

"WEST YORKSHIRE INFORMATION SERVICE"

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SEPTEMBER, 1953

HON. EDITOR:

HON. CHAIRMAN:

HON. VICE-CHAIRMAN:

HON. TREASURER, MEMBERSHIP SECRETARY, & PUBLICATIONS OFFICER:

OMNIBUS SOCIETY, N.W. & YORKSHIRE BRANCH: Sunday, October 18th, 1953. Visit to Stalybridge, Hyde, Mossley & Dukinfield Joint Board. Venue:- Main Depot, Park Road, Stalybridge. Time:- 2.0 p.m. Note:- Park road can be reached by taking a number 11 bus from St. Michael's Square, Ashton-under-Lyne. W.Y.I.S. members, who are not members of the Omnibus Society and who wish to take part in this visit, are requested to notify

W.Y.I.S. HARROGATE MEETING: Saturday, November 14th. Venue:- Head Office, East Parade, Harrogate. Time:- 6.0 pm for 6.30 start. Speaker:- [redacted] who will be talking about "The Activities of the Engineer's Office". Members are asked to make every effort to attend, so please make a note of the date - SATURDAY, NOVEMBER 14TH

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 1954.

PERSONAL THANKS

The hon. Vice-Chairman wishes to thank Messrs. [redacted], [redacted], for their most comprehensive reports in connection with this month's blind review.

1. STOCK CHANGES.

(c) DELICENCED

173, 176, 31/8/53 Y236, Y237, Y241, 31/8/53  
618, 647, 31/8/53 984, 13/9/53

2. REBODYING & RE-BUILDING.

995 (Bristol 'J' type single decker) has been converted into a towing lorry and renumbered 1020. It is painted green and has been allocated to Leeds Depot to replace 1001 (now withdrawn). 1020 is running on trade plates 100 C.

3. DEPOT CHANGES.

(a) ALLOCATIONS & TRANSFERS

845 from HARROGATE to YORK 25/7/53  
173 " BRADFORD (delicensed) 31/8/53  
176 " KEIGHLEY (delicensed) 31/8/53  
Y236, Y237, Y241 " YORK (delicensed) 31/8/53  
618, 647 " HARROGATE (delicensed) 31/8/53  
984 " YORK (delicensed) 31/8/53  
1001 " LEEDS (delicensed) 13/9/53  
1017 " LEEDS (withdrawn) 14/9/53  
1020 (conversion) " YORK 15/9/53  
" LEEDS 15/9/53

3. DEPOT CHANGES (contd)

N.B. On a number of occasions during the past few months vehicles due to be transferred from one depot to another have not moved to their new depot on the date(s) stated in our Bulletin, and we feel that some explanation is necessary to clarify the position.

In most cases the date given is the official one, but it is often left to the discretion of the depots concerned to arrange a suitable date for the transfer to be effected, at the same time bearing in mind traffic requirements. Hence a vehicle may move to its new depot possibly one, two, or even three days after the official date.

(b) TEMPORARY LOANS

Tilling	-	MXB	736	Regal	C 35 F	ECW	LEEDS	22/8/53
Tilling	-	LYM	732	Regal IV	C 39 F	ECW	LEEDS	29/8/53
Eastern Counties	BS 956	KAH	956	Bedford OB	C 29 F	Duple	LEEDS	29/8/53

649, which had been on loan to Leeds Depot since the beginning of August, returned to Harrogate early in September.

Correction to information given in Issue 30, page 2.

The registration number of Eastern Counties LJ 440 should be corrected to read NG 9910; the coachwork is of course by Eastern Counties and NOT ECW as previously stated.

(c) MOVEMENTS OF LICENSED VEHICLES

989, which took over 923's duties at York during July, has been equipped with fluorescent lighting (ex-923) and perimeter seating.

4. VEHICLE NOTES.

(a) OVERHAULS

August 1953 : 357, Y369, 410, 411, K771, 782.

September 1953 : 116, 124, 127, Y373, Y761, K772, 781, 783.

(b) REPAIRS

August 1953 : 391, 392, Y395, Y397.

923, which received a coat of green paint during the early part of July was again repainted - this time in the normal red and cream livery - towards the end of that same month. (see reference in issue 30, p.3)

(c) HEATERS

Fitted to :- 350, 358, 359, and 260 (not previously mentioned)

All but one of the KWY 39-seaters have heaters, the exception being K443.

CUG 8 (H) is now displaying its allocated fleet number (see Issue 30, page 3). It was so noted on 19/9/53.

A new system of air conditioning has been introduced in 413 (L) following its recent overhaul. The front indicator has been slightly altered at the top to incorporate two air vents. Fresh air is admitted through these vents and this is then conveyed to the saloon

BLIND REVIEW

Over six months have now passed since the last blind review took place and during that time quite a number of changes have occurred. In order to acquaint members of the present position therefore, we give overleaf an up-to-date report on the situation.

VEHICLE NOTES.

BLIND REVIEW

Bradford: The greater proportion of Bradford Depot vehicles are now fitted with full blinds. All the double deckers, including 861/62 licensed in May, are complete with the exception of 824 and 836 (transferred from Harrogate in July 1952). Apart from the front one in 836 which was replaced some months ago, these two vehicles still retain Harrogate Depot intermediates. They no longer appear regularly on 51/53 so usually display the much too familiar - "WEST YORKSHIRE". Of the single deckers, 222/25 are now complete, but 223/24 still require rear destination and intermediates. 428-30/38 have full blinds; so has 411 which received new ones following a recent overhaul. 438-41 (relicensed in May with 436/37) ran until June without rear intermediates. These were then fitted and the whole series (436-41) is now complete. 249 (transferred from Leeds earlier in the year) retains its Leeds Depot express blinds.

Harrogate: Turning our attention first of all to the single deckers, we find that nearly all of them have full blinds; some uncertainty seems to exist about the rear intermediates of 213/14, 405 and 406 as these four vehicles appear to display "WEST YORKSHIRE" whenever they are seen. The three 39-seaters (444-46), relicensed in May, received full sets of blinds then, and all the 'JUG' type coaches are now complete. The position so far as the double deckers are concerned is somewhat complex. The intermediate blinds at present in 752 (and very probably 753, 778/79) are only sufficient for use on Services 10, 36, 51 & 53. For any other route "WEST YORKSHIRE" or a 'blank' has to be used. Of recent transfers 351 (ex-Skipton) is without intermediates - both front and rear, while 353 (ex-Ilkley) is fitted with special blinds sufficient for use on local services only. 354 (also ex-Ilkley) like 853/54/56 (licensed in March) is complete. MWR 618 (at present on loan from York) also has full blinds; these are thought to be out of 845 (now at York). New blinds have been fitted recently to 709/11/80/81/82 on overhaul and these are most comprehensive.

Ilkley: All vehicles here have complete sets; 810/11 (transferred from Leeds to replace 353/54) receiving theirs within a few days of arrival.

Koithloy: The situation here shows marked signs of improvement. All the WY double deckers (356, 728/29, 750, 788-91) have received new blinds. The intermediates have both 30 and 31 on, also 62 and 62A, but the 'town services' appear to be omitted. 'Monston Hospital', 'Harrogate', 'Knaresborough', 'Hawes', and 'Ratoley Bridge' are included on the new destination blinds. More recently, similar blinds have been fitted to some of the KWY K6B's :- K738-41/65-67/69/70. The K5G's seem to have been gradually re-equipped since the last revision of the 'town services' took place in April 1952. The single deckers have not fared so well. 431-34, relicensed in May for the summer traffic, have front destination and intermediate blinds, but are without rear ones. The other 39-seaters (409/10, K419-22/42/43) still remain with the minimum of blinds only. All have front destination ones, but only K420 has a rear one. With the exception of K422 which has a front one, all are without intermediates, and the majority have had their indicators whitened over. K168, the solitary pre-war L5G with a roller blind, received a second hand intermediate (probably from K961 on delicensing) when transferred from Skipton in 1952.

Leeds: There has been a slight improvement in the blind situation so far as the single deckers are concerned. 413/15, recently overhauled, received the new type intermediates - the first intermediates they have had since now - while 217/21 have been fitted with new side indicator blinds. 412 is still without intermediates as also are 970/77/79. It has now been confirmed that 414 has double decker type intermediates front and rear and, as no provision is made on these blinds for services such as Boston Spa (42), Scarborough (43), Hull (46), Bridlington (44 & 45), and Whitby (91), the vehicle has to run with either "WEST YORKSHIRE" or a 'blank' up.

4. VEHICLE NOTES (Contd)

BLIND REVIEW

Leeds (Contd): 218 also appears to have a double decker type front intermediate. 450-58, relicensed in May, soon received full sets of blinds. Looking now at the double deckers we find that 848/49/50/52 are still without proper intermediate blinds - they were without in February when the last review was made. Since that time, however, 852 has had "SERVICE", and "SEACRAFT, TADCASTER, DRINGHOUSES" (the correct intermediate for service 43 - Leeds-York) added. 857-60, licensed in May, quickly acquired complete blinds, some of which came from 810/11/12 when these vehicles were transferred to Ilkley and Skipton. 863, which entered traffic in July, has a front intermediate but no rear one. 864, also licensed in July, is without both. Also in need of a rear intermediate is 715 which has been without one for some considerable time. When the change-over to double decker traffic on Service 50 took place during May, a Leeds dockor (747) was allocated to work on this route. In order that correct blinds could be displayed the Leeds intermediates were removed and replaced by Bradford Deput ones. The destination blinds remained unchanged. Recently 736 replaced 747, and the blinds of both vehicles have merely been exchanged. 347/48/57, 712/14, have received new front destination and intermediate blinds on overhaul. 357 has, in addition, been equipped with new blinds at the rear.

Skipton: There were two complete sets of blinds supplied to 259/60 when new; these are now spread out over 259/60, 407/68. Each is complete at the front, but blank at the rear. 812, which ran with no intermediate blinds for a few weeks after its transfer from Leeds, had a pair fitted in July. The other double deckers (K363 and 744) are complete.

York: At York the position continues to improve. New blinds have been fitted to all the WY double deckers and to the majority of WY ones as well. 845 (on loan from Harrogate) and 847 both have complete sets, though 845's probably came out of MWR 618 when this vehicle went over to Harrogate during July. Of the single deckers, 447-49 entered service with complete blinds, and new ones were recently fitted to 261/66/70/71, 416/17/18. 269 (transferred from Leeds in May) and 426 and 427 (relicensed the same month) have correct destination blinds, but are without intermediates. Confirmation has yet to be received to the effect that 425 has new intermediates.

It will be observed from the above reports that the Company is taking all steps possible to improve the blind situation, but this is by no means an easy matter. The constant addition of new services and the alteration of existing ones in accordance with traffic requirements is but one of many factors which has to be taken into account.

During the past few months new blinds have been fitted to many vehicles possessing the destination, and combined route number and intermediate type of indicators (e.g. 347, 709, 788 etc). These new blinds are most comprehensive. Fewer places are displayed on the new intermediates however, but this is of no disadvantage, in fact it makes them easier to read. Perhaps the most significant factor about these new blinds - both destination and intermediates - is that they can be used in single and double deckers alike. Recently 788 was noted to have a 'key' to both the destination and intermediate blinds. It is embossed on white plastic and is attached to the rear indicator box, next to the handle.

The standard of display seems to be much better than of late, but there is still a degree of laxity in the display for coastal services, etc. It would help the intending passenger greatly if the blinds were set to the correct destination immediately the bus arrives on the stand, instead of just before its departure. Many times vehicles were seen to depart still showing BRADFORD or LEEDS as the case may be. On one or two notable occasions some long-distance intermediates were used. On Whit Saturday, for example, the driver of 439 found the Newcastle intermediate, and later in the season several vehicles were seen with '78' displayed together with the correct intermediate for this run (HAWES). At Leeds, the practice is to use coaches and semi's as peak hour duplicates on such services as Wetherby, Scholes, Thornor, &c. In nearly every case these vehicles leave the Bus Station with no indication whatsoever as to where they are going.

OPERATING D  
Bradford

OPERATING DETAILS.

Bradford: The Keswick (X87) service on 29/8/53 produced atleast three nibble vehicles:- 791 & 843 (royal Tiger coaches) together with a royal Tiger bus. This is the first time for some years that so many nibble vehicles have been noted. WY vehicles were EUG 3 (L), Tilling LYM 732 and Simpsons No: 14.

On 5/9/53 vehicles on X87 included WX 654 (L) to Glasgow (the last Scottish run of the season) with Lofr FBU 973 and Tilling LYM 727, also Simpsons Nos: 8 and 9 HWY 269 and HWY 270 both Guy/rixton, and Simpsons No: 11 KTY 503 Marathon III / Duplo. Other departures seen on this date were:-

- 8.55 am Newcastle - 136 (B).
- 9.00 am Fleetwood (J1) - 218 (L), 219(L), 653(L), 111(B), 411 (B), with Lofr GN 7269.
- 2.00 pm Whitby express - CUG 1 (B).
- 2.30 pm Bridlington exp: - EUG 1 (B), EUG 2 (B).
- 2.30 pm Morecambe (X88) - 435 (B), 436 (B).
- 3.00 pm Scarborough exp: - CUG 2 (B), EUG 5 (B).

432 & 434 (both K) also went to Scarborough with Fairways (Bradford) FKN 501 Marathon / rixton Venturer

During the latter part of the season 249(B) has been frequently used on the Bradford-Whitby (91) service. Its 'United' counterpart has been BBE 16. The rota for this service involves a Bradford-Whitby, Whitby-Leeds, Leeds-Whitby run one day, and a Whitby-Leeds, Leeds-Whitby, Whitby-Bradford run the following day. The WY vehicle, therefore spends alternate nights at Whitby, and the 'United' vehicle alternate nights at Bradford, on the last journey, crews are changed at Malton, so a WY crew brings the 'United' vehicle to Bradford.

Correction to information given in Issue 30, page 4.

The registration number of Simpson's No: 12 is LMX 225 NOT KWX 225.

Harrogate: On Bank Holiday Monday, 3/8/53, nine double deckers of Leeds City Transport were seen in Harrogate on hire to WY. They were:- 378/80/87/90, 408/35/62/73/91. The Harrogate Depot J's which, until recently were more or less confined to the local services, are now appearing on a much wider variety of routes. On 11/8/53, 982 was seen on Service 15 (Boroughbridge via Stavoley), and on 19/8/53, 108 appeared on route 14 (Boroughbridge via Ferronsby). Stavoley bridge is another service on which J's are also being used.

618, now delicensed, for overhaul, ran on services 4/5 (Aaglan Street-Harlow Hill) on 10/8/53. 837(L) arrived in Harrogate from York via route 74 on 12/8/53 !

Ilkley: 128 was noted on the 5.35 pm Otley-Ilkley (77) turn on 2/9/53. 744 (SK) and 745 (1) were seen working '76' the same day.

Keighley: During the summer season, double deckers have been introduced on the Bingley-Elidwick (62) service at weekends. No details are known. On Sunday 23/8/53, 433 was seen at Calverley on the Keighley-Scarborough day trip. 356 appeared on K12 (Ilkley-Haworth) on 2/9/53 and may have been on loan to Ilkley Depot for K717 (away at work) on page 6 of Issue 30, the route number of the Foll Lane - Thwaites service was given as 4. This should have read 6.

Leeds: 775 and 785 (both YE) were noted on the Brillington-Leeds express service on 15/8/53. On the 21st, 25th and 27th August, MWR 618 (H) operated the 9.5 am departure to Scarborough(43). It did not garage at Leeds on these occasions, but came over from Harrogate via '36' in the early morning, and returned by the same route during the tea time rush hour period.

When seen on 22/8/53, the 2.30 pm Leeds-Brillington express service consisted of :- CUG 2, EUG 2, EUG 5 (all B), while 444, 445, 446 (all H), 451, 455, 456, 458 (all L), 667 (B), K422 (K), 851 (B), and CUG 7 (H) formed the 3.30 pm Leeds-Scarborough express the same day.

OPERATING DETAILS (Contd)

Leeds: Vehicle hirings noted on 22/8/53 included :-  
(Contd)

Longsters of rateley:	E JX 79	Bedford CB	-	Duple
Harrastle's (Donor):	JF 6500	Bedford CB	-	Duple
Leon Motor Services:	HTE 459	Daimler	-	?
Leon Motor Services:	JNN 420	Daimler	-	?
Hardman's, Wombwell:	KWY 40	Bedford SB	-	?
J.E. Robinson, Thirsk:	KRE 290	Bedford CB	-	Duple
Yorkshire Queen, Leeds:	hUR 275	Lancet III	-	Duple
C.W. Boddy, Selby:	WHN 44	Marathon III	-	Burlingham
Illingworth, Crigglesstone	GBM 719	Daimler CVD6	-	Duple
Majestic Coaches, Selby:	BRC 188	Bedford CB	-	Duple

During its stay at Leeds, 649 (H) was used for the afternoon trip to Fountains Abbey. On 28/8/53 however, it duplicated the 5.25 pm. Leeds-Scholes (43) journey. Eastern Counties BS 956 ran to Newcastle on 29/8/53.

The following observations made on 2/9/53 are re-produced by way of interest :-

9.5 am Scarborough (43) - 751 (L)  
9.5 am Brillington (45) - 448 (YK)  
9.5 am Whitby (91) - United BG 391

Vehicles used on the day trips on this date were:- 667(B) & EUG 4 (L) which went to Scarborough, and EUG 5 (B) to Braddington.

On 5/9/53 454 & 456 (both L), were seen on the J5 (Leeds-rudsey-Blackpool) service. 659 (L) was on the Leeds-Bradford-Newes service on Sunday 6/9/53.

Observations on the morning of Sunday, 13/9/53, at Wellington Street, Leeds, produced the following interesting notes :-

9.05 am Brillington - EUG 2 (B) from Bradford  
156 (L) from Leeds  
9.05 am Scarborough (43) - 863 (L) from Leeds  
Tilling LYM 729 from Leeds (day trip)  
9.05 am Whitby - 249 (B) from Bradford  
423 (L) from Leeds  
9.25 am Manchester - 457 (L)  
9.25 am Liverpool - 452 (L)  
9.35 am Newcastle - 213 (H), 456 (L).

Leeds HWY 38, and Tilling MKB 745 were available, but had not been used up to 9.30 am.

On 19/9/53, 445 (H), 448 (YK), 644 (H), 751 (L), 851 (B), CUG 5, CUG 7, & CUG 8 (all B), were seen returning from Scarborough on the 9.45 am express service, while 654 (L), presumed to have left Leeds at 6.30 am for Scarborough (express), was noted on the 10.15 am Scarborough - Liverpool (X192) service. Hired vehicles seen on East Coast traffic included:- KBT 803 and PWF 87 of Boddy's. Vehicles noted on Leeds-York (43) during the afternoon of this day, with the 15 minutes service were:-

783, 786, (both YK); 813, 822, 837, 848, 852, 857, 858, 860 (all L). 188 and Y242 (both YK) were duplicating York-Tadcaster. 162 and 269 (both YK) were running York-malton. 863 (L) was on the Leeds-Scarborough (43) through service, as was Y759 which was the only YWY bus noted on 43. 109 (H) and 977 (L) were seen on the 1.30 pm Leeds-wetherby (39) journey on 19/9/53. It is most unusual to have a Harrogate Depot vehicle on this run.

Skipton: A brief period of observation here on Saturday, 29/8/53, produced 426 & 427 (both YK) on the Blackpool-York (J9-43) service. Three coaches of yno's were seen on the Blackpool-Harrogate service, but no WY vehicle appeared.

202 and 259 were seen on Grassington (71) and 186(L) was noted on a Skipton-Jtley (76) journey. 253 (H) was on the Scarborough-Skipton service. Hired vehicles noted here were FAW 446 & HWU 891 of Wrays, JWW 933 (Bedford CB) of Silver Star, and WHN 44 of Boddy's, Selby. The 5.30 pm Ilkley-Grassington (75) journey on 2/9/53 was operated by 202, while 260 appeared on the 5.0 pm Skipton-Silsdon (K11) duty.

OPERATING DETAILS (Contd)

Yeaton: 977 (L-YDN) was on the 1.10 pm (SO) Bradford-Cookridge (54) service on 12/9/53. It was later used to take a private party of the Rugby League Supporters Club from Guiseley to Headingley.

York: A large number of hired vehicles were noted passing through York on the coastal services on 8/8/53. They included:-

Simpson's of Ripon No: 12	LWX 225	Bedford SB	-	Flaxton
Simpson's of Ripon No: 13	KWX 226	Bedford SB	-	Flaxton
Simpson's of Ripon No: 14	KWX 227	Bedford SB	-	Flaxton
Boddy's of Bridlington,	NRH 888	Regal IV	-	Flaxton
Boddy's of Bridlington,	DTY 442	Regal III	-	Flaxton
Boddy's of Bridlington,	JWY 927	Bedford OB	-	Duple
Boddy's of Bridlington,	WN 8307	Lancet I	-	?
Boddy's of Bridlington,	CTA 109	Leyland TS7	-	?
Boddy's of Bridlington,	rUA 170	Regal IV	-	Flaxton
Boddy's of Bridlington,	CS 5230	Leyland TS7	-	Flaxton
Kildare Coaches,	GWV 325	Daimler	-	Flaxton
Kildare Coaches,	GWV 326	Daimler	-	Flaxton
Anfield's, Bridlington,	FBT 900	Bedford OB	-	Duple
Anfield's, Bridlington,	GWF 250	Bedford OB	-	Duple
Anfield's, Bridlington,	JrD 64	?	-	?
Anfield's, Bridlington,	DUT 14	Regal	-	?
Broadway Tours, Horsforth,	GDY 326	Marathon III	-	Santus
W. Boddy, Solby, No: 21	KBT 218	Lancet III	-	Yeates
Fairways, Bradford,	JWF 555	Regal IV	-	Flaxton
Sutcliffe, Leeds,	HUB 90	Marathon III	-	Flaxton
Denton's, Huddersfield,	FED 889	Austin	-	
Steels', Addingham,	JDD 381	Foden	-	Flaxton
Hargreaves, Hobdon,	GWT 206	Commer	-	Flaxton
Lodgards,	LUB 671	Leyland rS1	-	Duple
Lodgards,	LUB 674	Leyland rS1	-	Duple

Simpson's of Ripon HWW 642 (Bedford OB/Duple) ran on the 10.30 am journey on '74' to Harrogate with 248 (H) on this day. During the period 8/8/53 to 19/8/53 WY double deckers were regularly appearing on local services. Those seen were :-

8-8-53: 787 - Y2	12-8-53: 786 - Y1/LA/8/8A
9-8-53: 787 - Y9	12-8-53: 787 - Y9
10-8-53: 783 - Y4/Y4A	17-8-53: 787 - Y9
10-8-53: 787 - Y10	17-8-53: 417 - Y4/Y4A
11-8-53: 775 - Y3	18-8-53: 787 - Y9
11-8-53: 787 - Y4	19-8-53: 787 - Y9

No WY vehicles had appeared on regular workings from the last date (19/8/53) up to 11/9/53. 845, which has replaced the new Lodekka at York, has normally operated on 44 (Leeds-Bridlington), but on occasions it has worked 60' (York-Thirsk) instead of 847. It was thus noted on 30/8/53, 1/9/53, and 2/9/53. During this time 784 was used on Bridlington. The following observations were recorded on Saturday, 19/9/53 :-

425 (YK) - Y14 (Arthill)	650 (YK) - 74 (H'gto-Scarboro)
115 (YK) - Y15 (Cupmanthorpe)	847 (YK) - 80 (York-Thirsk)
845 (YK) - 44 (Leeds-Bridlington)	154 (W) - 88 (York-Wetherby)
156 & 158 (both L) - 46 (Leeds-Hull)	

Corrections to information given in issue 30

Page 10. Yorkshire Queen HUR 275, and Broadbents HBT 561 are Dennis Lancet III's NOT II's. Service motors MAB 190, previously shown as a Bedford is an Austin with Flaxton coachwork.

Page 9. HWY 269 of Sampson's has been confirmed as being a Guy - Flaxton and is number 8 in Sampson's fleet.

Page 12. DISPOSITION OF COACH FLEET - SATURDAY JULY 4TH.  
10.0 am London-Bradford 669 (To return 9.45 pm ex-Bradford)

5. OPERATING DETAILS (Contd)

YEADON AIR DISPLAY

The official figures provided by the Company show that 50,389 passengers were carried to and from Yeadon as compared with 54,000 last year. 132 vehicles were hired from other operators, and this total was made up as follows:-

Leds City Transport	- 60	Kibble Motor Services	- 2
Bradford City Transport	- 23	Northern General	- 2
West Riding Automobile Co:	- 39	East Yorkshire Motor	
Todmorden Joint Committee	- 3	Services	- 3

127 out of the 132 hired vehicles were noted by W.Y.I.S. observers. The following three vehicles should be added to the list given in Issue 29.

<u>WEST RIDING AUTOMOBILE SERVICES.</u>		<u>KIBBLE MOTOR SERVICES.</u>
216	HL 8493 AEG Regent	831
217	HL 8494 AEG Regent	(Royal Tiger coach)

DARLINGTON ABBEY TOUR

Following the success of the Bournemouth Tour which was run last year, 'West Yorkshire' in conjunction with S.M.T. have advertised a Scottish Tour based on the Border Country Hotel of Dryburgh Abbey.

The hotel is situated very attractively on a horse shoe bend of the river Tweed; the nearest village is St. Boswells, some four or five miles away, while Galashiels, the nearest big town, is about eight miles away. The same coach was not provided throughout the tour, but a through coach was run from Leeds to Dryburgh and also for the return journey.

So far as is known only on two occasions was there sufficient number of bookings to justify a through coach - on July 25th and August 1st; on both occasions 677 (L) was used. The departure at 8.15 am coincided with the X87 Koswick service, and 677 ran to Koswick to the schedule of this service. After lunch at Koswick, it left at 2.0 pm with the Blackpool-Edinburgh (X12) service of Kibble-S.M.T., the route being via Carlisle and Hawick to Galashiels. From here it went direct to the hotel arriving at 7.30 pm. 677 garaged at Galashiels and returned to Leeds the following day with the Edinburgh-Leeds service car.

At the hotel the dozen WY passengers joined several others on Easiway (Kibble) and S.M.T. tours from London. The coach used for the excursions was a 1952 Bedford SB with a 30 seat Burlingham Seagull body. Places visited included Edinburgh and Loch Katrine to the North, Berwick and Moffat to the south. The guide-drivers were in charge, changing over in the middle of the week; both were well versed on local lore and frequently quoted Robert Burns and Sir Walter Scott.

of the service at the hotel nothing but praise can be given. The meals were excellent and the hotel itself most comfortable. The only drawback is its complete isolation from entertainment, but it is certainly to be recommended for a quiet and restful holiday. (W.Y.I.S. members please note!)

From a bus enthusiasts point of view the tour was of great interest as it revealed the large proportion of older pre-war buses still operating for both S.M.T. and Western S.M.T. At Carlisle Western SMT depot most of the double deckers were Leyland Titan TDL & TD2 (none newer than 1933), with one or two ex-L.T.E. Guys. Throughout the SMT area the single deckers were mainly Regal T's of 1932-34 vintage and Leyland TS6 & TS7, both fitted with post-war bodies. There were still a number of TS1 Tigers of 1929 vintage operating. In contrast the coach fleet is very up-to-date. The latest development is the fitting of 24 seat Burlingham Seagull bodies to some 1948 Bedford UB chassis. Both SMT and Alexander have a number of 1937-8 Bedford WTB's with canvas roofs.

For the return journey on Friday, an SMT vehicle was sent through on July 31st and August 6th. The route was via the Edinburgh-Manchester (X10) service (Carlisle-Cenrith-Shap-Kenil). On 31/7/53, Regal III B376 GSF 695 was used; and was used on the following day for the 6.30 am Leeds-Blackpool service. It then ran to Morecambe to work on Kibble-SMT service to Galashiels. B280 was fitted with a 37 seat Burlingham Seagull body and provided an interesting comparison with the Bedford-Burlingham coach used on the excursions. Although B280 was fitted with a semi-mounted diesel engine, the presence of the bulkhead reduced the engine noise considerably, and gave a more comfortable ride than the Bedford.

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