

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 341

AUGUST 1979

PERSONAL [REDACTED], well known to members of the WYIS through his associations with the Training School at Moss Grange, retired on 27th July, 31 years after joining the Company as a conductor at Harrrogate. We extend our best wishes to [REDACTED] for a long and happy retirement, and thank him for his help to us over the years.

1979 ORDERS The recent delivery of 3719-22 completes the 1978 order for new vehicles, and the recently published fleet list of the Company tells us the fleet numbers reserved for the 1979 orders. 1491-8 will be 52 seat Leyland Nationals (probably the last series A for the Company), 1723-37 will be VRT's for the main fleet, with 3738-44 for the York fleet, 2567-87 will be the Leyland Leopard/Plaxtons with dual purpose bodies and 2345-50 are the Leyland Leopard/Plaxton coaches of which delivery is almost complete.

AUTUMN TOUR - Sunday 14th October 1979

Details of this, our last main fleet Lodekka tour, were given last month, along with a booking form. If you have not already booked, please do so without delay in order that we can assess the degree of support that the Tour is attracting.

FORTHCOMING EVENTS

PSV CIRCLE The next Social Meeting will be on Thursday 6th September from 7pm in Meeting Room No 4, Bradford Central Library, Princes Way, Bradford.

HCVC YORKSHIRE SECTION The next meeting will be on Wednesday 12th September at 7.45pm in the Metro Leeds Sports and Social Club, Concordia Street, Leeds 1.

WYIS members will be welcome at both the above meetings.

PRESS DAY for the September issue will be on Saturday 1st September and all items should be sent to arrive on or before that date to [REDACTED]

1. FLEET CHANGES

New Vehicle

2349 GWX 991T Leyland PSU3E/4R 7901448 Plaxton 7911LCO23 C49F 9045 kg

Loaned Vehicles

T394 NNN394P Ford R1114	BC04SR53680 Willowbank	76476 B49F	6223 kg
T400 NNN 400P "	" BC04SR53686 "	76482 "	"
T734 SRB 75F Bristol FLP6LX	236172 ECW	16203 H38/32F	8565 kg
T735 SRB 76F "	" 236173 "	16204 H38/32F	"
T748 TRB576F "	" 236322 "	16998 H38/32F	8575 kg
L1615 NFE541J Ford R192	59747 Plaxton	712545 C45F	6775 kg
L2385 0VL480 Bristol F55G	166053 ECW	11630 H33/27RD	7780 kg
L2526 BVL286C Bristol F55G	228004 "	14801 H33/27RD	7754 kg
U3100 LUP900T Leyland National	11351A/1R ?	B49F	?

NOTES:

Additional Information

2349 was delivered in early July
Details of the loaned vehicles shown in last month's Stop Press
are repeated and amplified above, for the record. Details of
operations are shown in Section 4.

The Trent Fords, which arrived on 11 and 12th July respectively,
had been withdrawn by Trent, although only new in July 1976. Both
were new to Trent as 51 seaters, but were altered to 49 seaters by
March 1977, although they still show 51 seats (+ 10 standing) on
the side of the vehicles. 394 has now been fitted with a Leeds
Depot blind, but 400 is still without. Both retain fleetnames
and numbers. The Trent FLF's had also been withdrawn by Trent,
and arrived on 10th July with another FLF, which was returned by
the 12th. 734/5 have all transfers except legal ownership painted
out in red, including the logó plate on the radiator grille, and
for detailing and other purposes are often referred to as "T75"
and "T76" as a result. 748 retains fleetnames and numbers with
white double N emblem at the offside and the new red/blue logo
at the nearside. All three now have Leeds Depot blinds and were
new in 10/67 (734/5) and 1968 (748). Lincolnshire 1615 (note - not
1616) was also withdrawn by Lincolnshire, is without fleetnames
or fleetnumber plates and was new in 1971. It retains National
lettering, and is in National White. It arrived on 12th July and
is without a blind. Lincolnshire 2385 and 2526 arrived on 12th July
and are also without blinds. They retain fleetnumbers and fleetnames
with logo. 2385 brings the old type of Lodekka grille back to
the streets of Leeds, soon after the withdrawal of learner bus
4023, the last bus at Leeds with this feature. 2385 was new in
1961 and 2526 in 1965.

United 3100 is a brand new Leyland National. It has a white
waistband, but no logo, fleetname or fleetnumbers. It arrived
about the second week of July, then left on Sunday 22nd July
after United's Durham depot fire, but returned on the 25th and is
still in service at Harrogate at the time of writing (early August).
It has a Harrogate depot blind fitted and has been fitted up for
OMO, presumably by WF as it was in the Body Shop at Central Works
on 17th July, probably having this work carried out.

Chassis numbers for 2347/8 are 7901078/288 and 3719-22 are 3/1891-4.
The unladen weight of 4067 is 7-8-0. Full details are now
available of two vehicles for which information was missing. 4069
has chassis no BDV CUU 26032 and unladen weight 1-11-1. The
Keighley towing lorry, 4064, is of type 2TG4 and has chassis number
23526. It has an AV 760 engine and the unladen weight is 9-5-0.
The Editor's efforts (no other reports of these details are ever
received) means that we only need details of the Bradford towing
lorry, 4061 (chassis no and unladen weight) and all the Ford Escort
vans (4047/9/56/62, chassis is nos only) which unfortunately are fairly
elusive.

Car GWX 216N is currently being used by the Computer Department
at Head Office.

ALLOCATIONS AND TRANSFERS

2349	(New)	to Keighley	16.7.79
1158	From CRW Spare	(delicensed)	31.7.79
1771	" Leeds	"	"
3833/5	" York	"	"
1206	" CRW Spare	Leeds	1.8.79
2304/6	" Keighley	Leeds	"
2345	Harrogate	Keighley	"

NOTES:

1. 2304/45 were not transferred on 1/7/79 as shown last month, but the moves should now have taken place.
2. Leeds now have 4 out of the 6 RELH6L/ECW's
3. The allocation of the oldest RELL to a specific depot once again is of interest
4. The COF's of 3833/5 expired on 12th July and they should not have run after that date. They spent their last few days of use at Leeds with "On Hire" stickers.
5. The COF of 1771 does not expire until 22/12/79; uneconomic repair must be the reason for the withdrawal of both this and 1158
6. 4067, shown last month as being licensed from 1st July, was not in fact taxed until the 10th of the month. Similarly 4058 was licensed from 7/8/78 and not 1/8/78 as previously shown
7. 2345/6 entered service on 24th May and not 20th May as shown in issue 339.

WITHDRAWALS

31st July 1979:- 1158, 1771, 3833/5 to Held for Disposal
 There are 11 vehicles in this category - 1149/58/70, 1210, 1771/66/99, 1803, 3833/4/5.

Sales and Disposals

22nd June 1979 :-	2499)	
6th July 1979 :-	2504)	All to NBC Eastern Region Disposal
13th July 1979 :-	2503)	Centre, Bracebridge Heath, Lincoln.
16th July 1979 :-	1156)	
17th July 1979 :-	1148/64)	
27th July 1979 :-	2506)	

Fleet Total

	<u>WY</u>	<u>YWY</u>	<u>1.8.79.</u>	<u>1.8.78.</u>
Licensed	438	84	522	538
Delicensed	1	-	1	2
	<u>439</u>	<u>84</u>	<u>523*</u>	<u>540</u>

*The fleet total excludes 1158, 1771, 3833/5.

Temporary Loans

In early July, Ribble 958/62/75 ceased to be used on stage carriage services at Leeds. They were then moved to Harrogate but were not used there and have now been returned to their owners. Annual PSV inspections were in any case imminent on most of them. Ribble 964, which was taken out of use at Leeds during June, is still stored there and has not yet been returned. An interesting aside is that Ribble 957, which was loaned to West Yorkshire but not used and eventually returned in March 1979 as unserviceable, passed to City of Oxford Motor Services in May 1979 and has been numbered 43. Three others from the batch, though with no connection with West Yorkshire, are 946/9/71, which have been sold by Ribble to United as 1089-91, and 1090 was seen on the Aberford by-pass recently heading South on the Tyneside-London service.

As the result of a changeover for a National Travel (East) vehicle in Cumbria, Cumberland Motor Services 300 (GRM 300K), an RELH6L with B53F body, worked an express journey to Bradford. There it was pressed into service on 30th July and worked on routes 364 and 677 amongst others.

OVERHAULS

July 1979 :- 1377
 August 1979:- 1236 (note this was not completed during July although shown last month as a July overhaul).

Repaints

June 1979:- 1302

July 1979:- 1269, 1387/91, 1420, 1912/3, 3932

Paint Dates

3721/2 - both W6/79

Certificates of Fitness

1109 - 26/4/84; 1111 - 26/6/84; 1240/1 - 16/8/83; 1243 - 22/8/83;
1234 - 21/6/83; 1235 - 17/7/83; 1368 - 28/6/84; 1370 - 26/7/84;
1376 - 15/5/85; 2345 - 22/5/86; 2346 - 23/5/86; 2347 - 17/6/86;
2349 - 25/6/86; 2562/3 - 20/3/86; 3719/20 - 14/6/86; 3721/2 -
21/6/86; 3958 - 24/4/85; 3960 - 26/6/85.

Rebuilding

The chassis of 1715 is due to go to ECW shortly to receive a new body. It is currently awaiting some cab parts.

Unladen Weights

1912 - 8493 kg; 1377 - 7658 kg

1926 now shows 8-11-1 (ex 8-11-2)

1368 after overhaul still shows 7-10-3 and not 7658 kg as shown in issue 337.

Livery Changes

New logo:- 1179/81, 1261/9, 1387/8/90/1, 1806, 1907/18, 1255 1302/87 are further vehicles repainted at Bradford to have a new logo on the rear peak; 1302 already had new logo on the sides.

LARGE FLEET NUMBERS: 1003/4, 1104/53/4/81, 1206/23/67/9/90/9, 1301/12/4, 3329, 1336/45/56/64/71/2/82/7/91, 1401/3/19/75/89, 1813, 1907/13/4/37 3924/33/4/42/3/67/8/74/83, 2301/3/10, 2512/48; 1255, 1305/65, 1440, 1939

1918/39 both have the new logo in the centre at the front; 1939 still has white double-N emblems at the side. 2301 has its front number in the centre. 1945/92 both have large numbers at the front only. 1463 does not have large fleet numbers (see issue 338). 1979 has its large rear fleetnumber at the very bottom of the rear panel, above the "Bristol VR" badge. 1937, which is one of the VR's with the centre engine panel divided into two, has the rear large fleetnumber in the centre of the lower panel. 1474 has a large rear fleetnumber (only). This is in the centre of the white band.

General News

1988 underwent repairs on 26th May and due to a shortage of parts, had to re-enter service with only a single (20 gal) fuel tank instead of twin tanks. As a result it was restricted to duties involving 160 miles per day or less from then until a second tank was refitted on 13th July.

1342 has been at Lincoln during July for attention.

1811, after rebuilding to a learner bus, 4067 retains the radiator grille formerly on 3793, and its painted front number plate.

1264, following attention at Central Works, now has a reflective front number plate.

1989 at Keighley is fitted up for Mark II Autofare (farebox) working. At least 1915 of the older VR's is still fitted for farebox working, but it seems likely that the equipment has been removed from some of the 1902/8/10/3/4 batch for use in the later VR's - can anyone prove or disprove this?

Advertisement News

Of the loaned vehicles at Leeds, most have either no adverts or National Express adverts. The Lincolnshire Lodekkas are exceptions, however, 2385 carries a nearside advert for Skegness Natureland and Marine Zoo and 2526 has an upper rear advert for Lawmower Service, Lincoln.

A current target advert is for "York Races ... 21/22/23 August". 1307 has an offside advert for "Marine Insurance, your money or your life."

The lower rear advert for Polar Group has ceased. The quota of "Littlewoods" side adverts on York double deckers has been reduced.

A new side advert is for "Acomb Antiques".

A York VR has received a side advert for "Hambleton Homes".

A new inside advert is for "York Country Roamer", as is one for "Fares Surcharge," which in some instances is attached to the window behind the drivers seat.

3. SERVICE CHANGES

The following applications have been made:-

S. 841 BW 25/328 79 Wetherby - York

Mon-Fri.

To retime the 1630 Wetherby - York to 1600 and operate 30 mins earlier throughout via Wetherby High School at 1605. To introduce an additional journey at 1630 Wetherby - Tockwith (School Terms Only)

S 842 BW 25/696 78 Harrogate - Tadcaster

Mon-Fri

School Terms only to divert the 1552 Tadcaster - Harrogate via Boston Spa Comprehensive School at 1610.

To introduce an addl journey at 1545 Thorp Arch Trading Estate - Wetherby.

To terminate the 1735 Boston Spa - Harrogate at Wetherby

Mon-Sat.

To retime the 1825 Harrogate-Wetherby to 1820

S843 BW 25/914 43 Bradford - Scarborough

Mon-Sat : To retime 0700 York-Leeds to 0655

S844 BW 190/137 Y9/9A Clifton - Murton

Mon to Fri: To retime the 0821 Clifton - Murton and 0902 Murton - Clifton to 0801 + 0842 respectively.

Mon to Sat: To retime the 1541 Clifton-Murton + 1622 Murton - Clifton to 1521 + 1602 respectively.

S845 BW 25/757 694 Bradford - Bingley

Mon to Fri: To retime the 0704 Bingley - Bradford to 0659

As from 1st July 1979, North Parade in Bradford was closed and the outward route for buses from the Interchange in that direction is via Bridge Street, Sunbridge Road, right into Barry St, left into Grattan Rd, right into New John St. then John Street, Upper Piccadilly, left into Manor Row and into Manningham Lane. Inwards the route is via John St, left down Westgate and left into Sunbridge Road for the Interchange.

Between the Bradford Interchange and the junction of Baildon Rd/Otley

Road in Bradford there are now 24 sets of traffic lights (including Pelican crossings).

4. OPERATING NOTES

Bradford. On 24/6 the 0817 to Rawdon (674) and 0935 to Leeds (655) were worked by 1980. On 26/6 the 0905 to Leeds (655) was worked by 1784. The 1615 to Menston (649) was worked by 2103 on 3/7 and the 1020 Eldwick (690) was worked by 2562 on 12/7.

Harrogate 1237 worked the 0615 to Ilkley (776) on 11/7) one of the last journeys of a PYG...E registered RELL as a dual doorway vehicle. This, the last of the batch with two doors, had to enter Works when the C of F ran out on 16th July, and is now being overhauled. New United Leyland National LUP 900T is being used on Harrogate locals, and was on route 52 on 26/7 and 1/8. At 2010 on 31/7, 1318 (H) was passing through Ripon from the north towards Harrogate, with indicators set to "51/Bus Station" whilst in the United depot was 2501 (CRW loan L) with indicators set to "White Blank/741". Can anyone throw light on these two observations? LUP 900T worked the 2235 York- Harrogate (54) on 27/7.

Leeds The wanderings of the loaned vehicles has been the main item of news here this month; these are detailed at the end of this section. A number of vehicles from other depots have also been loaned, however including 1939 (B), 1234/5, 1911 (all H), which have been on loan all July, 3833/5, which ran with "On Hire" stickers having been displaced at York by 3719-22, until C of F expiry on 12/7/79, and 1297, 1396 3986 (all YK), which were all used mostly for short terms during July. The operating notes reflect this variety and of necessity cannot be a complete survey. On Leeds-Scarborough (43) on 10/7 was 2512 (B loan L) as was 3329 (YK) on 17/7. On 10/7 the 1305 Leeds - York (43A) was worked by 2501 (CRW loan L). On 19/7, 1487 (L) worked Leeds-Bridlington (44). 1939 (B loan L) worked on Leeds - Wetherby (741) on 13/7. On Leeds - Scholes (747) have been 2517 (L) on 3/7, 1709 (L) on 17/7 and 1235 (H loan L) on 19/7. On route 749 have been 2301 (L) on 9/7, 2322 (L) on 10/7, 1396 (YK loan L) on 12/7 and 1939 (B loan L) on 25/7. On route 750 have been 2547 (L) on 4/7, 2518 (L) on 6/7, 2308 (L) on 11/7, 2559 (L) on 18/7, 1804 (L) on 20/7, 1234 (H loan L) on 21/7 and 2518 (L) on 24/7. On Leeds-Aberford (748) have been 2501 (CRW loan L) and 2515 (L) on 2/7, 2501 (CRW loan L) on 5/7, 2515 (L) on 7/7, 12/7, 18/7 and 25/7, 2312 (L) on 16/7, 2547/58 (L) on 17/7, 1297 (YK loan L) on 19/7, 1234 (H loan L) on 20/7 and 1235 (H loan L) on 24/7. On Leeds - Barwick (748) have been 2547 (L) on 2/7, 2501 (CRW loan L) on 4/7, 2307 (L) on 25/7 and 2304/2516 (L) on 27/7. On 13/7, 1396 (YK loan L) worked a Baths School Special before returning to York. On 19/7, 1297 (YK loan L) was on route 784. On 24/7, Northern General Ford 'D' towing lorry no 80 on Trade Plates 023 PT was in Vicar Lane en route to the depot to retrieve a strayed member of its flock. On 24/7, 1918 was on route 759 at lunchtime. 1396 (YK loan L) was on 733 Leeds-Ilkley on the evening of 12/7. 2301 was on 742 on 11/7.

Malton During July the following vehicles have been used on Leeds-Scarborough (43):- 1010/335/9 (M), 1013/296/345/56/70/1 1396/7 and 3460 (YK) and 1353 (L). 1353 (L) was used on 22/7 and 23/7, 3460 on 30/6, 1/7, 10/7 and was also used on 43A Leeds-Malton at 1715 ex Leeds on 3/7. A trip to Malton on 7/7 found 1013/296/339/96 on 43 Leeds - Scarborough; on 83/43 York-Scarborough were 1165 (CRW loan M), 1298 (YK loan M) and 1370

(YK loan M); 1003 (YK) was on route 93 (Malton local) 3460 (YK loan M) on 94, and 1010 on 95. 1267 (YK) was on the 1110 Harrogate - Scarborough (54). In the garage were 1268/335 (M), but 1268 was exchanged for United 1096, (GYK 474L)

York On 7/7, 1155 (M loan YK) was on Y2, as were 1153/4/5 (all M loan YK) on 10/7. On Y19 have been 1165/9 (CRW loan YK) both on 10/7 and 11/7. On 10/7 2550 (YK) worked the City Tour. On 10/7, 1003 (M loan YK) was on York - Thirst (80). 2103 (B loan YK) was noted on a School Special at Acomb Hotel at Lunchtime on 11/7. Since entering service 3719-22 have operated with destination blinds set to "White Blank" or "York" except on 16/7 when 3720 was on Y11 showing "Woodthorpe" and 3722 was on Y1 showing "Tang Hall", thus proving that they have York blinds. On 19/7, 1150 (L) was on route 43A, 2545 on the City Tour and 1368 (L loan YK) on Y9. On 2/7, 1268 was on Y13, 2518 on 44 and 3175 on Y19. 1338 was on Y24 on 3/7 and 1169 was on Y19. On 4/7, 3171 was on Y19, 3176 on Y2, 1169 on Y9, 1013 on Y24, 1479 on 54 and 1447 on the 1125 to Leeds (43A). On 5/7, 3838 was on 79 and 3983 on 54. On 11/7, 3933 was on 79 as was 3836 the following day. On 31/7, 3722 was on 83B.

Long Distance On 19/7, 2514 (I) was on 308 London - Bradford. 2561 (YK) duplicated the 1015 London - Felling (207) as far as York on 23/7. On 31/7, 2317 (B) was on the 291 Bradford - Whitby, being noted at Pickering showing "291/Whitby". Later in the day however 2317 was parked on the station forecourt at Whitby with indicators set to "94/Whitby" which indicates the possibility of 2317 having been used by United on their route 94 to Whitby Laithes. 2514 (L) was on Leeds-Bridlington (X50) on 7/7.

Loaned Vehicles

Ribble 958; On National Travel 277 Keighley-Scarborough on 7/7.

Ribble 975: On 1725 Leeds-Barwick (748) on 4/7

Trent 394; on Car 29 (0735, 0905 Aberford 748); on Car 45 (1500 Westgate Baths ScSp) and Car 19 (2000 Keighley 760), all on 12/7; on Car 9 (0745 Leeds-Wetherby 741) on 18/7; on Car 8 (0625 York 43, 0945 Knaresborough 740) both on 19/7.

Trent 400; On 1210 Leeds-York (44) on 13/7; on Leeds-Pocklington (44B) on 14/7; on Car 36 (0710 Keighley 760) and Car 37 (0910 Keighley 760), both on 18/7. This requires explanation as Car 36 returns to Vicar Lane at 0932, but 400 then went out on Car 37, 25 minutes late. On Car 49 (0845 Wetherby 740) Car 24 (1015 Thorner 742) and Car 7 (1345 Knaresborough 740), all on 19/7, on Car 47 (1645 Knaresborough 740) on 23/7 and on route 732 on 27/7.

Trent 734: on route 760 on 11/7; on Car 32 (0606 Bradford 655), then to garage, later Boston Spa Comprehensive - Scholes all on 12/7; on Car 48 (1010 York 44 and Scholes-Boston Spa Comprehensive) on 16/7; on Car 20 (0845 Knaresborough 740) on 19/7; this later works 1500 Leeds-Wike 757 and return; on Car 41 (1105 Otley 731) on 21/7; on Car 39 (1455 Ilkley 733, 1705 Otley 731) on 23/7; on Car 7 (0740 Knaresborough 740) and Car 48 (1010 York 43A), both on 24/7; on Car 42 (0910 Wike 757) on 26/7.

Trent 735; on Car 31 (0536 Bradford 755) then to garage on 12/7; on Car 48 (1010 York 44 and Scholes - Boston Comprehensive School) on 16/7; on car 50 (0740 Auro 735) on 17/7; on Car 46

(1655, 1755 Scholes 749) on 26/7.

Trent 748: On Car 5 (1210 York 43A) on 11/7; on Car 47 (0755 Wetherby 739) on 12/7; on Car 39 (1455 Ilkley 733) on 14/7; on Car 39 from 0615 to 1907 (routes 731/2/3/5/6) on 17/7; on Car 6 (1445 Knaresborough 740) on 18/7; on Car 40 (0605 Otley 731, 0815 Otley 736) then to garage on 19/7; on Car 39 (0615 Otley 736, 0825 Ilkley (733) on 20/7; on Car 38 (1045 Otley 735, 1255 Ilkley 733) on 21/7; on Car 38 (1255 Ilkley 733, 1505 Otley 731, 1715 Otley 736) on 23/7; on Car 49 (0720 Thorner 742, 0845 Wetherby 740) on 24/7; on Car 34 (1635 Bradford 670) on 25/7; on Car 31 (1436 Bradford 755) on 26/7.

Lincolnshire 1615: on a private hire from Vicar Lane to Harlow Car Gardens, Harrogate on 22/7; on Car 44 (1550 York 43A) on 23/7; on Car 44 (1725 York - Leeds 43A) on 27/7.

Lincolnshire 2385: on Car 38 (1505 Otley 731, 1715 Otley 736) on 14/7; on Car 13 (0830, 1030 Harrogate 36) on 16/7; on Car 34 (0625 Bradford 670) then to garage on 17/7; on Car 40 (1445 to Otley 735) on 18/7; on Car 10 (1045 Wetherby 741) and Car 46 (1755 Scholes 749) both on 19/7; on Car 36 (0710 Keighley 760) and Car 39 (1245 Otley 735) both on 24/7; on 1510 route 740 on 25/7.

Lincolnshire 2526: On Car 9 (1306 High Royds 730) and Car 10 (1625 Scholes 749) on 14/7; on Car 10 (1445 Wetherby 741) on 16/7; on Car 40 (0605 Otley 731 0815 Otley 736), Car 24 (1015 Thorner 742), Car 12 (1130 Harrogate 36), all on 17/7; on car 32 (1206, 1506 Bradford 655) on 18/7; on Car 39 (0615 Otley 736, 0825 Ilkley 733, 1035 (Otley 732) on 19/7; on Car 37 (0645 Knaresborough 740, 0910 Keighley 760, 1640 Thorner 741) and Car 49 (1720 Wetherby 741) both on 24/7; on Car 40 (1445 Otley 735) on 25/7; on Car 8 (1545 Knaresborough 740) on 26/7; on route 760 on 1/8; on Leeds Car 43 (1630 Harrogate 36) on 7/8. This duty during School Holidays only does this and 0733 Greengates (670) and return. The Lincolnshire FS5G's are receiving more challenging duties than did those at York earlier in the year; it will be seen that they have been on routes such as Leeds-Harrogate, Leeds - Keighley and Leeds - Otley via Chevin, all of which involve hills in one form or another. Whilst not as popular with drivers as the FLF's, they are in excellent condition and as with all Gardner engined vehicles are capable of going anywhere if slowly. It will be seen also that the loaned vehicles (and this is also true of the "native" vehicles) have not stayed on one rota all day, but have been switched as necessary to cover for missing vehicles.

5. SOLD STOCK NEWS

AWR 886G (Ex 1168, LH6L sold Cumberland M.S, 5/79)

The Ribble Enthusiasts Club reports that this has been purchased for spares only. It had been heavily cannibalised by mid-June, at which time it had lost all its side windows, interior panelling below the windows, engine, gearbox, number blinds, various panels and electrical items, front corners and all the seats. Most of the parts have gone into store, but the front corners were used to repair Cumberland 115, some of the windows have been used in 114 and some interior panelling is in 104.

MWV 97D (Ex 1218, REL6G sold NBC Disposal Centre, Lincoln 11/78) To Pickersgill and Laverack (breaker), Carlton by 2/79.

LWV 790D (Ex 1009, RELH6G sold NBC Disposal Centre, Lincoln 10/78) To Pickersgill and Laverack (breaker), Carlton by 3/79.

NWT 698 D (Ex 1230, REL6G sold NBC Disposal Centre, Lincoln 11/78) To Pickersgill and Laverack (breaker) Carlton by 3/79.

797 CWU (Ex 1077, MW66 sold Hartwood Exports, Barnsley 9/77)
To M. Meynell (breaker) Carlton 3/79. Has it been with Hartwood Exports since 9/77?

PWW 879M (Ex 4043 sold to [REDACTED], Harrogate, 11/78)
This was withdrawn by [REDACTED] after an accident but has now been repaired and has been started running in Leeds, still in service fleet livery but without lettering or numbers.

6. TEN YEARS AGO New vehicles listed in the August 1969 issue were LH20 (allocated to Keighley) VR38 (Leeds), VR39-41 (Bradford) and Ford Transit vans 39/40. These had replaced SBW 33, the last LWL6B; SUG 31 and DX 230/31, whilst also withdrawn was SRG46, which had been burnt off.

A number of vehicles had been sold to Norths, Sherburn, mostly comprising LS5G's, but also including two LL5G's and three LWL6B'S.

Operating details gave particulars of the workings of VR 7-10 at Keighley. Also at Keighley, LH20 had been used with a new ticket issuing machine, and work had started on alterations to the Bus Station. At Leeds, the new towing lorry, 1037 had arrived and its first major job was to tow the remains of SRG46 away from Whinmoor after the SRG's fire. BX174 had been on learner duties at Leeds and coincidentally, is still on these duties as 4058, still at Leeds. At Otley, CF1, the City of York Tour coach, had worked the evening excursion from Otley on 5th July.

The last two K5G's in the fleet, YDG 85/9, had been on Y9/9A quite often.

Sold Stock News recorded that DB47 was being overhauled by Culling of Claxton, Norfolk for further service.

The last item in the 8 page issue gave details of changes in the fleets of hired operators.

7. OTHER INFORMATION

Study of 1470

August 5th - route 52