

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 206

MAY 1968

Hon. President :
Hon. Vice-Presidents :
Hon. Chairman :
Hon. Secretary :
Hon. Fleet Historian :
Hon. Publications Officer :
Hon. Tours Secretary :

Hon. Editors :

PERSONAL.

Our best wishes for a long and happy retirement go to [REDACTED], depot engineer at York since 1st October, 1956. Before then, [REDACTED] was depot engineer at Leeds. [REDACTED] is replaced at York by [REDACTED], depot foreman at the same depot, and our congratulations are due to [REDACTED] on his appointment.

FORTHCOMING EVENTS.

Staffordshire Area Independents Tour - Sunday, 26th May, 1968.

Members are asked to complete and return the booking form for this tour which was enclosed with the last Bulletin, to [REDACTED] as soon as possible.

As stated last month, 6 independent operators have given us the complete freedom of their premises (Stevensons, Spath; Churchbridge Motors, Cannock; Green Bus Co., Rugeley and Uttoxeter; Berresfords, Leek; Central Coachways, Cannock and Harper Bros., Heath Hayes). In addition, vehicles of a further 12 operators will be seen in that area (North Western, P.M.T., Trent, Proctors, Turner Bros., Lymers, Walsall Corp., Midland Red, Austin's, Stoniers, Bassetts, Wolverhampton Corp). A large proportion of the vehicles to be seen at the operators which we are visiting are second hand, including ex L.T.E., Silver Star (Atlanteans), Halifax Corp., Ledgard, Bradford Corp., Southampton Corp., and very many others. Vehicles with Harper Bros. own bodywork will be seen, as will some of the last Foden P.S.V.s operating in Britain. Berresfords is, in particular, a very interesting operator, operating over 40 second hand vehicles from many different operators. Most of these will be available for our inspection on the tour, as will the large number of withdrawn vehicles dumped on the premises.

The tour will therefore be very interesting, and anyone who wishes to join in this tour, but has not yet booked, should return their booking form to [REDACTED] as soon as possible.

PRESS DAY.

Press Day for the June issue will be Saturday, 1st June, 1968, and all items should be sent to arrive on or before that date to [REDACTED].

Will members please note that for this and future Bulletins, Press Day has been altered to the first SATURDAY in each month. It would be appreciated if members would post their reports to arrive on or before that day, to ensure that the Bulletin is published at a reasonable time each month.

1. FLEET CHANGES.

New Vehicles.

KSRG 80 UWW 624F Bristol RELL6G 3/331 ECW 16928 B53F 7-9-0
KSRG 81 UWX 297F Bristol RELL6G 3/332 ECW 16929 B53F 7-9-0

Both vehicles were delivered during March and stored initially at Grove Park, later being moved to Keighley.

.....Allocations and Transfers

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SMG 7/12	from YORK	(delicensed)	30.4.68
SMG 8/9/10	" HARROGATE	"	"
SUG 63	" LEEDS	"	"
CUG 13	" HARROGATE	"	"
CUG 28/32	" BRADFORD	"	"
KDB 29/35	" KEIGHLEY	"	"
DBW 29	" LEEDS	"	"
DX 61	" HARROGATE	"	"
DX 159	" BRADFORD	"	"
SBW 19/22/30	(delicensed) to HARROGATE		1.5.68
SBW 20/25	" YORK		"
SRG 42	" MALTON		"
DX 44	" LEEDS		"
DX 169	" BRADFORD		"
KSRG 8C/81	(new)	" KEIGHLEY	"
SMG 23	from MALTON	" YORK	"
SRG 19/20	" ILKLEY	" LEEDS	"
SRG 63/75	" KEIGHLEY	" ILKLEY	"
SUG 68	" YORK	" LEEDS	"
DX 7	" LEEDS	" HARROGATE	"
DX 9/28	" LEEDS	" KEIGHLEY	"

- Notes:-
1. All vehicles are relicensed at their former depots except SBW 20 (ex Harrogate), SBW 22 (ex Bradford) and SBW 30 (ex Keighley). CUG 31 should be added to the list given last month as it was relicensed to Ilkley ex Leeds.
 2. The reappearance of SBWs in traffic after an absence of 2 months comes as something of a surprise. SBW 19/20 are in original condition, and had been off the road since 31/10/66, SBW 22 since 31/1/68, SBW 25 since 31/12/67 and SBW 30 since 30/8/67.
 3. This month sees the first move since new for SRG 63/75.
 4. KDB 29/35 are the first KDBs to be withdrawn since December, 1966. KDB 29 was the oldest double decker in the fleet, and had given continuous service since new on 1/7/49, apart from 1 month in 1960. KDB 35 was the third oldest double decker, and was new 1/10/49. Both have given yeoman service to the Company, and their departure reduces the number of KDBs in traffic to five.

Withdrawals.

April, 1968:- KDB 29/35 were withdrawn on 30/4/68.

Sales and Disposals.

Several batches of vehicles are at present in process of being sold, and some have already appeared with independent operators. Recent sales will be given when full details of these are available.

Fleet Total.

	C	SD	DD	1.5.68	1.5.67
Licensed	48	224	284	556	535
Delicensed	6	9	5	20	15
	<u>54</u>	<u>233</u>	<u>289</u>	<u>576</u> *	<u>550</u>

* The fleet total excludes KDB 29/35.

2. VEHICLE NOTES.

Overhauls.

- December, 1967 : KDX 141 (Poly)
 March, 1968 : SMG 4
 April, 1968 : KDX 165, DX 169, SMG 7
 Date unknown in 1968 : CUG 21/3.

DX 17, reported as being overhauled 4/68 in last month's issue, should be deleted. When noted in Works, it was merely undergoing an engine change, returning to service shortly afterwards. KDX 166, also reported, was only repainted.

Depot Repaints.

- March, 1968 : CUG 36, SMG 12, YDG 92, YDX 87/216, CP 1 (TUV),
 YDX 229/235 (both TUV)
 April, 1968 : DBW 12 (disposal livery), KDX 71, YDX 231/3/6,
 SBW 20/25 (both partially). ...The withdrawn

The withdrawn Leeds DEWs, 13/18/23/24/25/26/33, have not been painted into disposal livery.

General News.

DX 28 appeared during April with a SILVER radiator grille. It will be recalled that vehicles with exposed radiators used to have them painted silver, but after a short-lived decision to paint them red, they were all repainted black about 10 years ago. Probably a black grille would suit the DX as well - certainly the effect with a silver one is doubtful, to say the least.

CUG 21/3 on overhaul were re-upholstered in the new standard semi-coach moquette (as used on SUG 61-8, ERG 7-11, CUG 7/8, etc.), although this year's CRGs have a mainly red upholstery. DX 38 has had both lower and top deck seats re-covered in upholstery of the type used on the 1968 SRGs (red square on a black and green check pattern).

SFG 10/29 are now fitted for OMO (see last month); the present state of SRG 6 is not known.

DEW 29 re-entered service with fixed "Service" intermediates at front and rear, having previously had full display. These probably came from DEW 24, which is now without.

DAW 5 has now been fitted with a repeater buzzer on the platform in place of the bell previously fitted. An interesting point is that DGW 11 has the largest seating capacity (66) of any West Yorkshire vehicle ever, followed closely by DAW 5-10 (65 seats), and DGW 12 (64 seats), all within an overall length of only 27ft. 6 in.

It has not previously been recorded that the offside inward-facing seat on the 1967 and 1968 batches of SRGs (i.e. SRG 39 onwards, and possibly also the dual-entrance vehicles, SRG 34-8), fold down to give additional luggage space for suitcases, etc. The seating is reduced to 51 whilst this is in use.

Of the list of vehicles still carrying large fleet numbers, several have now been reported as carrying small ones. These are as follows:- SMA 6, SMG 8/10/15/17/18/19/24/26/31/35/36/38/43, SUG 17/23/27/33, EUG 80/81, DX 98/175, KDX 165.

Two further vehicles not fitted with flashers are YDG 85, DEW 29. SMG 7 was fitted with flashers on overhaul.

DX 169 on overhaul had its Cave-Browne-Cave heating removed, but KDX 165 retains this type of heating.

The new KSRGs, 80/81, are lettered "Keighley-West Yorkshire" on the waistband, and carry side advert panels.

SBW 19 has had its rear indicator painted out completely, but SBW 20 retains a 3 track number display at the rear, the remaining two displays being painted out. It is understood that SBW 20 now carries a SUG blind in the front intermediate, and a normal 41" destination blind, having previously carried a Harrogate depot intermediate.

SRG 42 now carries the fleetname on the waistband.

3. SERVICE CHANGES.

Stage Carriage.

The following applications have been made to the Traffic Commissioners:-

S.513. 71 Skipton-Buckden.

On Sunday to retime the 10.45 journey ex Skipton to 10.30 and operate 15 minutes earlier throughout.

S.514. 63 Bradford-Ben Rhydding.

On Mon-Fri to introduce a journey at 21.45 from Ilkley to Bradford.

S.515. 65 Bradford-Menston.

To withdraw the 09.15 Thur, Fri and Sat journey ex Bradford and return, and to introduce a journey on Mon-Sat at 03.33 from Menston (Hare & Hounds) to Bradford. Also to advance the daily journey at 13.00 ex Bradford to 12.30 returning at 13.25 instead of 13.55.

S.516. 76 Skipton-Tadcaster.

On Mon-Sat to introduce an additional journey at 19.30 from Otley to Ilkley.

S.517. 55 Bradford-Yeadon.

To amend the timetable.

S.518. New Service Leeds-Ripon.

Application has been made for a service between Leeds and Ripon which would be jointly operated with United. If granted, West Yorkshire would surrender the licence for 36 Leeds-Ripon, and United would surrender the licence for 126 Harrogate-Ripon.

S.519. K25 Keighley-Hainworth (Keighley Local).

On Sats to withdraw the 22.00 ex Keighley and return.

S.520. K18 Keighley-Denholme (Keighley Local).

On Mon-Fri to extend the 10.30 and 17.00 ex Keighley, to Denholme returning from Denholme at 11.10 and 17.25, operating 10 and 5 minutes later respectively throughout.

S.521. 5 Bus Station-Beckwithshaw (Harrogate Local).

To retine the following journeys:- Mon-Fri 13.15 and 18.30 ex Bus Station to be 13.30 and 18.00 returning at 13.45 and 18.15. Sats. - 17.20 ex Bus Station to be 18.00 returning at 18.15.

S.522. 94 Malton-Ampleforth.

To revise the timetable.

S.523. 13 Harlow Hill-Forest Lane (Harrogate Local).

On Mon-Sat to withdraw 18.00 Bus Station to Harlow Hill, returning at 18.17.

S.524. 38 Leeds-Knaresborough.

To operate the 08.15 Leeds-Wetherby via Bardsey School arriving in Wetherby at 08.55, and to operate the 08.30 Leeds-Wetherby direct arriving in Wetherby at 09.07.

S.525. School Sp. Holgate Road-Ashfield School (York Local).

To amend the terminal points to be Leeman Road and Lowfields School, Tudor Road.

S.526. 44 Leeds-Bridlington (Joint with E.Y.M.S.).

On the 16.05 Leeds-Bridlington to amend the time at Tadcaster to be 16.50 and the time at York Station to be 17.15.

F.527. 35/35A/50/55/78/78A/78B.

The section of route via Town Hall Square and South View Road in Yeadon to be discontinued, and to operate the above services via the new Harper Lane extension in one direction only. Where the return route is from Albert Square via High Street, this will be continued.

Express Carriage.

E.77. New Service Yeadon (Albert Square)-Shipley (Market Square).

The above new Feeder Service would operate on Saturdays only during Yeadon Annual Holiday Fortnight with picking-up and setting-down points at Albert Square, Ruskin Terrace, Guiseley (White Cross) and Shipley (Market Square).

E.78. New Service Yeadon (Albert Square)-Otley (Bus Station).

The above new Feeder Service would operate on Saturdays only from the 1st Saturday in July to the last Saturday in August, with picking-up and setting-down points at Albert Square, Ruskin Terrace, Guiseley (Oxford Road), Guiseley (White Cross) and Otley Bus Station. If granted the period excursion licence for Scarborough from Yeadon (Albert Square) would be surrendered.

E.79. South-West Clipper. Keighley-Paignton.

To amend the vehicle allowance southbound on each Friday night or Saturday day between Chesterfield and Cheltenham to be:-

May	2	July	10	September	4
June	4	August	8		

with additional vehicles as follows:-

May	16	July	42	September	7
June	18	August	46		

E.80. South-West Clipper. Keighley-Cheltenham.

To amend the vehicle allowance between Chesterfield and Cheltenham to be Day Service ONE Night Service ONE with additional vehicles as follows:-

	Day Service	Night Service
May	57	6
June	57	6
July	66	20
August	75	20
September	30	4

A. OPERATING DETAILS.

Depot Reports.

Bradford. Thurs 18 April found DX 83/159/183 (all B) working a Private Hire between Revis Barber Hall of Residence and Bradford University. On Easter Monday, the York & Knaresborough Tour was operated by SRG 74/78/79, and on Easter Tuesday by 3 SRGs, 1 SMG and a DX, of which DX 4 and SRG 4 were the only two noted. It is interesting to note SRGs being operated on this tour as SRGs never work on 84 between York and Harrogate. SRG 41 (B loan H) worked 22.25 Bradford-Harrogate (53) on Sun 20 April, and on Mon 29 April SRG 22 (B loan H) worked 19.55 Bradford-Otley and 21.25 Harrogate (53). The following day SRG 5 (H loan B) worked 06.30 Harrogate (51) and SUG 19 (B) was noted working 10.50 and 12.50 Keighley (57), a most unusual vehicle on this service. On Good Friday, KDL 144 was the Keighley depot service car on 57 instead of SRG 75 which is the usual vehicle. On Easter Monday, SUG 36 worked Bradford-Fountains Abbey, whilst DBW 14/21 were both noted on 53. DX 212(K) worked on 57 on Easter Tuesday in place of SRG 75. One of the Rce-bodied DAWs (5-10) appears to work from Crompton Parkinsons to Chester St. at teatime on Mon-Fri and returns to Otley on 53 dup. DBW 14 (B) worked the duty commencing with 07.20 Bradford-Saltaire (67 dup.) shown in issue 197. This vehicle, one of the only two DBWs left at Bradford, managed to sneak onto Leeds-Keighley (31) on Fri 10 May, a most unusual sight nowadays as this is quite a gruelling run, especially for such an elderly vehicle.

Harrogate. On Sat 27 April SRG 14(H) was noted on Harrogate-Borough-bridge (15). Working on Tadcaster-Skipton (76) on Wed 10 April was DX 211 (K loan SK), on Mon 15 April DX 61 (H loan W) and on Fri 26 April DX 203 (H loan W), which was also noted on Sat 27 April and Wed 1 May. On Sat 4 May, DX 58 (H loan O) was on this service, and on Thurs 2 May SRG 36 (H loan SK), one of the dual-entrance vehicles, was so noted. We have received a report that DBW 15/16, during their brief stay at Harrogate last year, were used almost entirely on New Park-Oatlands (9). SBW 19, relicensed at Harrogate on 1 May, worked the 17.40 Harrogate-Aldbrough (14) on 3 May, and on Sun 5 May it worked 12.15 Harrogate-Burn Bridge (7). SRG 38 (H), a dual-entrance vehicle, was noted at Menston at 19.15 on Thur 10 April on Harrogate-Bradford (55). On Easter Monday DX 65 (H) was noted on Leeds-Harrogate (36), bringing back memories of the time, 10 years ago, when this vehicle was new and was a regular performer on this route. DX 45 (H loan O) was working on Leeds-Otley (34). SBW 19 was noted in Harrogate working on Harrogate-Knaresborough (16) and SUG 31 was on Harrogate-Scarborough (84). Noted at Low Harrogate Coach Stand at 09.00 on Easter Sunday were CUG 46/47/48 and CRG 1. On Wed 17 April, SMG 34/43/54, EUG 89(L) were all noted in Knaresborough on service 16. Two days later, on 19 April, CUG 46 was on afternoon tour duty, whilst working a special for a Bingo Hall in Harrogate in the evening was EUG 70. The following day, SUG 27 was noted on Harrogate-Rosssett Green (6A), and United U608 was working on Harrogate-Ripon in place of the usual United RELL. On Sat 4 May, SRG 31 was working OMO on service 7 in place of the usual dual-entrance SRG, and SMA 18 (PB) was working on service 13. Also on 4 May, EUG 82/4 were working Cricket Ground specials between the Bus Station and St. Georges Cricket Ground. SUG 66 (H) worked the morning duty on 84 to Scarborough on Sat 20 April, with DX 65 (H) escaping once again from its usual Harrogate locals by working the afternoon duty to the coast.

Ilkley. Two surprise visitors to Ilkley during April were DBW 29 (L) working the 08.00 journey from Leeds on route 32A on the 23rd, and DGW 9 (L) worked the 17.35 journey from Leeds on route 34 on the 25th. On Tues 30 April DGW 5 (L loan O) was noted working the 07.37 Stone Trough-Ings Lane (50 dup). SMGs have now started working 17.00 Leeds-Ilkley (32A). KDX 137 (K loan L) worked the service car at 17.00 ex Leeds on Fri 26 April.

Keighley. KDB 35 had an eventful Easter, being noted on Easter Monday in Ilkley on a Private Hire. The use of such an elderly vehicle on such a duty nowadays is most unusual, as very seldom do the KDBs stray from Town Services. On Sat 23 March, one of the KSGs was rostered to work the 11.40 dup Keighley-Burnley (J2). It may, however, only have worked as far as Colne. On Wed 17 April, DX 116 (K loan I) worked on K12, and DX 125 (K) on K17. On 25 April KDX 70 was working on K10/11 instead of the more modern KDX usually seen on these services.On Mon 29th

ON 30
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On Mon 29 April, DX 107 (L) worked the Bradford depot car rota on Bradford-Skipton (67), whilst CUG 9 (B) worked the Bradford depot dup. at 16.55 from Keighley-Bradford (67). On Tues 30 April, SUG 19 (B) operated the 13.50 Keighley-Bradford (57), normally an SRG these days. On Wed 1 May, the first SRGs for either of the subsidiary companies, KSRG 80/81, entered service, and KSJ 80's maiden trip was the 06.10 Keigaley-Oxenhope (K18), and continued as follows:- 06.35 Oxenhope-Keighley (K18), 07.00 Keighley-Oxenhope (K18), 07.20 Oxenhope-Keighley (K27), 07.55 Keighley-Crosshills (K9 dup), 08.13 Crosshills-Keighley (K9 dup), 09.05 Keigaley-Hebden Bridge (K19), 10.10 Hebden Br-Keighley (K19), 11.30 Keighley-Oxenhope (K27), 12.00 Oxenhope-Keighley (K13), 12.30 Keighley-Oxenhope (K18), 13.05 Oxenhope-Keighley (K18), 13.30 Keighley-Oxenhope (K18), 13.55 Oxenhope-Keighley (K18), 14.20 Keighley-Denholme (K18), 14.55 Denholme Keighley (K18), 15.30 Keighley-Oxenhope (K18), 16.00 Oxenhope-Keighley (K18), 16.30 Keighley-Oxenhope (K18), 16.55 Oxenhope-Keighley (K18), 17.20 Keighley-Oxenhope (K18), 17.45 Oxenhope-Keighley (K18), 18.10 Keighley-Denholme (K18), 18.45 Denholme-Keighley (K18), 19.20 Keighley-Oxenhope (K18), 19.45 Oxenhope-Keighley (K13), 20.20 Keighley-Oxenhope (K18), 20.45 Oxenhope-Keighley (K18), 21.25 Keighley-Oxenhope (K18), 21.50 Oxenhope-Keighley (K18), 22.15 Keighley-Oxenhope (K18), 22.40 Oxenhope-Keighley (K18).

KSRG 81 worked 06.00 Keighley-Colne (K9) as its maiden trip, and this rota operates wholly on this route until 23.20. The following day, the two vehicles exchanged rotas. On 1 May the other SRG 71, worked on split rotas. The KSRGs are therefore being used on the rotas which SRG 63/71 have shared hitherto. Now that SRG 63/75 have been transferred away, SRG 71 has been noted on 57, SRG 75's old duty, although on 6 May KDX 157 was on the full day rota on this service, and on 7 May KDX 165 was so noted. With the withdrawal of KDB 29/35, KDXs are now appearing more frequently on K21/22. On 1 May KDX 71/94 were on full day rotas on these routes, but on 6 May the four full day rotas were covered by IDB 54-57 (at least up to 14.00).

Leeds. On Mon 1 April KDX 134 was noted on Leeds-Bradford (30), and SUG 25 (B) was so noted on Mon 29 April. Working on Leeds-Rawdon (33) was SUG 17 (YK loan L), and on Sat 20 April SRG 18 (W loan L), whilst this vehicle was noted on Sat 20 April and Sat 4 May on Leeds-Tadcaster (42). DBW 5 worked the 07.43 ex Monston (52) on 22 April, DBW's being infrequent so far out nowadays. On Thurs 4 April and on Fri 5 May, SRG 78 (B) was working on Bradford-Scarborough (43), whilst on Mon 22 April and again the following Mon, SRG 32 (B) worked on this route. On Mon 1 April EUG 86 (YK) worked on Leeds-Scarborough (43) in place of the usual SRG. On Fri 19 April SMG 53 (YK loan M) worked on this service, as did SMG 39 (YK loan M) on Tues 30 April, SMG 58 (YK loan M) on Fri 3 May, SMG 35 (YK loan M) on Fri 26 April and SMG 46 (M) on Wed 1 May. In place of the usual SRG, SUG 17 (YK) was working on Leeds-York (43) on Mon 8 April, SMG 25 (M loan YK) on Thurs 10 April, and YDX 236 on Mon 22 April. DBW 29, during its brief return to service, spent most of the first week in April in the garage, but later in the month appeared in service more frequently, appearing on most, if not all, of the usual DBW/DGW duties. It also got as far as Ilkley on 32A (see under Ilkley depot report), and was noted on Mon 7 April showing "York/42" at the rear, a somewhat optimistic destination nowadays for this class of vehicle. Working 12.25 Leeds-Tadcaster (42) on Mon 7 April was SRG 26, but since that date several other SRGs have been noted on this turn. Arriving in Leeds at 12.35 on Tues 16 April were EUG 73 (B) and DGW 3 (L), both on Bradford-Leeds (30), although this duty, a Bradford turn, should only consist of one vehicle. Duplicating to Rawdon/Guisley (32) at 16.15 on Tues 17 April were DBW 5/29, DGW 4.

Working on Farsley-Leeds (49) on Thurs 25 April was SMG 55. At 17.10 on Tues 30 April, SRG 29 was noted in the Leeds Municipal Bus Station, but the reason is unknown. On Fri 3 May SUG 15 was noted on Leeds-Yeadon (35). An unusual sight on Wed 8 May was no less than four buses being used as service cars on routes usually double-deck or SRG worked. These were EUG 89 on 12.25 Leeds-Rawdon (33); SUG 68 on 12.20 Leeds-Bradford (50); SUG 21 on Guisley-Leeds (32), and SUG 38 (L loan G) on 12.55 Leeds-Otley (34). Last month's Leeds notes referred to the 06.35 Leeds-Keighley and return. The only other duties of this vehicle are 16.20 Leeds-Keighley, returning at 17.35, whilst the Saturday working is as follows:- Dep. Leeds 06.35, 09.35, 12.05, 14.35, 17.05, 20.05, Dep. Keighley 08.20, 10.50, 13.20, 15.50, 18.50, 21.50. The layover at Keighley from 07.47 to 08.20 will be noted. The appearance of KDX 224

on 30 on Mar 4 might have been part of the Keighley rota, as that depot works the 17.10 Leeds-Bradford (30). On Sat April 20 SUG 15 (L loan W) was used as a service car on 38, being noted on 19.45 Leeds-Knaresboro'. The vehicle may have commenced by working the 19.00 ex Wetherby. The same day SRG 17 (L loan W) and SRG 66/73 (both W) were all noted on 39/39A, and DX 18 (K loan L) worked 20.05 Leeds-Keighley (31). SMG 25 had been working on Leeds-Whitby (91) and SMG 27 on Leeds-Hawes (70). These are now the only two new-type SMGs at Leeds, since the departure of SMG 29. Also on Sat April 20, SML 1 (H) made what was possibly its first appearance in Leeds, by duplicating SRG 29 (L) on the 19.05 Harrogate-Leeds (36). On Wed 24 April DX 11 (B loan L) worked on Leeds-Guiseley (32), showing "White Cross". Leeds vehicles, when working the hourly extension of the route into Menston Village, continue to show "Guiseley", as "Menston" is not (yet) on current Leeds depot blinds, although the old 49" blinds (all now extinct) used to be able to show "Menston", in addition to "Menston Hospital".

Malton. At approximately 15.40 on Sat 10 April the following vehicles were noted at Malton depot:- SMG 4 (YK), SMG 38 (YK), SMG 50 (Sc), whilst inside the garage were SML 3 (H), SMG 12/35 (both YK). Of these, SMG 38 was working on service 94 (Malton-Ampleforth).

York. Floods on the 25th March disrupted Town Services in York. Clifton Bridge was unusable throughout the day, and this caused severe traffic jams. Service Y5A could not use Huntington Road until about 6.30pm, and vehicles were diverted down Haxby Road and Hales Terrace. Service Y7 could not use the terminal loop on Leeman Road because the railway bridge and Leeman Road itself were flooded, and vehicles turned round at the railway stockyard. The proper route was first used again around mid-day on the 26th. Services Y9/9A could not use Water Lane in Clifton because of flooding, and were diverted for the whole day from the Green direct to Rawcliffe Lane, missing out Water Lane and Brompton Road. It is understood that service 80 operated on service Y9 route as far as Clifton, and then onto the main road. Services Y13/13A could not complete their terminal route in Nether Poppleton, and all vehicles ran via Upper Poppleton as far as they could, and then returned the same way, missing out Longridge Lane. They resumed their full route on the morning of the 26th. Services Y7/12/13/13A, for a period during the morning of the 25th, were unable to use Huntington Road just south of Old Earswick station and gates, and these routes were diverted via New Earswick to regain their proper route just north of the Earswick Station.

Ampleforth College broke up on the morning of 26 March, and the following vehicles were used:- CUG 9/10 (both B)/16 (H)/20/39 (H); CRG 1/2 (both H); EUG 76/7 (both L)/83 (H)/87 (L); ERG 2 (L); SMG 35/50 (Sc). Only CUG 10 stayed at York overnight of the "foreign" cars, the rest arriving in the morning. For the return of the College on 22 April, CUG 23 (Sc)/44/45, SMG 4/7/12/23, amongst others, were used. On 28 March, SRG 55 and CUG 20 worked the 16.05 Tang Hall Lane-Clifton (SSP). The hiring from Poolcy for the Thirsk-York and York-Thirsk morning and evening peaks, and School Specials at York, ceased on 29 March, and was taken over from 1 April by W.Y. The rotas are as follows:- Poolcy's (until 29/3/68) - 07.30 Thirsk-York Station (80B), 08.36 York Station-Windmill Lane via Heslington (Y9A dup) arr. 08.56, 16.10 Windmill Lane-St. Leonards (Y9A dup), 16.26 St. Leonards-Wigginton L.E. (Y10 dup), 17.00 Wigginton L.E.-York Station (Y10), 17.33 York Station-Basingwold (80 dup) arr. 18.09. The W.Y. rota is car 108:- 06.15 Garage-Rougier St., 06.20 Rougier St.-Thirsk, 07.25 Thirsk-York Station via Raskelf (80), 08.37 York Station-Windmill Lane via Heslington (Y9A dup), 08.58 Windmill Lane-Garage, 15.43 Garage-Rougier St. via Nunnery Lane, 15.50 Rougier St.-Windmill Lane via Heslington, 16.10 Windmill Lane-St. Leonards (Y9A), 16.26 St. Leonards-Wigginton (Y10), 17.00 Wigginton-York Station (Y10), 17.30 York Station-Thirsk (80), 19.00 Thirsk-York Station (80), 20.15 York Station-Spare Ground, arr. 20.20. On Sun 31 March, removal of some trees from the grounds of St. Peters School and the Methodist Church in Clifton caused vehicles to be diverted down Bootham Crescent, Grosvenor Road, Avenue Road and Avenue Terrace to regain their former route. The diversion operated from 9.0am to 5.30pm, and affected Y9/9A and 80 services. The Y8 was diverted down Bootham Crescent and Grosvenor Road to gain access to Burton Stone Lane. The two SBWs at York spent their first day back in service, on 1 May, as follows:- SBW 20 worked on Y12 all day, whilst SBW 25 worked on Y16, Y9A (SSP), a Rawcliffe Works Special,and a replacement

and a replacement journey York-Scarborough-York (43), the 19.55 ex York. The following day SBW 20 was on Y4/4A and SBW 25 on Y9/9A daytime rotas and they exchanged these rotas on May 3. On the 4th SBW 25 worked on Y7, whilst SBW 20 worked Y12 in the morning and 80 in the afternoon. Neither were used on Sun 5th, but on the 6th SBW 20 started on Y7, then worked 12.33 Rowtrees Special, and in the evening was on Y9/9A as a replacement for a YDX. EUG 71 worked all day on Y7 on 1 May. SRG 52 (M) and 3 YDXs were noted parked near Whitwell Village on Sat 10 April, having worked there for the Point to Point Meeting.

Long Distance. On Easter Monday United U235/565 and CUG 18 were noted near Ripley at 16.00 heading for Newcastle (X99), followed by SRG 30 (H) showing "Service X99", and CUG 45 showing "Ten Cities/Newcastle". An interesting vehicle seen leaving Harrogate at 16.10 showing "Blank/X97" was SRG 36 (H), one of the dual-entrance REs. Noted on hire on Tues 16 April was 747 BAJ, a Bedford/Duple. CUG 34 (B) worked to London on Thurs 18 April, in place of the usual ERG/CRG types. It has been reported that one of the KSGLs was rostered to work the 11.40 dup Keighley-Burnley (J2) on 23 March, although it may not have worked the whole distance (see Keighley depot report).

5. SOLD STOCK NEWS.

AWW 28 (ex Y323, Bristol G05G, sold Norths 3/52).

BWT 772 (ex 977, Bristol J05G, sold Norths 9/55).

Both later to J. Emerson (Showman), Kendal, were both sold for scrap by -/67, on the death of the owner, and were subsequently broken up.

BWY 423 (ex SG 107, Bristol L5G, sold Norths 11/65).

To Henry Boot as Site Office 9/67. Is being used, in company with ex-Sunderland Corp. Atkinson JBR 631, at the new site of the Rockware Glass Co. at Kirk Sandall, near Barnby Dun. Now without boot doors, engine, bonnet or radiator, SG 107 retains wheels, and is steerable. Remaining in disposal livery, it has the seats rearranged and tables installed to form a canteen for workers.

KWU 395 (ex SBW 35, Bristol LWL6B, sold Phillips Plasterers 2/68).

This vehicle has now had "Phillips Plasterers, Leeds" painted on each side and across the boot, in large white letters. It remains in red and cream, with full blinds, however.

JWU 880 (ex SGL 10, Bristol LL5G, sold Norths 3/66).

To Erkulis Bros. (Builders), Leeds 5/66.

At present being used on a building site at Burley-in-Wharfedale (noted 5/68).

JHN 358 (ex SG 156, Bristol L5G, sold Fleet Car Sales 1/62).

Still with P. Fleming (showman), Bradford, and noted at Woodhouse Moor Fair, Leeds, at Easter. When noted it was in the company of FHN 810, an ex-United L5G, which had been converted to a full-fronted furniture lorry by Oliver's, York, some years ago. It will be recalled that CWT 868 (ex SG 18) is still running as a van for Oliver's (see issue 203).

FWX 828 (ex DB 7, Bristol K6B, sold Norths 12/63).

Still running for Cooper and Wood, Wakefield, and noted in Leeds several times during April.

WT 7105 (ex Keighley Corp. 9, Clough Smith trolleybus).

New in 1924, and sold by West Yorkshire on the takeover of Keighley Corp. services in August, 1932. Spent many years as a caravan at Skyreholme, near Grassington and purchased for preservation by unknown owner near Keighley -/67.

HYG 973 (ex 1024, Beadle-Morris, sold Norths 11/64).

Although gone from Norths by 6/67, it was still owned by Norths in 1/68, and was being used by them.

KW 474 (ex 316, Leyland PLSC 1, sold Jersey M.T. 10/32).

To Lincoln Vintage Vehicle Society for preservation 1/58.

Appeared at the 1968 HCVC London to Brighton run on 5th May, its first appearance at a Rally for some time, and, together with ex-K383 (CWX 671) and ex-K451 (JUB 29), gave quite a vintage West Yorkshire atmosphere to the Rally.

.....JWU 881

-9-

WU 881 (ex SGL 11, Bristol LL5G, sold Norths 11/65).

To Nicholson, Hunwick, Crook, 12/65

Norths, Sherburn-in-Elmet 5/67

U.I. Motors, York 1/68

Cork Insulation and Asbestos Co. Ltd., Belfast, Northern Ireland
1/68.

CWY 975 (ex 1021, Bristol L5G, sold Norths 11/65).

After being used by Norths several times over the past 2 years, was
sold for scrap 5/68.

KBU 880 (Bedford SBO, sold by Ledgard to Hughes, Bradford 11/63).

To Maisey, Church Village 1/64

Moseley (dealer), Loughborough 5/67

Canham, Whittlesey -/67

Miller, Foxton 3/68.

AUM 413C (Leyland PSU3/3R, returned by Ledgard to Hughes 10/67).

City Coaches Ltd., referred to last month, are located at Waltham
Abbey.

UUA 791 (AEC Reliance, sold Edwards, Horsforth 3/68).

Initially run in full Ledgard livery, complete with fleet names.

These have now been painted out, but the vehicle remains in Ledgard
livery.

MLL 907/10/20, PDV 726/32 (AEC Regent III, sold H & C Coaches, Garston
-/68).

All noted at H & C's Garston premises on 4th May. All three RTs
are licensed, and remain in Ledgard livery, with fleet names
painted out. Their Ledgard blinds are set to "Private". MLL 910
/20 were first licensed in February, and MLL 907 in March. Of
the Devon General vehicles, PDV 726 was delicensed and out of use,
probably without being licensed by H & C yet, whilst PDV 732 was
undergoing repaint, evidently into a livery very similar to
Ledgard's, but with a slightly darker blue. This vehicle also
remains unlicensed, and both it and PDV 726 are without blinds.

KYI 502 (AEC Regent III, sold Norths 1/68)

To P.V.S., Upminster 1/68.

Nancy Taylor, Business Institute, Plainfield, New Jersey, U.S.A.
4/68. Repainted and lettered prior to shipping to U.S.A.

HLW 181, HLX 157, KKG 687, KLB 529, KLB 837, KKW 125, MLL 828, MXX 149
(All sold Norths 1/68).

All to P.V.S., Canvey Island 4/68.

Etablissement Briand, Briare-le-Canal 45, Loiret, France 4/68.

HLX 157, KLB 837, KKW 125 and MXX 149 were shipped in 5/68, the
remainder in 4/68. All are to be used for promotional purposes.

LYR 933 (AEC Regent III, sold Norths 1/68).

To P.V.S., Upminster 1/68. Was not sold to Isleworth Coaches
(see last issue). It was inspected by them, but found to be
unsuitable, and returned to P.V.S.

To Etablissement Briand, Briare-le-Canal 45, Loiret, France 4/68.

BCK 427 (Leyland PD1A, sold Norths 1/68).

To P.V.S., Canvey Island 5/68.

MLL 834 (AEC Regent III, sold Norths 1/68).

To Stewart, Stevenston (A1 Service) 3/68.

In traffic by 15/4/68, painted in the A1 livery of Blue/Cream/
Maroon.

LLU 842/853 (Leyland 7RT, sold Norths 1/68).

To P.V.S., Upminster 3/68.

Keenan, Coalhall 3/68. Vehicles owned by Keenan are used for
contract work only, and are painted Royal Blue with 2 cream
stripes, and most have their indicators sheeted over. On 15/4/68,
LLU 842 was in Keenan's workshops in course of repainting, and LLU
853 was also in the workshop, still in Ledgard livery, but being
prepared for repaint.

LLU 873 (Leyland 7RT, sold Norths 1/68).

To P.V.S., Upminster 2/68.

Clyde Coast, Ardrossan 3/68 (owning member Frazer, Fairlie).

Noted on 15/4/68 in Frazer's yard still in full Ledgard livery,
untouched and delicensed.

....KYI 799

KYY 799 (Leyland 7RT, sold Norths 1/68).
MXX 148 (ABC Regent III, sold Norths 1/68).

To A1, Stevenston, Ardrossan 2/68.
 One of these two vehicles (probably KYY 799) was noted on 15/4/68 undergoing repaint at the Stevenston premises shared by Dunn and Stewart.

UUA 792 (ABC Reliance, sold Lyle, Dewsbury 3/68).
 Appears regularly in Leeds on Private Hire, often with ODK 773, an ex-Yelloway Reliance. UUA 792 is still in Ledgard livery, but with names painted out, and carries an "On Hire To Lyles of Dewsbury" label in the windscreen.

XWY 157 (Ford Thames van, sold by Ledgard -/66).
 Recently noted in scrapyard on Bowling Back Lane, Bradford, still in full Ledgard livery, including fleet name.

6. TEN YEARS AGO.

The May, 1958 issue ran to four pages, and included a report on the Dennis Ace trip from Slaiddburn.

New vehicles entering service were EUG 61-63/5-8 at Harrogate on 19th May, and DX 67/68 at Bradford on 1st May.

Sales and Disposals recorded that KSP 3 had gone to Smith Bros. Construction Ltd. of Birmingham, and 14 pre-war and wartime SGs had gone to Groves of Merton Abbey, London.

Allocations and Transfers showed that EUG 61-63 had stayed at Harrogate only 3 days before moving to Leeds. Also on 22nd May, EUG 67 had moved to York and EUG 68 to Skipton.

Operating Details recorded that the Bradford-Keighley (X67) service had commenced with DX 21/29/31/55 being fitted with a special blue intermediate exposure for this service. On 1st May DX 67/68 entered service on this route, however.

7. OTHER INFORMATION.

Weight Restriction.

The weight restriction on the railway bridge at Dacre Banks, referred to in issue 203, has now been removed, and the bridge filled in.

Enquiry Office.

During April, the Yorkshire & Hebble office in Bradford was closed and all business transferred to the W.Y. office in Morley Street. The sign above the W.Y. office now shows "West Yorkshire, Yorkshire and Hebble Booking Office".

New Enquiry Office.

A new enquiry office has been opened by the Company in the Central Bus Station at Leeds. With a staff of one, and an Express Coach Travel advertisement as a window display, the office has telephone number Leeds 26313.

Otley Depot.

Alterations have recently been made by Fowlers, the Harrogate contractors, to the forecourt of Otley Depot. These include the widening of the concrete forecourt, and the building of a flower bed, to replace the patch of muddy grass which previously constituted the left side of the forecourt.

New Timetable.

A reprint of the timetable was recently issued, but still carries the date of "12th November 1967" on the cover.

Unladen Weights (Continued from Page 12)

Dennis Lancel

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
842	5-10-2	-	885	6-3-2	-	887	6-3-2	9/47.
883	6-2-3	11/47.	886	6-3-2	-	888	6-3-2	-
884	6-2-3	-						

Service Stock

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
1001	4-19-3	-	1008	6-9-2	-	1012	2-18-1	-
K1003	5-8-0	-	1009	3-1-3	-	1013	2-18-1	-
1004	4-8-3	-	1010	2-18-0	-	1014	2-18-2	-
Y1005	6-3-2	-	1011	3-0-0	-			

.....Unladen Weights

Unladen Weights.

Details have now come to light of the Unladen Weights of many early Bristols, etc., together with their post-war (1945-1954) overhauls. This information has never previously been recorded in these pages, and the opportunity is therefore being taken to remedy this situation now.

Bristol G05G.

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
K301	6-11-1	11/45, 11/47.	Y317	6-14-0	10/49.	332	7-3-1	3/50.
K302	6-8-0	11/46, 11/49.	Y318	6-14-0	1/50.	333	7-2-3	7/48.
303	7-1-3	9/48.	Y319	6-14-0	6/47.	334	7-1-3	4/48, 1/50.
304	7-1-8	4/48.	Y320	6-14-0	8/47.	335	7-2-3	7/48, 5/50.
305	6-10-0	10/47.	Y321	7-3-0	3/50.	336	7-1-3	9/48, 4/50.
306	7-1-8	4/48.	Y322	6-14-1	7/49.	337	7-1-3	10/48.
307	7-1-3	5/48.	Y323	6-14-1	2/49.	338	7-1-3	11/47, 11/49.
308	7-1-3	12/47.	Y324	6-14-0	11/47, 5/50.	339	7-3-1	11/48.
309	7-1-3	7/48.	Y325	6-13-1	5/49.	340	7-1-3	7/48.
310	7-1-2	4/49.	Y326	6-14-1	7/47, 6/50.	K341	7-1-3	11/49.
311	7-1-2	12/48.	Y327	6-14-0	10/49.	K342	?	11/46.
312	7-2-1	3/49.	Y328	6-14-1	6/50.	Y343	7-3-3	2/50.
313	7-1-3	3/48.	Y329	6-14-3	12/48, 3/50.	Y344	6-16-0	4/50.
314	7-1-3	9/48.	Y330	?	11/48.	Y345	6-16-0	5/47, 5/50.
315	7-1-3	6/48.	331	7-1-3	7/48.	Y346	6-16-0	?
Y316	?	?						

Note:- K302 became 7-1-3 in 11/49, and Y329 became 7-5-2 in 3/50.

Bristol K5G (with original bodies).

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
348	6-13-3	4/48.	Y377	6-15-3	?	393	6-18-3	5/48.
349	6-13-3	1/47.	Y378	6-15-3	?	394	6-18-2	1/48.
K362	6-13-3	1/48.	K381	6-15-2	1/49.	Y395	6-16-1	6/49, 10/51.
K366	6-13-3	9/47.	K382	6-15-2	?	Y396	6-16-1	3/49, 10/51.
Y368	6-16-0	?	K384	6-15-2	2/49.	Y397	6-14-0	5/49, 11/51.
Y369	6-15-3	7/48.	385	6-18-2	?	Y398	6-16-1	6/48, 5/51.
Y370	6-15-3	17/6/49.	386	6-18-3	4/48.	Y399	6-16-1	1/48, 10/52.
Y371	6-15-2	10/48.	387	6-18-2	?	Y701	6-16-1	7/48, 11/54.
Y372	6-15-3	?	388	6-18-2	11/47.	Y702	6-16-1	9/51.
Y373	6-15-3	1/50.	389	6-18-2	1/48.	Y703	6-16-1	10/48, 9/52.
Y374	6-15-3	6/49.	390	6-19-2	2/49.	Y704	6-16-1	1/49, 9/51.
Y375	6-15-3	2/48.	391	6-18-2	6/48.	Y705	6-16-1	9/48, 4/54.
Y376	6-15-3	3/49.	392	6-18-2	1/48.	Y706	6-16-1	6/48, 5/54.

Bristol K6A (U.W. with original body).

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
707	6-15-2	1/50, 6/52.	709	6-19-2	1/50, 4/53.	711	6-18-2	12/49, 7/53.
708	6-18-2	1/50, 1/53.	710	6-13-3	1/50, 9/52.			

Note:- 708 became 7-2-0 in 1/53; 709 became 7-2-2 in 4/53 and 711 became 7-1-3 in 7/53.

Bristol K6B.

No.	U.W.	No.	U.W.	No.	U.W.	No.	U.W.
734	7-8-0	K766	7-9-0	775	7-8-1	787	7-8-2
735	7-7-3	K767	7-7-3	776	7-7-3	789	7-7-3
745	7-7-3	K768	7-8-0	780	7-9-2	790	7-8-1
747	7-9-1	K770	7-7-1	782	7-8-1	791	7-7-3
748	7-9-2	K771	7-8-1	783	7-8-2	K792	7-8-2
749	7-9-2	K772	7-9-0	784	7-8-2	K793	7-8-0
750	7-9-4	K773	7-7-1	785	7-12-0	K794	7-10-1
751	7-12-3	774	7-7-2	786	7-8-1	K795	7-10-1
753	7-7-2						

Bristol J05G.

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
101	6-8-1	4/48, 4/50.	104	6-8-1	5/49.	107	6-8-1	2/50.
102	6-8-1	7/48.	105	6-8-0	5/49.	108	6-8-1	12/47.
103	6-8-1	1/50.	106	6-8-1	6/49.	109	6-8-1	2/48.

Bristol L6G.

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
640	6-15-2	3/51.	642	6-14-2	3/54.	644	6-12-1	4/51.
641	6-14-2	3/54.	643	?	4/49, 12/53.	645	6-14-2	11/53.

Notes:- 640 became 6-11-2 in 3/51 and 6-16-2 in 3/54; 641 became 6-16-0 in 3/54; 642 became 6-15-1 in 3/54; 643 became 6-15-1 in 12/53; 644 became 6-12-3 in 4/51 and 645 became 6-15-0 in 11/53.

....Bristol L5G (pre-war)

Bristol L5G (Pre-war).

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
110	6-8-0	8/48, 4/50,	137	6-11-0	6/48, 11/50.	173	6-10-1	10/48, 10/53.
		2/53.	138	6-11-0	1/48, 12/51.	174	6-10-1	8/49, 7/51.
111	6-8-0	8/47, 6/51.	139	6-11-0	9/1/48.	175	6-10-1	13/7/50.
112	6-8-0	2/49, 12/51.	140	6-11-0	3/48, 7/53.	176	6-11-0	2/48, 9/53.
113	6-10-1	12/49, 1/53.	141	6-8-1	2/48, 10/50.	177	6-10-1	5/49, 4/51.
114	6-8-0	4/49, 5/51.	142	6-11-0	6/48, 10/50.	178	6-10-1	10/48, 12/51.
115	6-8-0	10/48, 12/52.	143	6-11-0	9/50.	179	6-4-3	11/47,
116	6-8-0	6/49, 3/51,	144	6-11-0	4/48, 10/50.			20/4/53.
		9/53.	145	6-11-0	7/48, 12/51.	180	6-10-0	11/48, 10/52.
117	6-8-0	3/48, 11/49,	146	6-11-0	5/48, 11/50.	181	6-8-1	4/48, 7/53.
		7/52.	147	6-11-0	7/52.	182	6-10-1	7/48, 1/51.
118	6-8-0	3/49, 7/51.	148	6-10-0	10/47, 7/52.	183	6-1-0	7/48, 12/50.
119	6-8-0	2/49, 9/50,	149	6-11-0	10/47, 11/49,	184	6-10-0	4/49, 10/51.
		2/53.			12/52.	185	6-10-1	1/47, 7/49,
120	6-8-0	2/48, 11/50,	150	6-11-0	2/48, 12/51.			10/51.
		2/52.	151	6-10-0	7/47, 7/49,	186	6-10-1	6/49, 10/51.
121	6-8-0	7/50, 1/53.			7/51.	187	6-10-1	8/49, 5/51.
122	6-8-0	1/49, 12/50.	152	6-11-0	2/48, 7/52.	188	6-10-1	7/49, 4/51.
123	6-8-0	6/47, 6/49,	153	6-11-0	5/48, 11/50.	189	6-10-1	12/47, 4/53.
		4/51.	154	6-11-0	6/48, 1/53.	190	6-14-0	6/47, 7/49,
124	6-8-0	10/48, 10/50,	155	6-11-0	24/3/50.			5/51.
		9/53.	156	6-11-0	8/48, 8/52.	191	6-10-1	3/50, 11/52.
125	6-10-1	3/48, 3/50,	157	6-11-0	9/47, 9/49,	192	6-10-0	11/48, 1/51.
		2/53.			10/51.	193	6-10-1	7/47, 3/50,
126	6-8-0	2/49, 11/50,	158	6-11-0	4/48, 2/51.			5/51.
		6/53.	159	6-8-0	11/50.	194	6-10-1	9/47, 7/49,
127	6-8-0	4/49, 1/51,	160	6-11-0	3/53.			6/53.
		9/53.	161	6-11-0	9/48, 3/51.	195	6-10-1	4/48, 7/53.
128	6-8-0	5/49, 10/51.	162	6-8-2	9/48, 11/52.	196	6-10-1	7/49, 4/53.
129	6-8-1	11/49, 12/52.	163	6-11-0	8/48, 12/51.	197	6-10-0	3/49, 5/51.
130	6-11-0	8/48, 6/50,	164	6-11-0	9/48, 3/51.	198	6-10-1	9/49, 7/52.
		2/53.	K165	6-11-0	4/51.	199	6-11-0	4/49, 1/52.
131	6-10-1	1/48, 10/48,	K166	6-11-0	9/51.	201	6-10-1	11/52.
		12/51.	K167	6-11-0	7/48, 8/51.	202	6-10-1	3/47, 9/49,
132	6-11-0	7/49, 10/51.	K168	6-10-0	3/50.			10/51.
133	6-11-0	5/47, 10/51.	K169	6-11-0	10/47, 4/51.	203	6-10-1	8/47, 2/51.
134	6-8-0	8/49, 4/51.	170	6-10-1	6/51.	204	6-10-1	12/48.
135	6-8-1	-/49, 4/51.	171	6-10-1	21/7/50.	K205	6-10-1	7/49.
136	6-11-0	2/47, 10/51.	172	6-11-1	15/11/52.			

Notes:- 117 became 6-11-0 in 11/49 and 6-12-0 in 7/52; 125 became 6-10-0 in 2/53; 131 became 6-11-0 in 10/48; 151 became 6-10-1 in 7/49; 159 became 6-11-0 in 11/50; 160 became 6-10-0 in 3/53; 173 became 6-8-0 in 10/53; 184 became 6-10-4 in 10/51, and 192 became 6-4-3 in 7/49.

Bristol L5G (Post-war).

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
Y239	6-6-3	-	254	6-12-1	-	260	6-9-0	-	268	6-9-1	-
Y241	6-6-2	-	258	6-9-1	-	267	6-8-2	-	271	6-9-2	-

Bristol L6B.

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
227	6-14-0	-	232	6-13-3	-	235	7-4-1	-

Bedford OB.

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
614	3-3-0	11/52.	K616	3-3-0	5/52.	646	3-14-0	7/49.	648	3-14-0	-
615	3-3-0	3/53.	K617	3-3-0	5/52.	647	3-14-0	3/50.	649	3-14-0	4/50.

Beadle/Morris.

No.	U.W.	O.H.	No.	U.W.	O.H.
618	3-19-3	12/53.	619	3-19-3	3/54.

Leyland FS.

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
552	6-5-2	-	557	6-5-2	-	565	6-5-2	-
553	6-6-2	-	560	6-5-2	-	566	6-5-2	-
554	6-5-2	-	561	6-5-2	-	568	6-5-0	-
556	6-5-2	-	562	6-5-2	-	569	6-5-2	-

AEC Regal.

No.	U.W.	O.H.	No.	U.W.	O.H.	No.	U.W.	O.H.
685	5-10-2	-	688	6-5-0	-	691	6-5-0	-
686	5-10-2	-	689	6-5-0	-	692	6-5-0	-
687	5-10-2	-	690	6-5-0	-	693	6-5-0	-