

# WEST YORKSHIRE

## INFORMATION SERVICE

MARCH, 1971

ISSUE NUMBER 240.

EDITORIAL. By the time this Issue is received, the Postal Strike has been settled, and we hope that future Issues will be received at the normal time. Those members living in the Leeds, Bradford, Harrogate and York areas should all have received their February Bulletins by hand; to any that did not, and to those who live outside these areas, we extend our apologies, and hope that this Issue with the earlier ones, will bring everyone "up-to-date" on West Yorkshire news. (T.M.L.)

FLEET LIST. Copies of the Fleet List, summarising the current fleet as at the 1st. November, are still available from [redacted], at 1.p. per copy, together with a stamped addressed envelope. = = = = =

### FORTHCOMING EVENTS.

#### LEEDS A.E.C. REGENT III TOUR - 28th. MARCH, 1971.

At the end of March, the last two survivors of the 210 strong fleet of A.E.C. Regent III's, once owned by Leeds Corporation, are to be withdrawn. To mark this event, the Leeds and District Transport News, have hired the two remaining vehicles of this type, 624 (NUB.624), a 21-year old veteran, and 674 (PUA.674), dating from 1952, for a commemorative tour to mark the passing of this type. This will take an interesting route, including several routes within the City boundary, followed, it is hoped, by an excursion into "uncharted" areas (for Leeds buses). Anyone who wishes to take part in what promises to be an interesting day's outing should, immediately on receipt of this Issue, write to [redacted], as time is short.

H.C.V.C. - YORKSHIRE BRANCH. The next meeting will be on Tuesday, April 20th., at 7-30 p.m., in the L.C.T. Social Club, Concordia Street, Leeds, 1, at which all W.Y.I.S. members will be welcome.

P.S.V. CIRCLE. The next Social Meeting will be on Thursday, the 1st. April, from 7.00 p.m., in the Bradford City Transport Staff Canteen, Forster Square, and here, too, all W.Y.I.S. members will be welcome. = = = = =

PRESS DAY for the April Issue will be on Saturday, the 3rd. April, and all items should be sent, to arrive on or before that date, to [redacted]. = = = = =

### 1. FLEET CHANGES.

#### NEW VEHICLES.

SRG.133.	HWR 325 J.	Bristol RELL6G.	3/1391	ECW 19073	DP50F	7-14-1.
SRG.134.	HWR 326 J.	Bristol RELL6G.	3/1392	ECW 19074	DP50F	7-14-1.
SRG.135.	HWR 327 J.	Bristol RELL6G.	3/1394	ECW 19075	DP50F	7-14-1.
SRG.136.	HWR 328 J.	Bristol RELL6G.	3/1395	ECW 19076	DP50F	7-14-1.
SRG.137.	HWR 329 J.	Bristol RELL6G.	3/1315	ECW 19077	DP50F	7-14-1.
SRG.138.	HWR 330 J.	Bristol RELL6G.	3/1416	ECW 19078	DP50F.	7-14-1.
SRG.139.	HWR 331 J.	Bristol RELL6G.	3/1417	ECW 19079	DP50F.	7-14-1.
SRG.140.	HWR 332 J.	Bristol RELL6G.	3/1443	ECW 19080	DP50F.	7-14-1.

#### ADDITIONAL INFORMATION.

SRG.133-6 were delivered on the 12th. February, SRG.140 on the 2nd. March, and the others during February, all to Grove Park. Although numbered in the same series, they are very different from the standard SRG's. As well as having dual purpose seats, the livery is the express colours of cream with one red band, and all had the extreme lower panels, below the aluminium trim, painted red after delivery. The shape of the body is identical to the normal bus version, with centre emergency at the rear, and all are fitted for OMO, including change-giving machines. They are 9'-10" high, 11 metres long and 2.5 metres wide, and the fleet-name is carried on the waistband (though one hopes adverts. are not going to be pasted below the windows). It is not known how many of this type of vehicle are on order, but the gap in the numbers from SRG.121-32 leaves space for the five KWY RELL's and the seven YWY RESL's, (SRG.118-20 remain to be delivered of the 1970 order). All of SRG.133-40 are fitted with horns which sound intermittently when reversing is in progress. Most, if not all, have

p.t.o.

1. FLEET CHANGES, (cont). - OTHER INFORMATION.

black cab interiors and front panel, but SRG.140 differs from the rest in having a black plastic coin tray and ticket machine mounting, previous ones being grey.

ALLOCATIONS AND TRANSFERS.

SRG.133.	(New)	to YORK	15.2.71.
SMG.55.	from YORK	(delicensed).	28.2.71.
SMA.15.	" HARROGATE	"	"
SRG.20.	" HARROGATE	"	"
SRG.28/33.	" LEEDS	"	"
DX.8/15/101.	" OTLEY	"	"
DX.27/151.	" BRADFORD	"	"
DX.47.	" WETHERBY	"	"
YSMA.7.	(delicensed)	to YORK	1.3.71.
ERG.1.	"	" LEEDS	"
ERG.11.	"	" BRADFORD	"
DX.102.	"	" OTLEY	"
DX.109.	"	" BRADFORD	"
SRG.134.	( new )	" YORK	"
SRG.135/6/7.	"	" MALTON	"
SRG.138/9.	"	" BRADFORD	"
SRG.140.	"	" LEEDS	"
SMG.27.	from LEEDS	" HARROGATE	"
SRG.4.	" WETHERBY	" LEEDS	"
SRG.43.	" MALTON	" YORK	"
SRG.82/3.	" BRADFORD	" WETHERBY	"
SRG.107/8.	" MALTON	" LEEDS	"
DX.80.	" LEEDS	" BRADFORD	"
DX.114.	" YORK	" HARROGATE	"
DX.156/210.	" YORK	" OTLEY	"

Notes :-

1. All vehicles are relicensed at their former Depots.
2. These are the first moves since new for SMG.27, SRG.43/82/3/107/8 and DX.210.
3. With the departure of DX.114/56/210 there are now no West Yorkshire double deckers allocated to York, for the first time since 1/1/47, when 394 (later DG.37) arrived.
4. SMG.55 was the last LS type SMG, and the last RWW registered vehicle to remain in the 'fic.
5. There are now only 3 MWY and 3 GWX registered DX's in traffic, out of the original 11 and 25 respectively.
6. SRG.140 was not collected until the 2nd. March, and had entered service by the 8th. March.
7. DX.8 was the last vehicle at Otley of the original allocation after the Ledgard takeover.

STORED VEHICLES.

BRADFORD. SRG.138 arrived at Hammerton Street on the 24th. January, and SRG.139 arrived on the 29th. Still stored here are CUG.30/5/40/1, CRG.6/7/13, ERG.11 and VR.40.

HARROGATE. Behind Grove Park are SUG.29, CUG.17, DX.13/32/48/50, whilst on the spare land behind Works are DX.6/22 and one other DX. The chassis of SRG.78 is believed to have gone to Eastern CoachWorks during February to receive a new body.

ILKLEY. EUG.95 has been stored here for some time, with, presumably, CUG.31.

LEEDS. CUG.18/9, SMG.51/6/60 all left Leeds for York between the 10th & 17th. February, and no vehicles were stored outside here during the latter half of February, or during March. On the 3rd. March, SRG.28/33, DX.47 and most, if not all, of the Leeds CUG/CRG's were inside the Depot.

SKIPTON. In the field are SUG.38 (showing "Towing"), and SUG.26 (with both rear windows broken and all flashers, tail and side lamps, etc., removed). Both are in poor condition. Inside are CUG.34/45, both ex. Bradford. DX.6 was in the field until the week ending the 5th. February, when it was moved to Harrogate. Both it and SUG.26 should be shown as stored at Skipton in the January 1st. allocation (not Harrogate).

YORK. YSMA.7 was not in the field during February, as surmised last month; it was at Harrogate under repair, and has now re-entered service. In the field (in Sale livery) are :- SMG.5/57/8, EUG.93/4, SUG.21, CUG.16/18/19, YDB.83 & DX.19/36, and (not in Sale livery) are SUG.19/37/63, SMG.6/48/51, SMG.55/6/60/1 & CUG.43, though vehicles are being painted into Sale livery daily at York at present, and the situation will now be different.

1. FLEET CHANGES, (cont.)

28th. February, 1971 :- EUG.93/4, CUG.16/7/8/9 & DX.4/13/36/48.

WITHDRAWALS.  
FLEET TOTAL.

	C.	S.D.	DD.	1.3.71.	1.3.70.
Licensed :-	14	222	255	491	522.
Delicensed :-	36	33	12	81	48.
	<u>50</u>	<u>255</u>	<u>267</u>	<u>572</u> *	<u>570.</u>

\* The Fleet Total excludes EUG.93/4, CUG.16/7/8/9 & DX.4/13/36/48, but includes SRG.141/2.

WITHDRAWN VEHICLES.

There are at present 16 vehicles "held awaiting disposal" - SMG.5, SUG.37, EUG.93/4, CUG.16-9, YDB.83, DGW.4, DX.4/6/13/32/6/48. It will be noted that DGW.4 is still officially "held for disposal", although its conversion into a towing lorry is nearly completed.

2. VEHICLE NOTES.

OVERHAULS.

February, 1971 :- YDX.234 & DX.189.  
March, 1971 :- SMA.15, (This was previously shown as being overhauled in December, 1970, presumably in error).

REPAIRS.

January, 1971 :- EUG.87 & SRG.52.  
February, 1971 :- SER.33; DX.179; YSMA.7; SMG.17/21, SUG.79 & SMG.5/58 (Sale livery.)  
March, 1971 :- VR.23; LH.4; CRG.1, and CUG.16/8/9 & EUG.93/4 (Sale livery).

PAINT DATES.

SRG.133-6-W.Poly.1/71; SRG.109-W.Poly.9/70; EUG.88-painted out; SRG.149-Williamsons, 2/71.

CERTIFICATES OF FITNESS.

SUG.68-9/12/73; DX.98-"29/5/75" (This is thought to be incorrect - the last overhaul was in 2/70, and the last Certificate of Fitness expired 29/5/70); SRG.109-7/10/77; SMG.36-26/8/75.

GENERAL NEWS.

VR.8/9/11/17/22/24 are further vehicles fitted with additional fans on the rear engine covers.  
DX.169 (B) should be suffering from overheating, as in addition to having small SRG mesh in the radiator grille, it has now had this blanked off with aluminium. (This vehicle is one with CBC equipment removed).  
SRG.16, on overhaul, was fitted with what appears to be the new standard suspension arrangements in place of air suspension - coil front and leaf rear springs.  
LH.12 (W) also has a strip bell, as with LH.11 (see Issue 259.)  
SRG.32 (B) was seen showing "Bradford/Harrogate/53" in Otley on the 20th. February, being a further vehicle fitted with a closely spaced blind.  
SRG.52/64/87 are more vehicles fitted with change-giving machines.  
VR.3/6/13 are all fitted with radiator blinds, and VR.6/13, at least, also have anti-dazzle panels in the lower saloon. None of these three are however, yet fitted with strip bells.  
DX.104 was re-upholstered in new style moquette on overhaul in November, 1970. As remarked last month, the SRG type mesh is becoming very popular; another vehicle noted with a radiator grille made out of it is CRG.3!  
Wheel trims are now declining in popularity rapidly - no double deckers are thought to be fitted now; SRG's are losing them on overhaul, if not before, and the latest treatment is for ERG's to carry them on the rear wheels only - both ERG.1/8 have been noted without them on the front ones.  
DX.200 has now been fitted with a radiator grille made out of plain aluminium, with a few slots cut into it, whilst YDX.73, DX.108/25 all now have unpainted radiator grilles, centres, and a number of YDX's have their grilles blanked off with aluminium, either painted red or unpainted.  
SUG.79 now has seats with new style moquette, and has the indicator blanked off at top and bottom.

ADVERTISEMENT NOTES.

Some vehicles, including DX.174 (L), are now receiving a target advert. worded simply "You can't beat em" - this refers to "Tetley Bittermen"! DX.179 lost its paper Tetleys' Bitter advert. temporarily during March, to reveal the painted "Ramsdens" advert. which is still underneath.

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

DX.185 (L) has now gained a "Tatley's Bitter" nearside paper advert. to replace that on DX.10, which was transferred to Bradford last month.

DX.83 (L) appeared during February with a painted "Bradford Insurance" offside advertisement, due to the removal of the paper "Drivers and Conductors Wanted" advert. that had been pasted over it, but a "Holiday Travel '71" side advert. was soon pasted over it (the latter is a new advert. introduced during February).

DX.108 (O) carries a painted "Climax 'ork Lift Trucks" lower rear advert., as does DX.175.

"Racing at Wetherby" target adverts. have now recommenced at most Depots with the date, at first, of the 3rd. March; these have now disappeared, and been replaced by one for the 12/13th. April.

SRG.55 (H) carries a lower side painted advert. on the nearside only for Farrah's Harrogate Toffee.

The "Rugby Leaguer" side advert. has recently ceased, at least, at Leeds. A new (painted?) lower rear advert. is for "Appleyard Rippon", the combine formed as a result of the takeover of Rippon Bros. (Garages), who used to advertise on West Yorkshire vehicles, as do Appleyards.

SRG.48 (I) also has a T. Holmes upper rear advert. and KSRG.34 has a lower rear advert. for this firm. Only SRG.117 of the Ilkley SRG's is without an advertisement for Holmes.

3. SERVICE CHANGES.

Due to the Postal Strike, we regret that we have been unable to obtain details of applications in "Notices and Proceedings".

The Sunday service on 65 was withdrawn from the 24th. January, and from the 25th. January the Monday to Friday service on 67 in the evenings was revised. Vehicles now depart from Bradford at 19.15 and every 15 mins. until 22.30, and from Keighley at 19.00 and every 15 mins. until 22.40 (this is application S.893 (Issue 237).)

On the revised Sunday service on 52, the second bus at 13.15 operates through to Duckworth Lane and then goes on to Chester Street to work the 13.55 Scarborough (63). 69 now interworks with 52, and two SRG's (OMO) are used.

Revised timings on Leeds - Wetherby - Ainsty (39/39A) are as follows :- On Mondays to Saturdays from the 8th. March, departures from Ainsty will be 4 minutes earlier, except for the 22.25. which is unchanged, and the 23.22, which departs at 23.20. Departures are now at 25 and 55 mins. past the hour. The 06.18 & 06.48 Wetherby to Ainsty are retimed to 06.12 & 06.42. On Sundays from the 7th. March, all Sunday journeys from Ainsty will be 5 mins. earlier, except for the 22.10, which is unchanged, and the 23.07, which now leaves at 23.05. Also from the 7th. March, one man buses will operate certain journeys on this route.

Leaflets were issued in early February stating that Decimal fares would be introduced on Sunday, February 21st., the same day that the fares were increased, and giving hints on how to tender money to be given the correct change.

The fares increase referred to above varies between 1p. & 6p., and will bring in an extra £277,500 per year. The increases mean that about half of the 2p. & 3p. fares will be increased by 1p. Most of the 4d. & 5p. fares will go up 1p., as will all the 6p., 7p. & 8d. fares, and there will be proportionate increases on all the other fares up to 70p. (14/-). Since the last fares increases in June, 1970, the Company's costs have risen by £329,300, of which a wage increase for platform staff accounted for £232,000. Including the loss in passenger traffic since last June, the Company are £444,800 worse off than when they last applied for a fares increase. Economies in running expenses have already saved £166,100.

4. OPERATING DETAILS:

BRADFORD. On January 20th., DX.8 (O) was on the 16.25 Otlely - Bradford (53), and the following day VR.14 (B) was on the 06.53 Otlely - Bradford (53A), usually DX worked. On January 24th., the first day of the revised services in Shipley, DX.180 (B) was on the 15.31 Wrose - Hirst Wood (62), returning at 16.01, and then worked the 16.02 Shipley - Bradford (66). DX.181 (B) was also used on 62/66 on the same day, whilst SRG.113 was on the 14.45 Ilkley - Bradford (63), SMG.18 (B) on the 14.36 Leeds - Bradford ( ), SRG.117 (I) on the 15.15 Ilkley - Bradford (63), and DX.207 (B) on the 16.05 Bradford - Leeds (55). On January 25th., DX.14 (B) was standing in Shipley at 16.50,

select

4. OPERATING DETAILS, (cont.)

BRADFORD, (cont.) showing Bradford 66, probably a duplicate to the 17.00. On January 26th, SUG.65 (D) was on the 16.45 Shipley - Coach Road (60); this car returns via Dockfield Road (60A), and normally shows 60A in both directions. On the same day DX.159 (D) was on the 16.48 Shipley - Wrose (62); DX.184 (D) on the 16.31 Wrose - Hirst Wood (62); SMG.18 (D) on the 16.45 Shipley - West Royd (66A extra), and DX.204 (L) on duplicate to the 17.00 Shipley - Bradford (66). On January 28th, VR.15 (D) was on the 16.15 Shipley - West Royd (66A extra), and on the following day SMG.14 (D) was on the 17.00 Shipley - Bradford (66A dupl.), DX.46 (W.loan L) on the 16.35 Bradford - Leeds (55), and DX.22 (D) on the 16.35 Bradford - Belmont Avenue (58) shortly before delicensing. On the 3rd. February, EUG.83 (H.loan O) worked the 16.25 Otley - Bradford (53), and on the following day SRG.116 was on the 06.20 Harrogate - Bradford (53), DX.10 was passing Charlestown, Shipley, at 07.15 on a Bradford - Crompton Parkinson (55) working, SRG.92 was on the 16.40 Bradford - Baildon (61) and SRG.6 on a duplicate to the 17.00 Shipley - Bradford (66). On February 5th, DX.8 (O) was on the 16.25 Otley - Bradford (53). On February 11th, VR.6 (D) was on the 06.53 Otley - Bradford (53A), which was later seen on either the 08.41 Coach Road - Bradford (60) or a duplicate to that car. VR.1 (D) worked the 16.55 Bradford - Harrogate (53) with SRG.113 (K.loan I) on service 63 all day. DX.38 (K.loan B) worked the 15.15 Bradford - Keighley (67) on January 21st. On the 24th. January, DX.150 (D) was on the Middleton Hospital service, as was DX.207 (D) on January 31st. On January 25th, SRG.102 (D) worked the 13.55 Bradford - Scarborough (43). Since new to Bradford, SRG.102-4 have regularly appeared on Service 69 (Bradford - Wildsen - Lingley), but since Christmas have occasionally appeared on other routes, with older SRG's being used on 69. On the 28th. January, SRG.32 (D) worked the 16.45 Bradford - Leeds (30), normally a DX working, and SRG.6 (D) was on this turn on the following day. On the 5th. February, DX.159 (D) worked on Bradford - Huddersfield (64). DX.49 (D) worked on Bradford - Keighley (67) on the 20th. February. DX.207 (D) worked the 13.10 Harrogate - Bradford (53) on the 27th. February. "Maiden trips" on the 1st. March for the two White Ladies allocated here were as follows :- SRG.138 worked the 08.55 Bradford - Scarborough (43), and SRG.139 followed on the 13.55 Bradford - Scarborough. The note in the February Issue about SRG.113 should have read that it was on the 14.45 Bradford - Ilkley (63); VR.5 worked the 15.00 Bradford - Huddersfield (64). SRG.6 (D) was on route 13 in the evening of the 23rd. January. On the 2nd. March SRG.105 & DX.9 were on Bradford - Harrogate (53), SRG.1 (D) on the 16.45 Bradford - Leeds (30), SRG.139 (D) on the 08.55 Scarborough (43), and SRG.138 (D) on the 13.55 Bradford - Scarborough (43). On the 4th. March, SUG.81 worked the 17.55 Bradford - Harrogate (53). SRG.138 on the 1st. March worked the 08.05 Keighley - Bradford (67 dupl.), then the 08.55 Scarborough (43). SRG.139 then worked the 13.55 Bradford - Scarborough (43). On the following day, SRG.139 was on the 17.00 Haworth (56), part of the 43 duty, and DX.9 was on Huddersfield (64). SRG.58 (D) was on the 17.35 Denholme on February 2nd. On the 3rd. March, SRG.139 (D) was on the morning Ilkley - Bradford (X.63), which may be part of the 43 rota.

HARROGATE. On the 1st. February, LH.2 (G.loan Sk.) worked the 08.55 Harrogate - Skipton (76). A very unusual vehicle on Harrogate - Knaresborough (Heathfield Drive, 17) at 18.48 on February 10th., was VR.48, possibly the first time a decker has appeared on this route. SMG.34 (H.loan D) worked the 10.10 Bradford - Harrogate (51) on the 27th. January.

KEIGHLEY. KDX.142 worked on Leeds - Keighley (31) on the 8th. February. SRG's are being used on Hebden Bridge (K.19), including one at 10.10 on the 13th. February. KLH.10 (K) was in Skipton Bus Station on the 20th. February, showing "Skipton/73". SMA.13 (K.loan I) was on the 19.45 Bradford - Ilkley (63) on the 3rd. February, being seen near Den Rhydding. On February 25th., KLH.10 (K.loan G) was on Skipton - Grassington (71). DX.38 has spent some time on loan to Ilkley during February/March, and usually worked on the 32/32A/32M/35/35D series of routes. KDX.222 worked the 09.00 Ilkley - Keighley (K.5) on the 7th. January, in place of the usual OMO SRG.

LEEDS. East Yorkshire's Fleetline 836 was on Leeds - Hull (46) on the 5th. February, whilst on the same day SRG.18 was on learner duties. On the previous day VR.17, with a lady pupil, had been on these duties. On February 10th., DX.213 (O.loan L) worked the 12.20 Leeds - Farsley (49). SUG.75 (L) worked on Leeds - Harrogate (36) at 12.35 on February 11th. On the following day,

#### 4. OPERATING DETAILS, (cont.)

- 6 -

4. OPERATING DETAILS  
LONG DISTANCE  
at

##### LEEDS (cont.)

DX.83 (L) was replaced for the 12.35 Leeds - Barwick (48A) by SUG.62 (L). School Specials in Leeds on the 15th. February included DX.125 (So.Sp/67); SUG.68 (So.Sp/71); SUG.62 (So.Sp/0) & DX.44 (Blank/568). An East Yorkshire vehicle laying over in Leeds, which used to work a Leeds - Seacroft journey at tea-time, was used last summer on a Leeds - Alwoodley (36) dupl. at about 1715-1730, but this ceased in the Autumn. The use of this vehicle has recently recommenced, and further details of the time would be welcome. Lancashire United 154 was on the pits in Roseville Road on the 24th. February. On February 23rd., SUG.62 (L. loan K) was on Leeds - Keighley (31). LH.11 (L. loan W) worked on Leeds - Yeadon (35B) on February 6th., Noted on Leeds - Tadcaster (42) have been SRG.53 (L) on January 29th., SUG.72 (L) on January 30th., & EUG.88 (L) on February 25th., SRG.53 (L) was on the 20.45 Leeds - Knaresborough (38) on January 23rd. On what will probably be their last day of service, SMG.51/6/60 & SUG.63 were used on routes 48, 41, 35 & 45 respectively. On the 2nd. March, SUG.74 was on learner duties, and DX.49 (B) was on Bradford - Leeds (55) in Leeds at 20.15. On the 5th. & 8th. March, DX.59 was on learner duties. SRG.140 on what may have been its first day in service, March 8th., was on Leeds - Scarborough (43). SUG.73 (W) was seen on the 8th. March, showing "Leeds/X.97", but not on service, and may have worked on this route over the previous week-end.

OTLEY. DX.11 (K. loan O) was on Leeds - Ilkley (32A) on the 5th. February, and worked on the 32/32A/32M/35/35B/75/75A group of services for a time during February. Other vehicles on loan here during February have included SRG.77 (H), LH.6 (M), LH.17 (H) & DX.120 (H); DX.120 worked on Leeds - Ilkley (32A), and SRG.77 on Leeds - Ilkley (34), both on February 13th.

YORK. LH.12 (W) was working on York - Tadcaster (45) on the 8th. March. A YVR or YDX often works the 7.30 a.m. York - Harrogate (84), whilst SRG.134 was on Harrogate - Scarborough (43) on Sunday, the 7th. March. Either SRG.107 or 108 (L) was on Leeds - Scarborough (43) on the 5th. March, whilst on the 8th., SRG.50 was on Y.9. A YSMA worked on Y.13 on March 5th., YLH's being the regular vehicles on this route. YVR's are normally detailed for routes Y.2/10/12/20, and any remaining are then detailed for other routes, except Y.1/8, on which they should not be used. The tendency is to use the balance on Y.3/9/11, in order to share the type between most routes. SRG.133 (Yk.), the "White Lady", made its unexpected debut on February 15th., by working the 07.35 York - Leeds (43), and continued to work this duty for the rest of the month. The other vehicles of this type, entering service on the 1st. March, are also to be detailed for this route, and it is interesting that the double deck coaches (751 & 851) regularly worked on 43 in their earlier days. The situation on the revised services Y.7/13 has now been changed, with the three YSRG's appearing regularly on Y.7, together with the YSMA's, whilst YLH's monopolise the Y.13, with occasionally vehicles of other types appearing. Working on Leeds - Scarborough (43) have been SMG.36 (L) on January 30th., EUG.88 (L) on February 6th., YSRG.96 on February 14th., and YSRG.98 (Yk. loan M) on February 28th. On the Leeds - York (43) portion on January 29th., was SMG.35 (L). SMG's are regular performers on Leeds - Hull (46), and recent examples include SMG.36 (L) on the 28th. January, and SMG.27 (L) on February 6th. & 16th. On January 30th., DX.156 (Yk.) was on Y.6, and on February 16th. YSRG.96 was an example of a YSRG, working on Y.7 (see above). The new SRG's worked as follows, on the 1st. March - one each on the 07.00 ex. York (arr. Leeds 08.20); the 07.35 ex. York (08.51); 06.50 ex. Scarborough (10.00); 08.40 ex. Scarborough (11.45); 10.10 ex. Scarborough (13.15); 12.10 ex. Scarborough (15.15); & 13.10 ex. Scarborough (16.15) & 18.10 ex. Scarborough (21.15). On the 1st. February, SMG.55 was on a Rowntrees' special to Beckfield Lane, and then on Y.10. On the 3rd. February, DX.62 (H) was on a School Special in York. On the 4th. February, SRG.68 was on Y.7, with YSRG.96. On the 6th. February, SRG.13 was on Y.13, although YLH's had by then become the usual vehicles. On the 22nd. February, SUG.71 (L) was noted arriving in York showing "Blank/604", and then worked to Tadcaster (45) at about 17.00. On the same day SRG.15 (W) was in York Depot. On the 23rd. February, SMG.55 was again on the Rowntrees' - Beckfield Lane special. On the 1st. March, SMG.21 was on Y.6, SRG.13 on Y.7 and DX.37 on learner duties, and on the following day SRG.67 was on Y.7. The regular vehicles on 84, with the departure of the three West Yorkshire DX's are YDX's, SUG's & EUG's. On what may be their last days in service, SMG.48/55 were on Y.12/15 respectively.

p.t.o.

4. OPERATING DETAILS, (cont.)

LONG DISTANCE. During February, the West Yorkshire turn on X.99 (Middlesbrough) at 08.55 & 15.55 ex.Leeds,has been worked as follows :- 18th.February -EUG.84 (H); 15/16/17/19th.February,EUG.85 (H); 22/23rd.February -SRG.55 (H) and 26th.February -EUG.85 (H). It will be noted that EUG.85 has taken over from SRG.55/72 as the regular vehicle,no doubt much to the relief of the passengers. United 4217 was on the 11.55 Middlesbrough (X.99) on February 4th. CRG.16 was on the 07.35 Harrogate -Leeds (36) on the 27th.Janua. y,but on the 13th.January,United 2654, an MW,had been on the same turn. ERG.1,newly relicensed,worked the 08.35 Leeds -Newcastle (X.97)on the 1st.March.

5. SOLD STOCK NEWS.

MWY 228. (Ex.SUG.17, LS5G, sold Norths, Sherburn-in-Elmet, 11/68.)  
To Ascough,Dublin, 12/68, (operated by Ascough).  
To Mc.Donald,Aberfeale,Ireland, 6/70.

OWR 196. (Ex.YDG.83, K5G, sold Yorkshire Woollen District,155, 8/69.)  
To Norths, Sherburn, 12/70.

KWU 385. (Ex.SEW.25, LWL6B, sold Norths, Sherburn, 11/69.)  
Used for spares by 12/70.

KWU 391. (Ex.SEW.31, LWL6B, sold Norths, Sherburn, 11/68.)  
To Doxford & Sunderland Shipbuilding & Engineering Co.Ltd., 5/69.  
To Norths, Sherburn, 5/70.  
Outside Norths' premises,possibly awaiting collection for scrapping on 31.12.70.

OWX.164. (Ex.DX.20, LD6B, sold Norths, Sherburn, 9/70.)  
Gone from Sherburn by 12/70.

The following vehicles,which have previously been reported as having gone from Norths,are now reported to be still at Sherburn - SEW.32/4, SMG.7 & SUG.22/4.

YVW 77. (Ex.DX.82, FSF6B, sold United Automobile Services, 4/67.  
Noted near Horden, Co.Durham, on December 21st.

KWU 389. (Ex.SEW.29, LWL6B, sold Reliance,Sutton-on-the-Forest, 5/68.)  
To Mobile Caravan, York & Leeds, 6/69.  
This owned by F.R.Evans (Contractor),Leeds.

UUA 792. (A.E.C.Reliance, sold Lyles,Bat. ay, 3/68.)  
To Langston & Tasker, Steeple Claydon, 4/69.  
Withdrawn 11/70.

MWY 229. (Ex.SUG.18, LS5G, sold Norths, Sherburn, 11/70.)  
To Henry Boot,(Contractor),Ltd., 1/71.  
Still in disposal livery,with West Yorkshire number blinds, it parks each weekday on land next to York Road Library, Leeds.  
(Henry Boot's are the Contractors involved in widening York Road.)

OWX.179.(Ex.DX.35, LD6B, sold Norths, Sherburn, 9/70.)  
To R.Tumilty (Gales Coaches),Irvine,Scotland, 11/70.

1949 U. (Ex.DAW.5, A.E.C.Regent V, sold Norths, Sherburn, 11/69.)  
Sold for scrap by 2/71.

KWU 359. (Ex.YDB.88, KS6B, sold Norths, Sherburn, 9/70.)  
Gone from Sherburn by 2/71, probably for scrap.

KWU 391/2/3. (Ex.SEW.31/2/3, LWL6B, sold Norths, Sherburn. )  
All gone from Sherburn by 2/71 (SEW.31 was ex.Wolsingham Steelworks.)

MWY 234/5. (Ex.SUG.23/4, LS5G, sold Norths, Sherburn.)  
Gone from Sherburn by 2/71. (SUG .23 was ex.Ascough,Dublin.)

OWX 153. (Ex.SMG.41, LS5G, sold Norths, Sherburn, 11/69.)  
Gone from Sherburn by 2/71.

OWX 164. (Ex.DX.20, LD6B, sold Norths, Sherburn, 9/70.)  
Gone from Sherburn by 2/71.

OWT 202, (Ex.YDG.89, K5G, sold Norths, Sherburn, 9/70.)  
Gone from Sherburn by 2/71, probably for scrap.

STILL AT NORTHS, 6/2/71 were :- SMG.1/2/3/7/49, SUG.15/22/5/8/33/4, EUG.90/1, SEW.17/34, GUG.15, YDG.88, YDB.84, & DX.18/26/9/33/4/45.

No new vehicles entered service, and none had been withdrawn during February, 1961.

A list was given of the 14 vehicles then fitted up for one-man operation, and these were SG.103, SUG.6/10/23-32/4.

DX.37 had been fitted with flashing trafficators, and DB.40 & DX.18/21 had all lost their external fleet number plates on overhaul.

DB.53 had received a painted front registration plate (which it still carried when withdrawn).

Ilkley Depot report stated that "both Bradford and Harrogate Depots have provided DB's for route 53 on many occasions lately. Lodekkas were the more usual vehicles on this route.

A complete survey of operations at York and Malton had been carried out, and all vehicles (107) had been accounted for, no small undertaking. It is interesting that of all the West Yorkshire vehicles listed (128), only 19 are still in service (YDX.72/3/4/84-90 & DX.49/51/5/7/8/60/1/3/4).

The four page Issue ended with a note about the "Stakatrak" used at Harrogate Works - "This piece of equipment is a battery-electric fork lift truck, specially designed to remove heavy items of equipment, such as engines, gearboxes or axles from buses in the course of overhaul. As a result, these operations have been speeded up considerably. The unit used by West Yorkshire is the first of its kind, and is registered 8718 WW". Since these words were written, the Stakatrak has even been seen towing complete buses into Works for overhaul!

#### 7. OTHER INFORMATION.

##### LEEDS DEPOT.

The repainting of the Depot referred to in the September Issue as taking place during July and early August is in fact, a more protracted business - at the time of writing, it is still in progress! The end result, however, is that the Depot looks smarter than it has done for years.

At Vicar Lane, the concrete kerbs on the spare vehicle stand have been extended recently, to prevent vehicles with long rear overhang from striking the wall. A room is also being built over the stairs, possibly as an extension to the detailer's room.

##### KEIGHLEY BLINDS.

The old destination blinds at Keighley included several Works and Schools destinations, e.g., Devonshire Works, Dalton Mills, Hall & Stells, Sutton Mills, Binns Mill, Perkwood School, etc. In 1949 however, there were a number of Works services to "Pitt Street or Brewery Street", and service K.23 used to be Whitley Road - Stockbridge. Does any member know if "Brewery Street" or "Whitley Road" ever appeared on Keighley Depot blinds, please?

##### RECENT WITHDRAWALS.

The withdrawal of DX.4/48 this month marks the end of an interesting story. In 1954, when the Lodekka was a new design, two vehicles in the 1954 batch were ordered with Gardner 6LW engines, the remainder of the batch having Bristol AVW engines. These two DX.3/4, were at first used at Harrogate and Ilkley, but with the double-decking of the Shipley - Wrose service in October, 1958, were transferred to Bradford, where they remained until withdrawal, their Gardner engines being useful on the Bradford hills. Unlike other Tilling Companies no further Lodekkas were purchased with 6LW engines, all subsequent deliveries having Bristol engines, and DX.3/4 stayed unique in the fleet. Members will no doubt remember our Scarborough trip in 1962, using DX.4.

In 1959, DX.48, an LD6B, was fitted on overhaul, with a Gardner 6LX engine, and became renowned for its hill-climbing abilities, being probably the only vehicle to climb the steep part of Queens Road, Bradford, in third gear with half a load.

With the withdrawal of the two survivors of this trio, the DX is now an entirely Bristol engined class, and there are now no 6LW engined buses in the fleet.

Also withdrawn this month are the last two MWY registered coach-bodied EUG's, formerly CUG's 13/4, which were fitted with 5-cylinder engines during 1970, but which have not run in service since 31/10/69 & 30/9/69 respectively, and the last LS type CUG's to be bought new, CUG.16-9. The former CUG.20, now numbered EUG.95, remains in stock, but may well not be used again by the Company. The only other LS coaches still in stock are the former Eastern National vehicles, CUG.42-5, and it could well be that some of these may not be used again.