

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 259.

OCTOBER, 1972.

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

KEIGHLEY - WEST YORKSHIRE SERVICES, LTD.,

October 1st. 1972 is the 40th. Anniversary of the formation of the Keighley Company, to take over the operation of public transport in and around Keighley.

LEDGARD FLEET HISTORY.

The above publication of the P.S.V. Circle, announced in the June Issue, includes many previously unpublished items, including body numbers and disposals. Because of Ledgard's close association with West Yorkshire, by virtue of its joint operation and subsequent sale to the Company, the history is of particular interest to W.Y.I.S. members. It is obtainable from [REDACTED], at 40 p., and has reference "PB.8".

Only items not included in this Fleet History will in future be recorded in these pages.

MONOCHROME MEMORYSETS.

A first list of 113 monochrome transparencies, depicting buses of yesterday, including some unusual vehicles still in operation is now available.

Send 5 p. for detailed list to :- [REDACTED]

AUTUMN TOUR OF NORTH YORKSHIRE - Sunday, 24th. September.

An old adage says something about "third time lucky", and this could truthfully be said about our attempts to hold a tour covering Malton and surrounding districts. Our first plan to use EUG.70 on June 1st, 1948 had to be cancelled due to lack of support, the next attempt, involving SMP.17, which was to have been on the 24th. September, 1967, but finally we were successful, and we hope that all the 44 members and friends who travelled on 2108 will agree that the wait was well worthwhile. The number of bookings in itself, caused slight embarrassment, by considerably exceeding the capacity of 1197, but the tour no doubt gave many members their first ride on an RESL and the vehicle performed excellently throughout. Our first visit on leaving York was to the Reliance Motor Services, where we were welcomed by [REDACTED], who moved ex.SUG.16 into a better position for photography. The new Seddon vehicle was also inspected, and found to have an ex. West Yorkshire PAYE board, whilst at the side was an ex. Royal Blue LS6G coach. Leaving Reliance, we headed for Thirsk, to take the lunch break, before following the United service to Ampleforth, in order to avoid Sutton Bank. From here, our route took us through Hovingham to Malton, where there was time to visit the Depot and Bus Station. From Malton, we followed the main road direct to Pickering, and then on the Whitby road, past the "Golf Balls" of the Fylingdales Early Warning Station. Arriving at Grosmont, we quickly dismounted, and boarded the steam train standing ready in the station. This was hauled by ex. North-Eastern Railway engine No. 2392, a J.27, which performed very creditably up the 1 in 49 gradient through Goathland to Eller Beck, where at present the line ends, although the track extends through to Pickering. The return journey was broken at Goathland for a visit to the Station and inspection of the rolling stock, and the journey was broken yet again before Grosmont, this time for a scantily-clad man who had lit a bonfire between the tracks! At Grosmont, the tea break was taken, followed by our journey home, which, in view of the dark evening and volume of traffic on the road, followed the main road through Pickering to Malton, and then 43 route through to Leeds, where we arrived on time at 8-15 and Bradford at 8-45 p.m., after a very pleasant and enjoyable time.

p.t.o.

NORTH YORKSHIRE TOUR, (cont.)

Our grateful thanks are again due to the Company for their usual helpful assistance. to our driver, [redacted], of Skipton, who was co-operative at all times, and enjoyed himself immensely, to the North Yorkshire Moors Railway Society and Reliance Motor Services, for allowing us to visit them, to [redacted] for organising the Tour so well, and to all those members who supported it, and helped to make the day such a success. (T.M.L.)

FORTHCOMING EVENTS.

LEEDS MEETING.

It is hoped to arrange a meeting, in conjunction with the P.S.V.Circle, in late November or early December, at which John S.Cockshott will give his talk on "The History of West Yorkshire" that he gave to the Omnibus Society on June 27th. If this is not possible, a meeting will be arranged, probably on November 25th., at which [redacted] will show a selection of interesting slides. Further details next month.

H.C.V.C. YORKSHIRE SECTION.

The talk by [redacted] duly took place on the 13th. September, and the next meeting will be on Wednesday, 8th. November, at which [redacted] will give a talk on Huddersfield Karrier vehicles. The meeting will commence at 7.30 p.m., in the Leeds City Transport Sports & Social Club, Concordia Street, Leeds.

P.S.V. CIRCLE.

The next Social Meeting, at which all W.Y.I.S.members are welcome, will be on Thursday, 2nd. November, from 7-00 p.m., in the Bradford City Transport Staff Canteen, Forster Square.

PERSONAL.

Our best wishes for a long and happy retirement go to [redacted], Ticket Inspector, at Bradford, after 46 years in the Bus Industry. [redacted] began work as a conductor in 1926, with Elythe & Berwick, which [redacted] says "ran service between Bradford and Clayton with solid-tyred buses, and the fare at that time was about 4d. In those days the body was an old railway carriage, and at week-ends we used to hoist this off and mount an open-topped "chara" in its place. We made journeys between Shipley, Otley and Harrogate, and between Shipley and Ilkley, at the week-ends. When we drove up Hollins Hill, we had to stop at the top by a horse trough and refill the radiator with water. [redacted] continued as a conductor "when the firm was taken over by the Harrogate & District Road Car Co., and afterwards when it became West Yorkshire". In 1932 he was appointed a traffic regulator, a job he held for 20 years, and was ticket inspector for the last 10 years.

PRESS DAY

for the November Issue will be on Saturday, 4th. November, and all items should be sent, to arrive on or before that date, to [redacted]

1. FLEET CHANGES.

ADDITIONAL INFORMATION.

The new timetable gives a few details of the new "Shoppers' Buses", which have not as yet entered service, due, we understand, to a strike at Ford's factory. An advertisement on page 27 illustrates a 15-seater Ford Transit, and says that this "Chauffeur Coach" is for hire during the October to March period for "Small parties attending evening functions, Theatre and Concert Outings, ... Whole day outings on Sundays (There is a large boot for hampers, fishing tackle, etc.), ... Church Services." The livery appears to be National white, with "Chauffeur Coach" preceded by the "double N" emblem above the side windows.

ALLOCATIONS AND TRANSFERS.

1008/21/2/73/9,	from LEEDS	(Delicensed)	30.9.72.
1064/70,	" YORK	"	"
1066,	" SKIPTON,	"	"
1067,	" WETHERBY,	"	"
1069,	" OTLEY,	"	"
1185,	" YORK,	"	"

1. FLEET CHANGES, ALLOCATIONS AND TRANSFERS, (cont.)

1241,	from	BRADFORD,	(Delicensed)	30.9.72.
1667,	"	HARROGATE,	"	"
1225,		(Delicensed)	to	LEEDS,
1216,		"	"	WETHERBY,
1240,		"	"	BRADFORD,
1291,		"	"	OTLEY,
3297,		"	"	YORK,
1712,		"	"	WETHERBY,
1227,	from	WETHERBY,	"	HARROGATE,
1250,	"	YORK,	"	"
1287,	"	OTLEY,	"	YORK,
1683,	"	WETHERBY,	"	BRADFORD,

- Notes :-
1. All vehicles are relicensed at their former Depots except 1215 (ex.Wetherby), 1240 (ex.Harrogate) & 1712 (ex.Leeds).
 2. There are now no "BWR" SUL4A's running, and only six (1193-8) altogether.
 3. 1683 was the last LD6B at Leeds/Wetherby; this model is now only running from Bradford, Harrogate and Keighley.

STORED VEHICLES.

HARROGATE. 1651, in Sale livery, was seen heading towards York on the 8th, September.

LEEDS. Undergoing steam cleaning on October 4th., was 1067; no vehicles are otherwise stored outside, but there does not appear to be three RELH's and two MW6G's stored inside; both MW's are there, but possibly some of the RELH's are at Harrogate for re-paint.

WITHDRAWALS.

30.9.72 :- 1147/8/9/50 & 1646/51/9. These have all been transferred to a new category - "Held in Reserve". The exclusion of the four Bedford VAM's from the Fleet Total, together with the non-arrival of the Ford mini-buses, means that the fleet is now 100% Bristol for the first time in its history, although this is not likely to apply for very long. Also excluded from the Fleet Total this month are the last two "RWY" registered Lodekkas.

FLEET TOTAL.

	<u>W.Y.</u>	<u>K.W.Y.</u>	<u>Y.W.Y.</u>	<u>1.10.72.</u>	<u>1.10.71.</u>
Licensed :-	374	52	78.	504	511.
Delicensed :-	19	-	2.	21	34.
	<u>393</u>	<u>52</u>	<u>80.</u>	<u>525</u> *	<u>545.</u>

* The fleet total excludes 1147/8/9/50 & 1646/51/9, all of which are now regarded as "Held in Reserve". There are also 19 vehicles "Held for disposal" these being 2181/2/3/4, 2639/40/70 & 1644/9/52/5/6/7/8/60/1/2/5/82. In addition, several delicensed vehicles are unlikely to return to service, i.e. 1185/6, 1667/78/9 & 3672/3, although these are still in the fleet total at present.

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2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

September, 1972 :- 2160, 3176, 1215/6/40 & 1712.
 October, 1972 :- 1217/42 & 3927.

REPAIRS AND TUV'S.

December, 1971 :- 1165 (TUV).
 July, 1972 :- 1145 (TUV).
 August, 1972 :- 1944.
 September, 1972 :- 1024/31/2/4, 1166, 1259, 2740, 1778, 1804 & 1946/9.

Note that 1949 was shown last month as being repainted 8/72 - it is believed that this should have been 1948, which has been recently repainted.

PAINT DATES.

1080 - Du 1/68; 3103 -Williamsons 5/71; 1307 -W.Poly, 9/70.

CERTIFICATES OF FITNESS.

DB.24 - 26/2/64; DBW.1 - 17/12/68; DX.8 - 31/5/64; 1080 - 10/2/75; 1145 - 21/4/76; 3103 - 25/5/78; 1213 - 11/2/78; 1813 - 23/12/77; 1214 - 30/8/78; 1702 - 16/2/76.

LIVERY CHANGES.

As briefly announced last month, 1035 (H) was the first West Yorkshire vehicle to appear in "National" livery. It has since been joined by 1031 (K) by the 12th. September, 1032 (K) by the 17th. September, 1034 (H) by the 29th. September, and 1024 (L) by early October, the last being the first RELH6G to be treated. The new colour is described as "white", although several observers consider that it looks more like grey. "National" and the "double N" emblem are carried between the wheels, in the old saloon fleetname position. The illuminated "W,Y" fleetname is painted out and a smaller "W,Y", with a green line underneath substituted. The boot door is taken up with a huge "double N" emblem, and the seating capacity now appears on the nearside engine flap instead. Fleet numbers are carried in the three usual positions, but the unladen weight is now written as "U.W.8 tons, 8 cwt.3 qtrs." instead of the old "U.W.8-8-3". All external transfers are now in grey instead of gold-edged with black. The overall effect, as described last month, is gaudy, compared with the attractive cream/maroon livery. It will be interesting to see how the new colour stands up to some inclement Northern weather, and how prospective passengers find their correct coach at points such as Cheltenham and Victoria.

As prophesied last month, a new shade of red has also made its appearance, and 1949 (H) is the first West Yorkshire vehicle to be painted in the new standard stage carriage livery of red/white. The new red is more of an orange and is quite attractive, and the vehicle now has grey wheels. The fleetname is now in 5" white letters, with a 10" "double N" emblem above the front wheels. Unlike the long distance coaches, there is now no doubt as to which Company the vehicle belongs to! Legal ownership panel now shows a "box number" instead of the familiar "East Parade". 1949 spent a week or so at Aldershot after painting in its new colours, and re-entered service on the 24th. September. It has since been joined by 1712, the first Lodokka to be so treated, and 1240, the first RELL. The latter carries its fleetname on the roof panels above the entrance. It should be noted that apart from the foregoing vehicles, all the September Overhauls and Repaints have been in the old livery, but from now on members' observations of vehicles in the new liveries will be invaluable.

GENERAL NEWS.

1789 (B) has recently received a painted front number plate.

1783 (B) has now been fitted with hopper ventilators at the front of the upper deck, from 1680, which had the front of its roof removed before disposal.

1366 (L) now has an unheated windscreen and yellow fog-lamps.

1256 (B) was noted on 16th. September without any blinds at all, with "Harrogate/53" sticker inside the indicator, and a multitude of other stickers on the wind-screen. 1195 (H), which has a "SUG" type indicator blanked off at top and bottom is a further vehicle fitted with a blind that shows "Oatlands/Woodlands" on one exposure.

Our presumption in Issue 256 was not correct; 1907 (K) still has a one-piece engine pod.

The Autumn Tour enabled us to establish that the Keighley RESL's are also fitted with parcel racks on the offside only (see last Issue).

1286 (L) is unusual now-a-days in retaining wheel trims at both front and rear.

2108 (K) had done just over 14,000 miles by the date of our Tour.

All "CUG's" and "EUG's" are at present being equipped with windscreen washers.

1767 (B) has a radiator grille with a red surround.

1215, after overhaul, does not carry the General Manager's name on the legal ownership panel.

1721 (B) has its licence holder in the cab windscreen, facing forward, instead of in the side window.

1135/46 both have a front grille with "SRG mesh" and no chrome surround.

ADVERTISEMENT NOTES.

The Wendy Woods "I'm a Great Knit" advert. has also appeared as an internal one, as on 2108 used on the Tour.

The "Budget Rent a Car" upper rear advert. on VR's appears to have ceased recently.

Several Leeds VR's, including 1916/17/18/23/4 have had their fleetnames (normal type), moved to above the front wheels, and now carry a yellow advertisement in the shape of a car, for "The New Ford Consul" where the fleetname used to be, (i.e. below the lower deck windows!). Possibly 1935/6 are similarly treated.

2. VEHICLE NOTES, (cont.) ADVERTISEMENT NOTES, (cont.)

The "Racing at Wetherby"- target adverts. have now re-appeared with the date of "October 11th".
1369 (L) has now gained a painted lower rear advert. for "Tuckers' Plastics", its first advert.
1725 (L) now has a lower rear advert. for Arthur Gill, (Bradford), Ltd.

3. SERVICE CHANGES.

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

STAGE CARRIAGE.

S.147, - 36 - LEEDS - RIPON.

To advance all departures from Leeds by 5 minutes.

S.148, - 4 - BUS STATION - THE AVENUE (Harrogate Local).

To withdraw the 08.15 Bus Station - The Avenue, and return, and introduce additional journeys at 08.00 and 08.30 from the Bus Station, returning at 08.15 and 08.45.

S.149, - K.19 - KEIGHLEY - TORMORDEN.

To withdraw the 09.45 and 16.50 Keighley - Todmorden, and 10.50 and 14.30 Tormorden - Keighley journeys, Monday-Friday.

S.150, - 74 - SKIPTON LOCALS.

To revise route.

S.151, - 38 - LEEDS - RED HALL.

To re-time the 15.55 Leeds - Red Hall to 15.25, and the 15.53 Red Hall - Leeds to 15.42.

S.152, - 79 - WETHERBY - YORK.

Monday-Friday: To extend the 17.55 York - Tockwith through to Wetherby, and withdraw the 18.27 Tockwith - York.

S.153, - 5 - BUS STATION - BECKWITHSHAW (Harrogate Local).

Monday-Friday: To re-time the 08.40 Harrogate - Beckwithshaw to 08.45, and the 08.55 Beckwithshaw - Harrogate to 09.00.

S.154, - 41 - WETHERBY - LEEDS.

Monday-Saturday: To re-time the 20.15 Wetherby - Leeds to 20.25.

EXPRESS CARRIAGE.

E.120, - Y.S. - BRADFORD - LUTON.

To amend timetable, deleting refreshment halt at Nottigham, and amending the departure time Southbound from Nottingham and Northbound from Luton.

E.121, - Y.S. - KEIGHLEY - BIRMINGHAM.

To amend timetable so as to advance by 5 minutes times at Tamworth and Ashby outward and return.

EXCURSIONS AND TOURS.

To introduce the following Excursions :-

T.86, from HARROGATE.

Lambton Lion Park.

T.87, from KEIGHLEY.

Knowsley Safari Park.

Knowsley Safari Park and Southport.

Knowsley Safari Park and Liverpool.

Circular Tour, via Halifax, Outlane, M.62 & Todmorden.

T.88, from YORK, (Railway Station).

London, (Victoria Coach Station), (3 days). For persons up to 25 years of age taking a full-time course at an Educational Establishment.

T.89, from BRADFORD.

London (Victoria Coach Station), (3 days). Available as above.

T.90, from LEEDS.

To introduce an additional Excursion :-

London (Victoria Coach Station): Fare £ 1.50. Outward Fridays, and return on Sundays.

Available only for persons up to 25 years of age, who are taking a full-time course at an Educational Establishment.

On the occasion of the Nidderdale Show, Pateley Bridge, on 25th. September, additional services were operated, as follows :-

3. SERVICE CHANGES, (cont.)

- 6 -

On the occasion of the Nidderdale Show, Pateley Bridge, on 25th. September, additional services were operated, as follows :-

Traffic Notice 71/72. A journey in each direction was operated from Skipton - Grassington - Greenhow - Pateley Bridge (28), depart Skipton 09.45, arrive Pateley Bridge 11.10. Depart Pateley Bridge 17.55, arrive Skipton 19.18. Route 28 is normally Harrogate - Grassington only.

Traffic Notice 72/72. Additional services were as follows :-

Service 23 - depart Harrogate 10.50, arrive Pateley Bridge, 11.42.

" 24 - depart Pateley Bridge 22.30, arrive Harrogate 23.20 (normally Saturdays only).

" 27 - Pateley Bridge - Middlesmoor (operated by Longster Bros.) :-
depart Pateley Bridge, 08.00, 10.15, 13.15, 16.15 & 18.15.
arrive Middlesmoor, 08.30, 10.45, 13.45, 16.45 & 18.45.
depart Middlesmoor, 08.40, 10.45, 13.45, 16.45 & 18.50.
arrive Pateley Bridge, 09.10, 11.15, 14.15, 17.15 & 19.20.

Normally 27 only reaches Middlesmoor on Saturdays (when West Yorkshire operate the route), the weekday service only serving Lofthouse.

As a result of a fares increase granted to Leeds City Transport, fares on certain West Yorkshire routes were also increased from 1st. October.

From 1st. October, the Bradford terminus of the Huddersfield (64) route was moved to The Tyrls (Town Hall Square), probably the first time a West Yorkshire route has terminated there.

4. OPERATING NOTES.

BRADFORD. On Bank Holiday Monday, 1922 (B) was on Bradford - Bingley (69) at teatime. On 23/9, 1123 (B) was noted on 62 & 66A.

GRASSINGTON. On 9/9, 1151 (G) was on Grassington - Ilkley (72), and on 12/9, 1197 (Sk.) was on this route.

HARROGATE. On 10/9, 1072 (K)/80 (B) were both noted at Newby Hall. A working that is thought to be particularly unusual was the use of FS6B 1808 (H) on Harrogate - Beckwithshaw (5) and return on 23/9; the Editor would be interested to hear from any member who has notes of double-deckers being used on this service previously. The vehicle in question continued on a Harrogate - Tadcaster (78A) journey. On 10/9, 1204 (Sk.) was seen on a Private Hire at Rocliffe. On 14/9, Crosville CRG 111 was in Harrogate Bus Station showing "Private". Noted on Harrogate - Tadcaster (78) have been 1948 (H) on 31/8, 1146 (H) on 1/9, 1707 (H) on 20/9, and 1810 (H) on 25/9, whilst on York - Wetherby (79) on 30/8 was 1224 (L, loan Yk.), and on 13/9, 1096 (Yk.). On 30/9, 1343 (H) was on Penny Pot Lane (10), and 1237 (H) on Markington (25).

ILKLEY. Unusual vehicles on service 33 during September have been 1346 (L) on 5/9, 1162 (H, loan O) on 26/9, and 1683 (W) on 27/9, whilst on 24/9, 1259 (L) was on 34M. On 5/9, 1218 (I) had a change of duty, when it conveyed a party from Hillards Supermarket, Ilkley, to Tetley's Brewery, Leeds. On the same day, 1194 (I) was on the Skipton duty which works the 08.20 Ilkley - Skipton (34). The 18.25 Skipton - Leeds (34), an Otley duty, was worked by 1264 (I) on 21/9, and on 28/9 by 2160 (K). With the withdrawal of the Keighley SUL's, 2159 (K) has taken over the regular working of Service 72 from 2183. On 31/8, 2330 was on 34, and was replaced at Ilkley by 1273 (O). On the same day, 4027 was at Ilkley Depot. On 1/9, 2281 was on 63B/K5, 2295 on 63, and 2330 on 34, and on 3/9, 1130 was on 63 in Ilkley at 2.28 p.m., and on 28/9, 2294 was on 63 at 10.20.

KEIGHLEY. On 12/9, 2294 (K) was noted on 53 in Bradford at 18.55, and 2280 (K) was noted heading up Thornton Road, Bradford, at the same time.

LEEDS. On 8/9, an unidentified "EUG" was noted on Learner duties; this may have been 1097 (L), as this was similarly noted on 13/9. 1664 (L) has been conspicuous by its absence since 4/9, and 4027 (H) was on Learner duties for Leeds on 15/9 and 21/9. In Issue 245 we gave details of most of Otley Car 10, which is the duty involving a High Royds Hospital journey. The only part missing after the 15.47 Hospital - Vicar Lane is as follows :-

p.t.o.

4. OPERATING NOTES, (cont.)

LEEDS, (cont.) 16.27 Vicar Lane - Cookridge Street (NoS); 16.45 Cookridge Street - Otley (34). Leeds Corporation A.E.C. Swifts 1049/62 have been noted running "On Hire to West Yorkshire" on several Wednesdays recently, operating the Leeds "Washburn Valley Tour".

An unexplained observation on 15/9 was 4037 (L), towing West Riding 328 (Leopard) along Eastgate from the direction of Roseville Road, into the Central Bus Station. The Leopard was then unhitched, and proceeded out of the Bus Station in the Wakefield direction under its own power! 1068 (L) was noted in the Headrow Leeds, on 19/9, showing "Express/Coventry", without passengers, and with a lady driver. In Leeds Depot yard on 21/9 were Lincolnshire RELH6G 1432 (CVL 851 D), and Trent 7 (ECH 7C), whilst a further Lincolnshire RELH6G 1439 (PFE 716K) was inside. There was apparently a shortage of double-deckers on 26/9, with 1218 (I) on 32M/33, 1162 (W.loan O) on the 12.15 Leeds - Otley (35B), 1143 (L) on the 12.45 Leeds - Barwick (48) and 1097 (L) on 32/35 all afternoon. An example of the interworking on routes 40/41 is Leeds Car 10, commencing 3/1/72, as follows: (1307 on 26/9) - 06.30 Depot - Vicar Lane (NoS); 06.45 Vicar Lane - Wetherby (41); 07.53 Wetherby - Vicar Lane (39A); then 08.50, 10.50, 12.50, 14.50, 16.50 & 18.50 Vicar Lane - Wetherby (41); 10.03, 12.03, 14.03, 16.03 & 18.03 Wetherby - Leeds (Vicar Lane) (40), and 20.15 Wetherby - Vicar Lane (41); 21.20 Vicar Lane - Wetherby (41); 22.30 Wetherby - Vicar Lane (41), and 23.40 Vicar Lane - Depot (NoS). On 26/9, 1907 (K.loan I) was on Otley - Leeds (32M). On 18/9, 1233 (L.loan W) was at Thorp Arch Hospital at 20.00 approx. On 5/9, 1168 (H.loan O) was noted working on 55 at 17.00, and on Alwoodley (36) was East Yorkshire 882 (WKH 882 J). On 20/9, 1097 worked on services 38/40/49, whilst 1093 (H) was on 47A, and 1166 (O) on 55. On 23/9, 1140 (O) was on 33. On 27/9, 1162 (W.loan L) was on 35. 1099 (L), showing "457" was outside Ilkley Depot on 14/9.

MALTON. Occupants of the Depot here on our Tour were 1125/45/65, 3103/75, 1250 (all Yk.) & 1154/63 (M), with two vehicles out on service.

OTLEY. On loan here recently have been 1168/70, 1238 & 1668 (all H).

YORK. On the occasion of our Tour, West Riding RELH6G 291 (THL 254 H) was in York on Hire to British Railways. Noted on Leeds - Scarborough (43) recently have been 3105 (Yk.loan M) on 30/8, 1276 (Yk.loan M) on 9/9 & 10/9, 1245 (M) on 11/9, 16/9 & 20/9, 3106 (Yk.loan M) on 16/9 & 21/9, 1250 (Yk.loan M) on 16/9, 1252 (M.loan Yk.) on 24/9, 3298 (Yk.loan M) on 25/9, and 3103 (Yk.loan M) on 26/9. Noted on Leeds - York (44) have been 1106 (Yk.) on 30/8, 1224 (L.loan Yk.) on 1/9 & 10/9, and - most unusual this - 1185 (Yk.) on 19/9. 1095 (L) was on Leeds - Bridlington (44) on 21/9, whilst working Express to Bridlington on 16/9 were 1333 (Yk.) & 1142 (H). On 29/9, 3103/7 (Yk.) were standing alongside each other in Wellington Street, both being on 43.

LONG DISTANCE. On 26/8, 1094 (H) worked Leeds - Nottingham, 1078 (H) Leeds - Birmingham, and 1023 (K) Keighley - Birmingham. On the following day, the South-West Clipper to Cheltenham was worked by Black & White AAD 243 B, AAD 246 B & KDD 287 E, and Yorkshire Traction EWW 108 C, whilst on the same day (27/8), 1096 (Yk.) worked Coventry - Leeds. On 29/8, 1007 (H) was noted in Birmingham. On 3/9, 1023 (K) worked Birmingham - Keighley, and 1338 (B) Birmingham - Bradford. On 9/9, 1340 (L) worked 10.30 X.35, and 1068 (L) the 16.30, whilst 1091/21 (both H) were on X.91. On 3/9, 1094 (H) was noted on the York - Malton road, showing "Whitby/91", and on 25/9, Longsters' FYG 222 C was seen passing through Ilkley on hire, and with a Blackpool sticker. On 5/9, 1009 (L) was noted in Burnley on Blackpool - Leeds (J.2). On 11/9, Ribble 819, showing "Morecambe" was seen leaving Keighley Depot at 7.30 p.m., and on the following day, 1036 (K) was noted on Keighley Bus Station, having arrived from London. On 13/9, 1014 was on an excursion to Belle Vue, Manchester; and on the following day, 1338 (B) was on Leeds - Morecambe (X.88). On 22/9, 1005 (L) was on Blackpool - Leeds (J.2).

5. SOLD STOCK NEWS.

RWW 976, (Ex.SMG.51, LS5G, sold Norths, Sherburn, 4/71.)
To Evans, Contractor, Sunderland by 2/72, (left Norths 7/71).

RWW 977/95, (ex.SMG.52/60, LS5G, sold Norths, Sherburn, 9/71.)
To Laycocks, Barnoldswick, Nos.94/5, 10/71.
To Pennine, Gargrave, 8/72, on take-over of Laycocks'.

5. SOLD STOCK NEWS, (cont.)

OXW 144, (Ex.SUG.32, LS5G, sold Norths, Sherburn, 11/69.)

To Laycocks, Barnoldswick, No.84, 4/70.
To Pennine,Gargrave, 8/72, on take-over of Laycocks, but not licensed by them.

OWX 179, (Ex.DX.35, LD6B, sold Norths, Sherburn, 9/70.)

To Tunlily, (Gailles), Irvine, (A.A.Service), 11/70.
Noted recently, with radiator grille extended forward, and a Gardner 6-cylinder engine installed (6LW or 6 LX) in place of an AVW.

OXW 151, (Ex.SMG.39, LS5G, sold Reliance, Sutton-on-the-Forest, 5/69.)

Scrapped 8/72. On our visit on 24th. September, this vehicle had almost completely disappeared, leaving only the engine, roof domes, doors and the charred remains of a few seats.

MWY 227, (Ex.SUG.16, LS5G, sold Reliance, Sutton-on-the-Forest, 7/70.)

Still in service with Reliance, 9/72, but due to be replaced by a new Seddon, and scrapped shortly. Close examination revealed that the bus seats now fitted to this vehicle (which incidentally is now D45F) came out of ex.United BBH 54 (WHN 54), a KSW6B.

Still Working for their respective owners during September, were ex.KSGL 20 (South Malford farmer), EUG.94 (West) and SMG.6 (farmer near Ferrybridge/ Brotherton.

6. TEN YEARS AGO.

The October, 1962 Issue began with a report of the Autumn Tour for that year, which had visited the Keighley Area, using DB.1, KDG.51 & KSGL.21.

New vehicles entering service consisted of KDX.136-40 and DX.150-3, and these had replaced KDG.17/8/9/21, DB.1/3/4/8 & KDB.13.

General News gave details of the new Lodekkas, which were the first with the revised radiator grilles, and the first with T indicators at the front. Fleet number plates had been removed on overhaul from KDG.26 & KDB.26.

Details were also given of Lodekkas fitted with trafficators, and it was recorded that DB.1 had the old style fleetname on the nearside and new on the offside, whilst YDG.88 carried "Petrol" on the autovac since overhaul.

The four-page Issue closed with some notes on the Hovingham route, including the information, perhaps not widely known, that in 1962 a double-decker was regularly used as far as Hovingham, a DB being used in previous years, then DW's and DX's took over. DGW.9 was also used when allocated to York.

7. OTHER INFORMATION.

BEN GHYDDING RAILWAY BRIDGE. The notice on the 11'-9" bridge, which formerly read "West Yorkshire buses must not pass under this bridge" has now been amended to read "Danger - No double-deckers to pass under this bridge!"

OTHER BRISTOLS. A variety of Bristols have been seen recently in West Yorkshire territory, including OTF 357 K, Accrington Corporation No.30, an REL61/East Lancs DP42F, seen leaving Ilkley towards Skipton at 20.00 on 9th. September, 348 Bix, ex.Western National 634, an SUL4A/B36F, now with Garforth Comprehensive School, but seen regularly in Leeds. REL 742 F, an appropriately registered Hants & Dorset No.1058, an RELH/Duple, seen at the Old Swan Hotel, Harrogate, on the 16th. September.

TELEPHONE NUMBERS.

The telephone number of Vicar Lane & Wellington Street Bus Stations, Leeds, is now [redacted]. In addition, the Montpellier Parade office, which used to be [redacted], the Head Office number.

NEW TIMETABLE. The second edition of the timetable, dated 25th. June, 1972, was issued at the end of September, still bearing the "25th. June" date. Apart from the alteration of various timings since the first edition, changes include a section of conditions covering Excursions: Service 55A is now mentioned; Sheriff Hutton is now spelt correctly in the heading of service 82; Yorkshire - Southport (X.17) is now included, as are Table 406 (United 145 Ripon - Skelding Road) and Table 426 (Ribble Services 580/1, Skipton - Lancaster - Morecambe). The Ezra Laycock services (Tables 432-4) now carry a note that these services "noware operated by Pennine Motor Services. A revised timetable has been introduced, and passengers are requested to enquire locally.

T.M.L/R.J., 10/10/72.