

Hon. Chairman: _____
 Hon. Vice Chairman: _____
 Hon. Editor: _____
 Hon. Treasurer, Membership Secretary and Publications Officer: _____

YORK TOUR - Sunday 22nd May 1955 :

This Tour was undoubtedly a great success, and was attended by 56 members and friends, in excellent weather. 996 (_____) had been carefully prepared by _____, Leeds Depot Engineer, and was complete with headcovers! SM 1 (_____, Harrogate) was the Morris used, and the routes followed were in general as advertised in Issue 49, as amended by Issue 51. On arrival in York we were joined by _____, York Traffic Superintendent, _____, York Depot Foreman, and _____, who acted as Courier on the upper deck during the afternoon tours, while _____ officiated downstairs. The double deckers used were, in turn, ADG 2, complete with "TT" badge on radiator, YDG 76, and YDG 89 which was employed for the final part of the City Tour, from the Depot to Rougier Street, this being its "maiden voyage" in passenger service; all these were driven by _____. Numerous stops for photography were made, and at the Depot a demonstration of lifting an overturned vehicle (102) was provided. On return to Leeds we were met at the Depot by _____, who had seen us off from Vicar Lane in the morning, and who then showed the party round the improvements at present being carried out at Leeds Depot. We wish to record our great appreciation of the trouble taken and interest shown by all those members of the Company's Staff who were concerned in any way with this Tour, a short report of which was published in "Modern Transport" dated 28th May. (JCWII)

PHOTOGRAPHS :

A list of Tour Photographs obtainable is enclosed with this issue, together with an order form.

BULLETIN ITEMS :

CORRESPONDENTS ARE REQUESTED ONCE AGAIN TO SEND ITEMS FOR INCLUSION IN THE BULLETIN TO THE EDITOR, AND NOT TO OTHER OFFICERS. THIS IS BEING DISREGARDED IN CERTAIN CASES AND IS CAUSING ADDITIONAL UNNECESSARY WORK.

 PRESS DAY FOR THE JULY ISSUE - SATURDAY JULY 2nd 1955

1. STOCK CHANGES.

(a) New Vehicles

EUG 36	OWX 148	B1	LS5G	107068	ECW	8225	S 41	F	6-14-2
EUG 38	OWX 150	B1	LS5G	107070	ECW	8227	S 41	F	6-14-2
EUG 39	OWX 151	B1	LS5G	107071	ECW	8228	S 41	F	6-14-3
EUG 40	OWX 152	B1	LS5G	107074	ECW	8229	S 41	F	6-14-2
EUG 41	OWX 153	B1	LS5G	107075	ECW	8230	S 41	F	6-14-3
EUG 42	OWX 154	B1	LS5G	107076	ECW	8231	S 41	F	6-14-3
EUG 43	OWX 155	B1	LS5G	107077	ECW	8232	S 41	F	6-15-1
EUG 44	OWX 156	B1	LS5G	107078	ECW	8233	S 41	F	6-14-3
EUG 45	OWX 157	B1	LS5G	107081	ECW	8234	S 41	F	6-14-3

EUG 16-20.

The major modification to the 1955 batch is to the door - it opens inward instead of outward. Other modifications are the replacement of the semaphore type trafficators by flashing indicators; chrome figures replace white figures on the registration plates; a perspex screen is fitted behind the driver. A public address system was fitted at Myrtle Road after delivery.

EUG 26-45.

A winged motif has been introduced on the front dash. The rear lights have been moved from the waistline to the rear bumper bar, and are combined reflectors and rear lights.

(b) Relicensed

YDG 89 (ex-YDG 73)	-	18/5/55
CP 3, CP 4	-	27/5/55
SG 90, SG 94	-	1/6/55

(c) Delicensed

YDG 75	-	17/5/55
996	-	27/5/55
SG 63, SG 91	-	31/5/55

1. STOCK CHANGES (Contd)

(a) On Hire to West Yorkshire

From Lincolnshire Road Car Co. Ltd. (5/55)

1165	FFW 184	Bedford OB	112480	Duple	C 29	F	1949
1168	FFW 187	" "	115848	"	C 29	F	"
1169	FFW 188	" "	117289	"	C 29	F	"
1170	FFW 189	" "	117299	"	C 29	F	"
1174	GEE 977	" "	132665	"	C 29	F	1950

Of these 1165 was loaned in 1952/53/54 ; 1168 in 1952/54 ; 1169 in 1953 ; 1170 in 1954, while 1174 is a newcomer.

The Fleet Total in June 1955 was 512 (including 5 hired coaches) compared with 519 last year.

The Fleet Disposition Card for June 1st classify EB 1-10 & EG 1-6 as buses, while EG 7-12 remain as semi-luxury coaches. Even so the total of coaches stands at the record figure of 93.

2. REBODYING.

Full details of the first four replacement YDG's are as follows :-

YDG 82	(ex-YDG 66)	OWT 195	B1	K5G	12702	ECW	8351	H 28/28	R	7-2-3
YDG 84	(ex-YDG 68)	OWT 197	B1	K5G	12703	ECW	8352	H 28/28	R	7-4-0
YDG 88	(ex-YDG 72)	OWT 201	B1	K5G	12701	ECW	8350	H 28/28	R	7-3-1
YDG 89	(ex-YDG 73)	OWT 202	B1	K5G	12704	ECW	8353	H 28/28	R	7-3-3

The significance of the new chassis numbers is not clearly understood, but it is believed that up to the 107th sanction a total of 12700 chassis had been built by Bristol.

The new bodies are of four bay construction and the dimensions are 26' x 7'6". The top deck seats only 20, the back seat accommodates 3, with a single seat in front of it. The inward facing seats at the rear of lower deck are for 4 persons. The nearside front number is on the side of the body (not the bonnet), below the first window. The rear registration plate is now covered with glass, and combined rear lights and reflectors are fitted.

3. DEPOT CHANGES.

(a) Allocations & Transfers

SG 117-20	from	BRADFORD	to	YORK	16/5/55
YDG 75	"	YORK	"	(delicensed)	17/5/55
YDG 89	"	(rebuilt)	"	YORK	18/5/55
DEW 31	"	LEEDS	"	BRADFORD	21/5/55
SEW 35	"	LEEDS	"	HARROGATE	22/5/55
SG 44	"	HARROGATE	"	LEEDS	22/5/55
996	"	LEEDS	"	(delicensed)	27/5/55
EUG 36	"	(new)	"	LEEDS	27/5/55
EUG 38-45	"	(new)	"	BRADFORD	27/5/55
CP 3, CP 4	"	(delicensed)	"	HARROGATE	27/5/55
1165/68-70/74	"	(Lincolnshire)	"	HARROGATE	27/5/55
SG 63	"	ILKLEY	"	(delicensed)	31/5/55
SG 91	"	SKIPTON	"	(delicensed)	31/5/55
SG 90	"	(delicensed)	"	ILKLEY	1/6/55
SG 94	"	(delicensed)	"	SKIPTON	1/6/55
DEW 31	"	BRADFORD	"	YORK	8/6/55
DB 47	"	YORK	"	BRADFORD	8/6/55

DB 9 has now replaced DG 47 at YEADON.

The five hired Bedfords are at HARROGATE this year, previously they have been at BRADFORD. The transfer of SG 117-20 to YORK leaves BRADFORD without 35-seaters. DEW 31 is sub-allocated to SCARBOROUGH.

(b) Temporary Loans

Eastern Counties	LS 757	PVF 757	Bristol LSGB
"	KS 900	HRT 330	AEC Regal I
"	ES 907/08	LRT 133/34	Maudslay Marathon III - Gurney Nutting
"	AS 960		
"	DS 980	KBJ 768	Dennis Lancet III
Wilts & Dorset	530	JHR 309	Bristol LSGG
"	536	JMR 86	Bristol LSGG
Triumph Coaches	-	HAA 551	Leyland PSL
Hush, Ventnor, I.O.W.	-	GDL 32	Crossley (On hire to Triumph)

All the above coaches operated for West Yorkshire during the Whitsuntide period.

DEPOT CHANGES
14th May 1955

. DEPOT CHANGES. (Contd)

(c) Movements of Delicensed Vehicles

105,106,976,977,979, SG 11,48,75,76,84 were moved from LEEDS to YEADON between 14th May and 19th May.

SG 29 (ex-138) was moved to the spare ground outside BRADFORD depot by 27th May.

SG 3,5,26 were moved from BRADFORD to GROVE PARK on 2nd June. SG 22 was moved from KEIGHLEY to GROVE PARK by 2nd June. These 4 with SG 28 & SG 30 are stored at the side of the depot.

The vehicles recently moved to YEADON are outside the depot. They have had the mirrors and drivers' seat cushions removed, and the emergency exit locked. The saloon doors have had their handles removed and a piece of metal placed over the hole.

4. VEHICLE NOTES.

(a) Overhauls

October 1954 : Delete SG 146 in Issue 45.
May 1955 : KDB 13, DB 39, DB 49, SG 150.
June 1955 : KDG 19, SG 105, SG 149, SEW 22, SEW 35.

(b) Repaints

May 1955 : CBW 1, CP 1, CP 3, CP 4, EUG 15.
June 1955 : DGW 6, DB 59.

Outside front handles have been fitted to:- DG 44, KDB 13, DB 16, KDB 28, DB 39, DB 49, KDB 57, YDB 78.

KDB 28 has been fitted with staggered seats similar in arrangement to KDB 10-15, but with a rail over each pair. They would appear to be the old seats removed from the DEW 25 batch.

DG 11 has had a second hand chassis side (ex-YDG 67) fitted.

The radiator of SG 108 has now been repainted silver (see Issue 51).

5. OPERATING DETAILS.

Bradford : Since the revision of the Leeds-Bradford (30) service on 22nd May, a Bradford car has replaced a Leeds car on 55. Arriving in Leeds at 10.45 pm, it then works the 10.50 pm Leeds-Bradford (30).

Once again the Excursion and Day Trip traffic from Bradford on Whit Monday was heavy. At least 36 EUG's were noted on Day Trips (22 at Easter), together with 6 EB's & EG's. A number of luxury coaches operated on Excursions :-

Day Trips :-

8.35 am Whitby: SEW 17, EB 5, EB 6, Eastern Counties AS 960.
8.35 am Bridlington: EUG 5,6,11,13,16,24,25,43,44.
8.35 am Blackpool: EUG 3,14,21,38, SG 133, SGL 9; Ribble 879 & 924; Hebble 39.
8.35 am Scarborough: EUG 2,4,7,8,10,12,18,19,20,27,35.
9.30 am Morecambe: EUG 1,15,17,26,28,33,39,45.

From Shipley (all destinations) : EB 1,2,3, EUG 40,41,42, EUG 36 & EG 3.

Excursions (all destinations) :-

CBW 3, CUG 2,3,4,5 ; Dobsons JPY 112 & JVN 600 ; Wrays HRP 979, KMW 242 & KTB 504 ; Simpsons HWY 270.

It is significant to note that on Whit Saturday, only coaches and semi's were detailed to work the coastal and express services. Not even SEW's were called on, although it is possible that some actually were used.

Bradford City Transport 479 & 511 went to Ilkley at 12.0 noon on Whit Tuesday, and were later seen in Harrogate with 476, 508 & 517.

Harrogate : On Whit Monday, 30th May, two periods of observations were made at Harrogate Bus Station, and from the notes a fairly full picture of operations emerges. It should be remembered that a twenty minutes service was operating from Bradford to Knaresborough (53) which was not co-ordinated with the hourly Bradford-Harrogate (51). Only duplicates turned round at Harrogate on 53. Vehicles working 74 also work on 16.

5A : SG 88.
8 : 965.
9/12 : DG 38, DG 39, DX 1.
10 : SG 8.
14 : SG 74.
15 : SG 67.
16 : 965, SG 8, SG 31, SG 32, SG 52, SG 67, SG 74, DB 49, DEW 27.
20 : DG 8, DB 25.
24 : SG 66, SG 80, SG 86, SG 89. SG 17 to Birstwith.
36 : DEW 26, DEW 29, DGW 1, DGW 6, DX 2, DX 3, DX 4, DX 5, DX 6, DX 7, DX 8, DX 10, DX 11, DX 12, DX 13, SG 104.
Leeds City Transport 366, 402, 412, 459, 475.

Harrogate (Contd).

51 DG 31, DEW 21, DEW 34.
 53 (Knaresboro'): DG 41, DB 18, DEW 1, DEW 2, DEW 7, DGW 2, DGW 7, SG 9,
 SG 134, CUG 16 (after Low Harrogate Excursion).
 74 : DEW 27, DX 9, SG 55, SG 79, SG 88, SG 105, SBW 23.
 76 : DEW 3, DEW 4, DEW 5.
 Crossgates: EB 10.
 Wetherby Races: SEW 25, EB 9.
 Yeadon: SG 1, SG 35, SG 134, CP 3, CP 4; Lincolnshire 1165/68/69.
 United 126: BG 452, BU 87, BU 88.
 Ledgard (Harrogate-Bradford): JUA 918, JUB 649.
 X6 (Blackpool-Middlesbro'): Ribble 846.
 Limited Stop: WY: SGL 2, SG 101, SG 104, SG 105, CP 3, EB 10.
 United: BJ 164, BG 5, BG 116, BG 171, BG 176, BG 183,
 BG 191, BG 206, BG 242, PG 442.
 Yorkshire: 563, 581, 606, 634, 636. Northern: 1307
 North Western: 270, 671. Lancashire United: 521.
 Fawdon Service: YTC 897.
 J 16 : SBW 22.

On Whit Tuesday, the following hired vehicles were used on 36 & 53: Leeds C.T. 455, 463, 477 and Bradford C.T. 476, 479, 508, 511, 517.

Keighley : KDB 11 (K) was working Bingley-Eldwick (E2) on Sunday, 24th April.

Leeds : During its stay at Leeds, DEW 31 was used on Leeds-Scarborough (43).
 EB 6 (L) worked the 8.0 am Thorne-Leeds (42) - a Harrogate duty - on 25th April.
 The transfer on May 1st of EUG 1-3 to HARROGATE, and EUG 5/6 to YORK was completed as follows:-
 EUG 1 9.55 am Boston Spa (42) { Duplicate }
 EUG 2 10.15 am Ripon (36) { " }
 EUG 3 10.45 am Knaresboro' (38) { " }
 EUG 5/6 9.15 am & 10.15 am York (43) respectively.

DG 35 (B) was working 33 (Leeds Rawdon) on May 26th.
 KWU 24/27 (rear engine 2 stroke Fodens) of Beehive Motors, Doncaster, and MNN 655 of Heaps Motor Tours, Leeds, were seen on hire to WY on Whit Saturday.
 DX 8 (L) was noted on 31 (Leeds-Keighley) on Whit Sunday.

Traffic to the coast was very heavy on Whit Monday. Our observer at Seacroft noted no less than 76 vehicles between 8.55 am and 9.45 am. Of these, 21 were EUG's; there were 12 hired coaches among the total :- KWX 797 & KUG 363 (ex-Heaps) of L. Carling, Ripon; BTK 624 of Bluebird Coaches; HWY 269, HWY 270 & HWY 642 of Simpsons; HTJ 957 of Waddingtons; JWN 600 of Dobsons; LWY 388 of Poskitts; Eastern Counties LS 757; FWR 247 (Reliance/Plaxton of Majestic Coaches, Selby; HD 8997 of Thirkells.

Vehicles used on the Leeds-Wetherby express service to the races on Whit Monday included Eastern Counties MS 908; Wilts & Dorset 530/36; Leeds C.T. 379, 390, 664.
 The following hired vehicles were noted on Whit Tuesday :- HWP 557 & CCP 148 (? ex-O & C Holdsworth) of Broadbents, York; HWU 965 of C. Lunn, Rothwell; HFR 165 & BDK 991 (ex-Yellow) of Eddie Brown Tours, York; LUA 175 & HYG 552 of John Dale, Leeds, 13; RN 8759 of Boddys of Bridlington.

Also on Whit Tuesday, DB 53 (K) worked to Scarborough, and DX 4 (H) from Leeds to York. DG 6, 15 (L) were also seen on Leeds-York. Leeds C.T. 347, 356, 372, 455, 461, 477 were on hire. Among 'unusual' vehicles to arrive in Leeds from Harrogate were SP 1/2 & CP 4; even 965 brought a load !!

A Bedford OB/Duple of Northern General was on Limited Stop on June 3rd. It was 1526.
 The two vehicles operating the X192 (Liverpool-Scarborough) service on June 6th were Ribble 791 and WY EUG 23 (YK/SC).

York : EUG 6/11 (YK) were working York-Thirsk (80) on 9th May.
 Broadbents 21 & 25 were hired by WY on Whit Monday, and worked duplicates on Leeds-York. A number of 32-seaters were also used on York-Leeds in the evening having been to Yeadon during the day. These were: SG 4/15 (H), SG 47, 81 (L). SP 1 (H) was also noted, and thought to be working from Leeds to the Coast.

On Whit Tuesday, DX 4 (H) & CP 1 (YK) were both noted on York-Leeds (43).
 SG 16, 50 (H), SG 47, 81 (L), all were working from York for a few days after Whitsuntide.

Limited Stop : Owing to the Railway Strike, a number of double deckers were used between Leeds and Liverpool. These were mainly provided by Yorkshire, although it is thought that at least one WY decker was used. Likewise, on the Manchester-Bradford service (YWD-NWRCC joint) deckers had to be employed.

Yorkshire Services : During the Railway Strike, the Licensing Authority granted a dispensation for unlimited duplication on the London service. CUG 10-12 are being used by Bradford Depot, in place of CEW 3-5 used last season.

OPERATING DETAILS (Contd).

Yeadon Air Display : The service from Bradford (Broadway) was again worked mainly by hired vehicles. In the morning Bradford C.T. 482/85/86, 508/09/12/14/16/17, 529/36/40/41/43, 553/74/79, 38, 75, 103, were noted. These were joined in the evening by 477/79, 511, 530, 71, 81, 89, some of which had been on the City Tour. Todmorden 19 & 34 and West Riding 89, 94 & 99 were also seen.

Vehicles running from Leeds noted at Rawdon Cross Roads were :- Leeds C.T. 344, 450, 459, 609, 635, 667, 751 ; Eastern Counties MS 907 ; West Riding 243, 319, 647.

We are very grateful to our observers for the Harrogate survey, and we would like to be able to give a survey of express and coastal workings from Harrogate this year: (i.e. J.16 (including Pynes), Morecambe, Bridlington &c). Observations on X.15 (Scarborough-Blackpool) and X.6 (Middlesbrough-Blackpool) will also be welcome.

6. SERVICE CHANGES.KEIGHLEY - BRADFORD - LEEDS - SKEGNESS.

A joint application with Lincolnshire Road Car Co. was made in 1950 for a Keighley - Skegness service. This application was rejected by the Yorkshire Traffic Area Licensing Authority. Another application was made in 1954, the service to be run at Whitsuntide, and on Saturdays only from June to September, and daily in Shipley, Bradford and Leeds holiday weeks. This application was objected to by Wallace Arnold Tours (who also applied for a similar service from Bradford), and British Railways. Both applications were rejected by the Licensing Authority, but the Minister of Transport has overturned the decision, subject to several restrictions.

Both applicants had to delete Cleethorpes, and the service was to run three Saturdays only (July 30th, August 6th & 13th). No day returns are allowed, and the maximum vehicle allowance is four.

West Yorkshire is running three vehicles from the West Riding, departing Keighley at 8.0 am and arriving at Skegness at 2.0 pm. Return from Skegness at 3.0 pm, arriving Keighley at 9.0 pm.

Lincolnshire is running one vehicle from Skegness at 8.30 am to Bradford, returning from Bradford at 2.30 pm.

It will be noted that the service is starting the week after Keighley holiday week.

SERVICE 30 LEEDS - BRADFORD (via Greengates)

With commencement of the summer timetable on 22nd May, later journeys have been introduced, as noted on Operating Details. At the same time a 15 minute service has been introduced from Bradford between 4.25 pm and 6.25 pm (the frequency from Leeds remains at 20 minutes). This has been done by incorporating certain duplicate cars, which had been running for many years, into the timetable. Some formerly had only gone as far as King Street, Leeds.

<u>SERVICE 2</u>	<u>RAGLAN STREET - PANNAL.</u>
<u>SERVICE 3</u>	<u>RAGLAN STREET - BURN BRIDGE.</u>
<u>SERVICE 11</u>	<u>BUS STATION - BACHELOR GARDENS.</u>

As from the 22nd May, these three Harrogate Local Services were withdrawn; new through services were introduced on weekdays, and a new service from Station Parade to Bachelor Gardens introduced on Sundays when the service does not run through. Additional journeys are provided on weekdays on service 13 (Hilton - St. George's Road) as the new route no longer connects Low Harrogate with Bachelor Gardens. The new services are :-

<u>SERVICE 2</u>	<u>BACHELOR GARDENS - STATION PARADE - PANNAL.</u>
<u>SERVICE 3</u>	<u>BACHELOR GARDENS - STATION PARADE - BURN BRIDGE.</u>
<u>SERVICE 2A</u>	<u>STATION PARADE - BACHELOR GARDENS (via Low Harrogate)</u>

On Sundays, a service is run from Station Parade to Burn Bridge (3), and from Station Parade to Bachelor Gardens via East Parade (2) alternating via Low Harrogate (2A).

SERVICE 75 ILKLEY - BOLTON ABBEY - CRASSINGTON.

The old humped backed bridge at Barden has been closed for repairs, so this service has had to be diverted, and Appletreewick is not served on the direct service. A shuttle service is operated on certain days of the week between Burnsall and Appletreewick.

The summer timetable contains a number of new services. The revised services to Guseley and Yeadon (32, 32A & 55) are shown for the first time, also the revised Harrogate Local Services (2, 3 & 2A). The Otley-Ilkley service (77) is now shown together with the Leeds-Ilkley service (64). The Bradford - Bolton Abbey service (63/75) is included for the first time, and now turns round at the Devonshire Arms Hotel, instead of Bolton Abbey Post Office. Also shown, in advertisement form, but not in timetable form are the Coach - Air services to the Isle of Man and Jersey, the Scottish service, and the new through service to Hastings.

6. OTHER INFORMATION.

Booking Office, Yeadox.

The booking office is now on the ground floor ; the old one upstairs has been converted into a staff games room. Facilities include table tennis and billiards. The office itself has been completely modernised, and central heating installed in the staff rest room.

Chester Street Bus Station, Bradford.

After remaining disused for many years, the petrol station in Morley Street has been dismantled. The large storage tanks were taken out in April, and the area of land has since been re-concreted.

Fare Increase.

The general fare increase, consequent on the recent wage award, was introduced in three stages, on 23rd March, 30th March, and 6th April.

Used Oil Recovery.

A detailed account of the oil reclamation scheme appeared in "Bus & Coach" - February 1955, page 44. In our account on page 2 of the February 1955 issue, it was made clear that the two tanks (painted red and green) were for the delivery of clean oil and the collection of waste oil.

7. SOLD STOCK.

The body (stripped) of YDG 73, probably tipped off chassis in situ, was noted on its side in a field at Starbeck on 20th March 1955.

The ORIGINAL bodies of 246 & 247 (WW 7112/13) have been found at Harlow Car Birk Crag, Harrogate, - April 1955. These old bodies were sold in 1936 when new Bristol bodies were fitted to the chassis.

YG 2196 (ex-WY 551, Leyland TS4, wdn 9/48, sold to Tye, York). Has been used as living quarters in York by the side of the York-Tadcaster road, near the railway line, for a number of years.

YG 8983 (ex-WY 303, Bristol G05G, wdn 6/50, sold to Cowley 8/52).
YG 8984 (ex-WY 304, Bristol G05G, wdn 6/51, sold to Cowley 8/52). Both were noted as circus trailers near Dumfries, 19th September 1954.

AWX 811 (ex-WY 959, Bristol J05G). See issue 46 (Dec. 1954). Was broken up at Wrose between 10th and 12th March 1955.

BWT 806 (ex-WY Y345, Bristol G05G, wdn 1/52). Was at Wakefield Fair during Easter 1955. Still owned by S. Williams, Sheffield, (see issue 24, Jan. 1953), it is now painted maroon, and has acquired a door at the front near side. It is in good running order, and the owner is highly satisfied with it.

WW 7102 (ex-WY K235, TSM B10A2, sold to [redacted], 2/46). Was noted at showmens' winter quarters, Gloucester, on 28th March 1955.

WX 2135 (ex-WY 279, TSM B10A2). Have all run for Sydenham Coaches, London.
WX 8939 (ex-WY 730, TSM B49). For other details of the B49's see April 1954 issue.
WX 8998 (ex-WY 739, TSM B49).

BWT 775 (ex-WY 980, Bristol J05G, sold 6/53 to [redacted]). Was noted at Basra Docks, Iraq, together with another 'J' in November 1954.

T.S.M. B49's sold to Bristol Tramways.

Further to the article on page 3 of the March 1954 issue, information has now been obtained from the Bristol Tramways and Carriage Co. (through the courtesy of [redacted]) of the withdrawal dates of the 27 B49's sold in 1942.

25 were officially scrapped as follows (BTCC numbers given) :-

- 23/1/45 - 157.
- 29/2/44 - 138, 139, 142, 150.
- 1/4/45 - 163.
- 30/6/45 - 143.
- 20/7/45 - 146, 148, 149, 155, 158.
- 31/10/45 - 159.
- 23/1/46 - 140, 151, 152, 153, 156.
- 4/6/46 - 144, 145, 147, 154, 161, 162, 164.

2 others had their bodies transferred to other vehicles. 141 had its body transferred to AEC Regal 2235, GL 1510, on 23/1/45, and was scrapped in turn on 2/8/50. 160 had its body transferred to Dennis Lancet I number 123, YD 7408, on 29/2/44, which was in turn scrapped on 1/3/49.

It should be noted that 2236 did not, as stated previously, receive an ex-WY body.

S T O P P R E S S

TRAFFIC MANAGER:

[redacted] has been appointed General Manager and a Director of the United Counties Omnibus Company Ltd., Northampton. [redacted] has been Traffic Manager of West Yorkshire since 1948.