - KNARESBOROUGH.

Through journeys from Leeds to Knaresborough will depart Wetherby at
23 minutes past the hour instead of 27 minutes past. Departures from
Knaresborough will be on the hour instead of five minutes past.
Effective date:- 4/10/53.

SERVICE 41 - LEEDS - BOSTON SPA - WETHERBY.

Generally speaking this is the old Leeds-Boston Spa (42) service
merely re-numbered and extended from Boston Spa to Wetherby via Thorp
Arch. There is no Sunday service. Introduction date:- 5/10/53.

SERVICE 42 - LEEDS - BOSTON SPA - TADCASTER.

The old 42 route is followed to Clifford (memorial), but the service
will then proceed via Willow Lane and Moor End to Boston Spa, and on
to Tadcaster. Effective date:- 4/10/53.

6. SERVICE CHANGES (Contd)

SERVICE 58 - BRADFORD - BOLTON WOODS - SHIPLEY - BALDON.
Service to operate at 'peak times' only (i.e. early morning, lunchtime and teatime). The terminal point in Bradford will be Chester Street Bus Station instead of Canal road. Effective date:- 28/9/53

SERVICE 59 - BRADFORD-MANNINGHAM LANE-SHIPLEY-BALDON.

SERVICE 61 - BRADFORD-MANNINGHAM LANE-SHIPLEY-BALDON GREEN-BALDON.

These two services will provide a regular frequency via manningham Lane and Shipley, alternate journeys operating via baldon road and baldon Green. Effective date:- 27/9/53.

SERVICE 66 - BRADFORD (Canal Road)-BOLTON WOODS-WINDHILL-SHIPLEY
(CIRCULAR)

This service will replace the existing service 66 between Bradford (Canal road) and Shipley (Charles Street). The new service will operate via Bolton Woods, Owllet Hall Estate (Festival Avenue) and Windhill to Shipley (Conservative Club), thence via Valley road and Bolton Woods to Bradford (Canal road). Alternate journeys will operate in the reverse direction. On Fridays additional journeys will be operated between Windhill (Rochester Street) and Valley Road (junction with Poplar road) via Shipley (Conservative Club). Date of introduction - 27/9/53.

SERVICE 88 - YORK - TADCASTER - BOSTON SPA - WETHERBY.

SERVICE 89 - YORK - TADCASTER - BOSTON SPA - BRAHAM.

Both services discontinued as from 3/10/53.

SERVICE 88 - YORK - TADCASTER (Stutton Lane).

Introduced with effect from 5/10/53. Operates via Bishopthorpe, Copmanthorpe, Bilbrough and Catterton. There is no Sunday service.

SERVICE Y15 - YORK - BISHOPTHORPE - COPMANTHORPE.

Revised timetable introduced in conjunction with the new service 88. Effective date :- 4/10/53.

SERVICE Y16 - YORK - OSBALDWICK - MURTON. (see issue 30)

Further details concerning the above service have been received. On weekdays, there are three journeys to murton at 7.50 am, 9.40 am (THU) and 4.10 pm, and two to osbaldwick only at 12.10 pm and 2.10 pm. On Saturdays there are four departures at 9.10 am, 12.10, 2.10, and 5.10 pm, and all go through to murton. There is no Sunday Service. The journey time from York to murton is 19 minutes (to osbaldwick 15 mins). Vehicles have one minutes standing time at murton before returning to York.

7. SOLD STOCK.

- WW 7107 (TSM BLOW2 ox-WY K241 ch: 5881, now 10/28, sold 7/46 to Norths). Operated for W.A. Charlton until 1952. Was seen as a showman's vehicle at Newcastle Moor 6/53.
- WW 7122 (TSM BLOW2 ox-WY K255 ch: 5896, now 1/29, sold 2/46 to Stephenson of Skipton). Seen with G. Garnett, Apperley Bridge, until 1952. Was seen in Hunslet Road, Leeds, on 19/8/53 as a showman's vehicle.
- WX 2143 (TSM BLOW2 ox-WY K287 ch: 6731, now 4/30, sold 2/46 to Stephenson of Skipton). Has been seen on a caravan site in Co. Durham.
- WX 5902 (TSM BLOW2 ox-WY 704, ch: 6882, now 3/31, sold 1946 to E. Brook, Wyke, Bradford). Was seen at York on St. George's Field during the August Fair 1953.
- WX 5925 (TS3 ox-WY 534, ch: 61488, now 3/31, sold 7/40, to the Government, returned in 3/43, and re-sold to North's in 4/46). Later is believed to have run for A. Snow, Sudworth. Was seen as a showman's vehicle at Newcastle Moor in 6/53.

JSC-KLH/ALH

28/10/53