

WEST YORKSHIRE

INFORMATION SERVICE

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

PERSONAL. Our very best wishes for a long and happy retirement go to [REDACTED], Area Traffic Superintendent for Leeds/York, who retired at the end of May. Members will recall the extremely interesting talks which [REDACTED] has given us in the past, and we all wish him well in the future.

[REDACTED] successor is [REDACTED], who was formerly at Keighley, and we also wish [REDACTED] success in his new post.

Our congratulations and best wishes are also due this month to [REDACTED], on his appointment a few months ago as Depot Engineer at Keighley, in succession to [REDACTED] who was formerly at Harrogate.

EDITORIAL. Will all members please note the new address of our Fleet Historian, which is now as shown above.

TYNESIDE TOUR. - SUNDAY, 18th. MAY, 1969. Although the weather threatened to be bad for the major part of this trip, and though it was cold all day, the photographers benefitted from the spells of sunshine during the afternoon.

Leaving Bradford, and travelling via Shipley, we arrived at Leeds, where most of our passengers joined us. From there we drove North, to Harrogate, where the last of our 37 passengers boarded. Our coach was EUG.91, formerly CUG.10, which looked very smart indeed in its new cream and red livery. Our first stop was at Leeming Motel for refreshments, after which we made a brief visit to the premises of D.W.Voy, of Newton Aycliffe, where we hoped to see YDB.39. Unfortunately this was not in evidence, so we continued to our next stop, which was at Martindale Coaches, Ferryhill, where we saw an ex-United LS5G, as well as two Southern Vectis LL5G's, one in an unfamiliar red and cream livery, and several other vehicles.

Leaving here, we turned North-east, to Hetton-le-Hole, where a stop was made at Eleanch's. An old friend seen here was SGL.9, whilst an interesting sight was a Crosville LL5G with a Leeds Depot 41" destination blind, and a Western National LWL6B with Leeds Depot intermediate blinds at front and rear, all from SBW.27, which was formerly owned by Eleanch! From Hetton we travelled to Sunderland, where a stop was made opposite the new (and toilet-less!) bus station. Returning to our Coach, we soon made an unscheduled stop, as keen eyes saw an SGL(6) in a yard near the road. After suitably photographing this, we continued to South Shields, where we paused in the market-place long enough to photograph some of the Corporation's Bristols (RELL6G & RESL6G, with E.C.W.bodies). The next point of interest was the Tyne Tunnel, only recently opened, and we became possibly the first West Yorkshire vehicle to travel through this. An interesting feature of the Tunnel is the steepness of the gradients inside, as the road drops well below the river bed, and then rises again. Once through the toll barrier at the northern end, we turned west, towards Newcastle, where we stopped for tea and a walk round the City.

Returning to our Coach once more, we turned hopefully towards Swalwell, and were amply rewarded by seeing ex.Ledgara PDLA, BCK 415, withdrawn on the premises of Derwent Coaches, and this was duly recorded on film. Turning towards home now, we rejoined the A.1, heading South, and, after a further stop for refreshments at Leeming, we reached Harrogate at 8-45 p.m., and Leeds at 9-15 p.m., and Bradford shortly before 10-0 p.m., after a splendid trouble-free run, given by our excellent, 15-year old Coach, the condition and appearance of which would not disgrace a vehicle half that age.

Our grateful thanks are due to the Company, for their usual very kind co-operation, our driver, [REDACTED], for his patience at all times, and to [REDACTED] and the others who had a part in organising this very successful tour. It is some time since we had as good an attendance on a tour, and we hope that all those who enjoyed

P.T.O.

Reside Tour (cont). -
This tour (everyone, we trust!) will join us on our future excursions. (T.M.L.)

PRESS DAY for the July issue will be Saturday, July 5th., and all items should be sent to arrive on or before that date, to [redacted], [redacted], [redacted].

1. FLEET CHANGES.

NEW VEHICLES.

LH.11.	YVG 786 G. Bristol	LH6L.190.	ECW 17949	B45F.	5-9-1.
LH.12.	AWR 338 G. Bristol	LH6L.191.	ECW 17950	B45F.	5-9-1.
LH.13.	AWR 339 G. Bristol	LH6L.192.	ECW 17951	B45F.	5-9-1.
LH.14.	AWR 340 G. Bristol	LH6L.193.	ECW 17952	B45F.	5-9-1.
SRG.82.	YVG 782 G. Bristol	RELL6G.3/684	ECW 17682	B53F.	7-7-3.
SRG.83.	YVG 783 G. Bristol	RELL6G.3/685	ECW 17683	B53F.	7-7-3.
SRG.84.	YVG 784 G. Bristol	RELL6G.3/686	ECW 17684	B53F.	7-7-3.
SRG.85.	YVG 785 G. Bristol	RELL6G.3/687	ECW 17685	B53F.	7-7-3.
VR.37.	YVG 781 G. Bristol	VRTSL6G.1y2.	ECW 17826.	H39/31FD	8-8-2.
YVR.42.	AWT 613 G. Bristol	VRTSL6G.233.	ECW 17831	H39/31FD	8-11-1.

Additional Information.

The unladen weights of CRG.11-16 are all 8-9-1. An interesting feature of all the new vehicles this month is that they are fitted with reversed SUG indicators instead of the normal SUG type fitted to single deckers. It is most unlikely, therefore, that VR.35/6 are diverted from another Company. There are now three types of indicator in use on single deckers (SUG reversed, SUG and T) and four on double deckers (reversed, SUG, T, one piece, and a solitary example of five piece). All the new vehicles were delivered to Grove Park- SRG.82-4 and VR.37 in April, and the rest in May.

The unladen weight of SB.16 was 7-4-2. The original fleet number of SM.1 was 618, and not 619 as given in the recent fleet list. 619 was the original number of SM.2, as shown.

KDB.54/6, YDG.83/4/8/92 are now numbered 150/1/5/4/2/3 respectively in the Yorkshire fleet. A visit to Savile Town on the 28th May, found all except KDB.56 in the Depot; this vehicle is fitted with doors and heater and was presumably still on service. The YDG's carry no rear destination or route number blinds, whilst the rear indicator on KDB.54 was painted over. Legal ownership panel on all the vehicles shows "West Yorkshire Road Car Co", but the PSV licence and Insurance disc on KDB.54 are still made out to Keighley-West Yorkshire. All vehicles are in full W.Y. livery, with two cream bands; though it is understood that KDB.54, YDG.84/8/92 arrived in sale livery, and the fleet name on the side is "West Yorkshire". No West Yorkshire fleet numbers are now carried, but the Yorkshire Wollen District numbers are carried in white numbers by the fuel filler. An "On Hire to Yorkshire Wollen District Transport" is carried in the nearside opening window over the bonnet. They are being used mainly on Y.W.D. routes A 1/2/3/4 (Donnerhill-Dewsbury-Birtall), the number blinds appearing to be of West Yorkshire origin. The destination blinds are reported to be specially short ones with exposures just for the above routes, on which they work mostly at peak hours. All are extremely popular with the Yorkshire drivers, who appreciate their reliability and sturdiness. Indeed, they are practically the only double deckers at Dewsbury that do not have to be "booked off" for one fault or another! It may be of interest that Yorkshire have acquired at least two ex. South Wales Bridgemasters, XWN.161 & YCY 755, to assist in their vehicle shortage. It must be said however, that the design of these leaves much to be desired, especially when compared with the Bristol's.

The 1969 batch of LH's, the first of which are entering service this month, have conventional five-speed synchromesh gearboxes, and not semi-automatic, as ordered. It will be recalled that a similar thing happened to the 1968 batch. All the LH's are fitted for O.M.O. The 1969 VR's do not have automatic chassis lubrication, whilst the 1968 batch have. VR.35 upwards however, are fitted with strip bells. YVR.42 has small additional ventilation grilles at the rear, on both sides, above the engine cover. It is pointed out that Thames Valley and several other Companies are taking delivery of VR's of an identical specification to the West Yorkshire vehicles. Thames Valley also formerly used T indicators on double deckers, and all Companies seem to be having to accept what, to some of them at least, are non-standard vehicles detail-wise. It will be noted that the new 36-footers are numbered in the conventional way.

ALLOCATIONS AND TRANSFERS.

DAW.10..	(delicensed)	to OTLEY.	16.5.69.
SEW.22/5.	from YCRK	(delicensed)	31.5.69.
SUG.36.	" YORK	"	"
SUG.32.	" LEEDS	"	"
YDG.84.	" YORKSHIRE W.D.	"	"
DAW.6/7/8/9/10.	" OTLEY	"	"
RY.25.	" INKLEY	"	"
BR.25.	" KEIGHLEY	"	"
BR.100.	" OTLEY	"	"

Fleet Changes, (cont.)		Allocations and Transfers (cont.)	
YDG.91.	from YORK	(withdrawn)	31.5.69.
SMG.35.	(delicensed).	to YORK	1.6.69.
DX.35/179.	"	" LEEDS	"
LH.11/12.	(new)	" WETHERBY	"
LH.13/14.	"	" YORK	"
SRG.82/3/4/5.	"	" BRADFORD	"
VR.37.	"	" LEEDS	"
YVR.42.	"	" YORK	"
YDG.91.	(withdrawn)	" YORKSHIRE W.D.	"
SMG.50.	from SCARBOROUGH	" YORK	"
SMG.57/60.	"	" WETHERBY	"
SRG.21/25,	"	" BRADFORD	"
SRG.22.	"	" BRADFORD	"
SRG.58.	"	" SCARBOROUGH	"
CUG.44.	"	" YORK	"
DX.6.	"	" LEEDS	"
DX.7.	"	" LEEDS	"
DX.15/27.	"	" LEEDS	"
DX.29/33.	"	" HARROGATE	"
DX.155.	"	" BRADFORD	"

- Notes.
1. All vehicles are relicensed at their former Depots.
 2. DAW.10 did not re-enter traffic until 19.5.69.
 3. YDG.91 has now gone to Yorkshire in place of YDG.84, which has returned. It is now unlikely that Yorkshire will retain these vehicles permanently.
 4. DAW.5 is now the only Roe-bodied A.E.C. still in stock, and this is unlikely to re-enter service. The only ex.Ledgard deckers still in traffic are the four ex.South Wales A.E.C's, DAW.1-4, and the low-height Daimler DGW.11.
 5. SGW.6 was the last LL5G in the fleet.
 6. With the departure of SEW.22/25, there is only one half-cab saloon in stock, SEW.33, and this is unlikely to re-enter traffic.
 7. These are the first moves since new for SRG.21/2/5/58 & DX.155.

STORED VEHICLES.

BRADFORD. SGW.6 left Bradford on the 10th May.
LEEDS. DEW.5, DGW.4/7 & SUG.32 are outside, and DGW.5 & DX.177 are inside.
YORK. In the field are SEW.19/20/30, SMG.7/8/9/10/40/43/45/53/59, SUG.14/15/28/36, YDB.90, YDG.87/90, DEW.21/29, DGW.3/6/9/10, and inside are SEW.22/25, SMG.12/41, YDG.82, CP.1 & SMG.36. We are informed that the thrush on the autovac of YDG.87 is, in fact, a blackbird, and she is now in production again, on a second clutch of eggs! The first brood was successfully raised.

WITHDRAWALS.

10th. May, 1969: * SGW.6.
 31st. May, 1969: SEW.22/5, SUG.32, YDG.91, DAW.6/7/8/9/10 & DX.26/28.
 May, 1969: 20 GWW (car).

SALES AND DISPOSALS.

7th. May, 1969: SMG.39 to Reliance Motor Services, Crayke, York.
 10th. May, 1969: SGW.6 to E. Gibbons, Trafford Park, Manchester, for preservation; to be restored to its original condition as 427.
 May, 1969: 20 GWW (car) to Mr. C. Garforth, York.

FLEET TOTAL.

	C.	S.D.	D.D.	1.6.69.	1.6.60.
Licensed :	53	215	204.	552.	560.
Delicensed:	1	16	13.	30.	17.
	<u>54</u>	<u>231</u>	<u>297.</u>	<u>582. *</u>	<u>577.</u>

* The fleet total excludes SGW.6, SEW.22/25, SUG.32, YDG.91, DAW.6/7/8/9/10 & DX.26/28, but includes LH.15-19/21 & YVR.43.

2. VEHICLE NOTES.

OVERHAULS.

April, 1969 : SRG.1 & SMG.20.
 May, 1969 : SMG.35, SRG.2, DX.183; Yorkshire Woollen 231; & YDX.194.
 In response to a member's request, the last known overhauls of the following vehicles are :- KDB.55 - 11/62; YDG.86 - 7/66; YDG.91 - 7/65; YDB.86 - 4/66 and SGW.6 - 6/65. The date for KDB.55, appears to be suspect - can any reader give us the date currently shown in the cab of this vehicle, please?

DEPOT REPAIRS.

April, 1968 : SMG.11 (TUV).
 April, 1969 : EUG.88 (at Works) & DX.211.
 May, 1969 : DX.45; DX.5 (TUV); YSMA 11/12, car No.20 GWW, DX.19.
 SUG.69 was repainted in March, 1969, see Issue No.217.

4. Vehicle Notes, (cont.)

PAINT DATES.

LH.11-15, W.Poly 4/69; LH.16/17 W.Poly 5/69; SRG.82-84 W.Poly 4/69; VR.37 - K 4/69; CRG.15/16 - W 4/69; SRG.30 Du 10/66; DX.186 - K 5/65; DX.211 - P 3/66; VR.36 - K 3/69; DX.185 - G 1/65.

GENERAL NEWS.

SRG.1 is the first RE to receive a full overhaul. The flashers are still carried behind the door, and the first three SRG's are therefore to remain unique in this respect at least. DX.155 (0) has a radiator blind, but still has CBC heating; conversely, DX.178 returned from overhaul without Cave Browne Cave heating, but with the radiator grille still blanked off with aluminium, and no radiator blind!

DX.45 on repaint (TUV?) still retains black outlining. EUG.85/88 are now in the new EUG livery; although EUG 88 was relicensed to Leeds on the 1st May, it was still at Grove Park on the 10th.

DX.211 now has no black outlining, and four fleet numbers. It also sports an overflow up the windscreen pillar, along the top of the cab side window, and down the bulkhead.

The height of the Roe-bodied DAW's, as shown on DAW 9, is 14-ft.6-ins. This vehicle had several seat cushions covered in LTE moquette in the lower saloon.

DAW 10 received a certain amount of "touching-up" during its recent spell off the road, but insufficient to qualify even as a "TUV"!

DX.101/2 (0) have now received rear destination blinds, having been without since their transfer to Otley on the 1st March.

Although, as recorded in Issue 205, DEW.15/16, during their spell at Harrogate, received intermediate blinds, they were not full blinds, but special short ones, showing only "White blank/West Yorkshire/Mayfield Grove, Leeds Road/White Blank". An interesting feature is that "West Yorkshire" was in even-height letters, instead of the usual, large W and E, with a line beneath.

The reason for the repainting and docking of 1001, reported in Issue 214, is that it has been "plated" under the new Ministry of Transport regulations.

DX.19(L) received a small side fleet number on repaint. This is the last bus at Leeds carrying large fleet numbers, which it still has at the rear. According to our records, the following buses still have large fleet numbers: -DX.19(rear), KDX.76, SMG.31/2/7, S.G.44(rear) and SMG.49(front). Several of these probably now have small numbers, and we would be grateful for the present position regarding large numbers.

SGR.10(L) has a blind which includes "Morecambe", possibly one similar to those fitted to SUG.71/3, which include certain long distance destinations.

YDX.194 lost its C.B.C equipment on overhaul. DX.57(W) has new type moquette on all seats.

ADVERTISEMENT NOTES.

VR.18(L) has now received a painted "Ramsdens" advert. on the offside, to replace the one painted over on DCW.7, when this was withdrawn. DX.6/10 and VR.18 are now the three Leeds vehicles with this advert.

YVR.28 has a Newitt's advert. of a smaller size than usual, on the hinged engine compartment door.

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3. SERVICE CHANGES.

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

STAGE CARRIAGE.

S.695. - 85. York - Nun Monkton.
To amend the York terminal to be Tanner Row (where it has been for some time.)

S.686. - 30A. Horsforth - Bradford.
To amend the terminal to be Horsforth (Railway Station) instead of Cookridge (where it also has been for some time.)

S.687. - K.12. Haworth - Ilkley.
To revise the timetable on through journeys between Keighley - Mytholmes, and incorporate increased running times between Haworth and Mytholmes.

S.688. - 34. Leeds - Ilkley.
On Monday - Friday to operate the 07.45 Ilkley - Otley and 08.05 Otley - Leeds as a through journey.

S.689. - 31. Leeds - Keighley.
To delete the day return fares, Leeds - Keighley and Leeds - Bingley.

S.690. - 43. Bradford - Scarborough.
To delete the day return fares, York - Leeds.

S.691. - 67. Bradford - Skipton.
To delete the day return fare, Bradford - Keighley.

Service Changes (cont.) Stage Carriage (cont.)S.692. - 64. Shipley - Wrose.

To reduce the frequency of the service between 17.00 & 18.00 from 12 minutes to 15 minutes.

S.693. - 51. Bradford - Harrogate.

To delete the Wednesday afternoon 14.25 Bradford - Woodlands Hospital and the 16.05 Woodlands - Harrogate, and replace them with journeys at 18.25 Bradford - Woodlands, returning at 20.05.

S.694. - 84. Scarborough - Harrogate, & 43. Scarborough - Leeds.

To amend the Scarborough terminal to Valley Bridge Bus Station.

S.695. - 85. York - Nun Monkton.

On Saturday to delete the 08.30 York - Nun Monkton, and return.

S.696. - 3. Bilton/Bachelor Gardens - St. George's Road. (Harrogate Local).

To retime the 08.08 Fountains Avenue to St. George's, to 08.05, and operate via the Bus Station, and to start the 08.10 Bilton Grove Avenue to St. George's from Fountains Avenue at 08.05 and operate via Low Harrogate.

S.697. - 43. York - Leeds.

On Saturdays only to retime the 06.20 York to Leeds to 06.00, so as to connect with the South-West Clipper.

S.698. - 17.4. Harlow Hill - Knaresborough.

To retime the 17.20 I.C.I. to Gracious Street to 17.25.

S.699. - Y.20. Wigginton - Woodthorpe (York Local).

To amend the 08.10 Haxby - Woodthorpe to 08.08, and operate via Calf Close.

Route 22A. - Blubberhouses - Harrogate.

The Editor would be interested to know what route is followed by the Tuesday and Saturday departure at 13.30 from Blubberhouses, on its journey to Stonehouse Inn, where it is due at 13.40. It is physically impossible to do the 6 or so miles round by Catehem Corner and Thornthwaite in 10 minutes, yet according to the map in the timetable, there is no direct route from Blubberhouses to Stonehouse Inn. Can any member confirm that the route from Blubberhouses is via Hardisty Hill and Yorkham's Bacon Factory, direct to Stonehouse Inn?

4. OPERATING DETAILS.DEPOT REPORTS.

It is regretted that Bradford, Harrogate and Ilkley reports have to be held over until next month.

LEEDS. DX.22 (K) spent several days on loan to Leeds in early May, and was seen, amongst other routes, on 48A and 32. DAW.9(0) worked Leeds-Arthington (34A) on the 9th. May; this was formerly a Leeds duty, though Otley may have now taken over. On the 10th. May, VR.23(L) and DX.151(I) were duplicating on Otley-Leeds (34), whilst SRG.64 was on Arthington - Leeds (34A), probably an unusual appearance. On the 1st. May, its first day of service, VR.24(L) was on Leeds - Tadcaster (42). On Leeds - Scarborough (43) on the 4th. May, EUG.80(Yk) was used on this route, & on the 13th. May, SUG.72(Yk) and SMG.50(Sc.loan M). On the Leeds - York (43/45) portion, on the 23rd. May, SUG.38(L) duplicated an E.Y.M.S. vehicle; on the 26th. May SMG.5(Yk), the 27th. May, DX.123(L), the 28th. May, SRG.68(Sc.loan Yk), and the 27th. May, YDX.234 were all noted. On York - Woodlands Avenue (43) was SBW.25(Yk) on the 6th. May. This turn returns to York on route 87 via Wighill. On York - Tadcaster (45) on the 20th. May was SRG.47(Yk) in place of a SMG or DX; on Leeds - Bridlington (44) have been: 18th. May, SRG.57(Yk.loan L); 23rd. May SMG.36(Yk) and 24th. May SUG.37(L.loan E.Y); on Leeds - Hull (46) have been SMG.49(Yk) on the 18th. May, and SMG.60(W loan L) on the 24th. May. KDX.224 worked a Leeds - Keighley (31) and VR.3(B) on Bradford - Leeds (30) on the 12th. May. Practically every Leeds Depot route has now had a VR. on at least part of it, with the notable exception of 39/39A! CF.2(H) was noted on stage service in the Headrow heading towards Vicar Lane at 18.00 on the same day. On the 10th. May, SRG.49(L) was at Thorp Arch Trading Estate at 11.00. DX.170 worked the 12.55 Wetherby - Leeds (41). On the 13th. May DX.101(0) worked 13.15 Leeds - Otley (35B) for Leeds, and DX.176(L.loan 0) worked 13.00 Ilkley - Leeds (32A). DX.176 was still at Otley on the 17th. May, being noted on 34; but by the following Tuesday it was back at Leeds, working on 55. DX.7(L) was parked behind Otley Depot on the 17th. May, with delicensed vehicles DAW.5 & DGW.12. The 07.55 Leeds - Ilkley (32A) duplicate is an Ilkley working, and also the 16.55 Leeds - Ilkley (32A) duplicate is DX worked instead of SRG(OMO). DX.26 usually worked the 16.55 duplicate. On the 20th. May SMG.2(0) worked the 07.55 journey ex. Leeds (32A), but by 19.00 ex. Leeds, a DX had been substituted. On White Monday VR.18/36(L) and it is understood, 3 others, were on 36. CUG.8/42(L) have appeared on Leeds - Hawes (70) several times recently.

Operating Details. (cont.) Depot Reports (cont.)

LEEDS (cont.) On the 23rd. May, CRG.9(L) duplicated the service car SRG.50, on the 12.35 Leeds - Scarborough (43). Noted on hire on Whit. Tuesday was MBV 478, a red and cream coach, ex. Wardline. Does anyone know the current owner? An unusual visitor to Wellington Street on Thursday, the 29th. May, was Cumberland 1305 (TAO 263 G), a Bedford Duple. East Yorkshire Fleetline 052 was noted on Hull - Leeds on Sunday, the 1st. June.

PATELEY BRIDGE.

LH.7/8 are used regularly on Service 24, and are fitted with Almx ticket machines for One-man Operation. Pateley Bridge operate the following M to F rota: 06.55 Pateley - Harrogate (24); 07.55 Harrogate - Bradford (51); 09.10 Bradford - Harrogate (51); 11.15, 13.15, 15.15 & 17.15 Harrogate - Pateley (24) returning at 12.15, 14.15, 16.15 & 18.15 from Pateley, then 19.15 Harrogate - Pateley (23); 20.15 to Harrogate (24), 21.15 to Pateley Bridge (24). The two journeys on service 51 are worked by a Harrogate crew, the remainder of the rota OMO by Pateley Bridge Depot. Until the 1st. May, this duty was worked by SMG.13/15/47 from Pateley Bridge, but since then LH.7/8 have been the usual vehicles. However, the two journeys on Service 51 are often worked by a Harrogate vehicle, mostly SMG.22 or 23, although occasionally an SRG or SUG appears. The first sighting of an LH on the Bradford section of this rota was on Monday, the 12th. May, when LH.7 was noted passing through Weeton.

SKIPTON.

Unusual vehicles on 76 over the past month have been: 3rd. May - LH.3 (G. loan Sk); 11th. May - SMG.24 (K. loan Sk); 13th. & 15th. May - KDX.165 (K. loan Sk); 19th. May - VR.8 (K. loan Sk); 20th. May - KDX.138 (Sk); 24th. May - DX.82(O). SRG.28 (L. loan W) was noted on the 2nd. 3rd. 9th. & 10th. May, but SRG.16(W), the usual vehicle, had returned by the 18th. May.

WETHERBY.

DX.36/161 & SUG.62/71 were at Wetherby on the 10th. May, when DX.161 had worked the 12.40 Boston Spa - Wetherby (76), and then worked with SRG.28 (L. loan W) on the 13.55 Tadcaster - Skipton, presumably on the 13.15 Boston Spa - Harrogate (763). DX.161 was again noted on the 14.05 Harrogate - Spofforth (76A), and return. Also on 76 were SMG.28 (Sk) working the 11.30 ex. Skipton, and DX.80(O) on 12.30 from Skipton.

YORK.

On Good Friday, the 4th. April, SUG.74(H) travelled up Hull Road at 14.30, whilst on Easter Monday, YDX.217 was on Y.17, usually a saloon OMO route, DX.210 on Y.24 to Naturn Hospital and DX.114 on York - Wetherby (79). SMG.6(Yk), now one of the few MWY registered SMC's still running, was on Leeds - Scarborough (43) on the 8th. April. YDG.91 worked on Y.3/3A/11/11A on the 10th. April, usually YDX routes. SUG.74 (H) often works the 22.30 York - Harrogate (84). On the 27th. April, SMG.38 was on Y.13, whilst SMG.14 was so noted on the 28th. This is usually a YDX route, though sometimes an SRG appears. On the 2nd. May, YVR.34 was on Y.4, and another on Y.11A; on the 6th. May, YVR.30 was on Y.9, and another on Y.9/9A on the following day, a YVR was on Y.5/5A/6 on the 8th. May, and YVR.29 also noted on the following day, and YVR.29 was on Y.4 on the 12th. May. After 10 weeks off the road, YVR.27 at last returned to service during the week commencing the 12th. May. It still appears to be on "light duties", however, as it has been on the 12.33 Rowntrees - Beckfield Lane several times, including the 15th., 16th., 22nd. & 27th. May. On the 1st. May, an LH worked the 12.33 Rowntrees - Tang Hall Lane/Hull Road (Works Special), whilst one of the last YDG's, 85, was on Y.9/9A. SMA.16, newly transferred, was on Y.7 on the 3rd. May, Y.17 on the 30th., and Y.27 on the 8th! On the 5th. May, SRG.76 was on 82, SRG.50 on 43, SRG.47 on Y.12, SRG.45 on 43 and SRG.66 on Rowntrees' tea-time Works Special. The same day SUG.68 (L. loan Yk) worked the 16.55 York - Scarborough, in place of the usual SUG.72. SMA.5 worked on Y.7 on the 8th. May. LH.5 worked Y.15 (York - Copmanthorpe) on the 10th. May, whilst an EUG worked the 12.30 York - Sheriff Hutton, possibly OMO on the 22nd. May. On Whit. Sunday SRG.73 (W. loan L) worked to Bridlington. YDX.229 worked on Y.17 on Whit. Monday, this appearing to be a regular Bank Holiday working in place of an OMO saloon - possibly the saloons are all in use on East Coastals, Excursions, etc. ERG.10(H) was seen in Hull Road, heading West at 14.05 on the same day, showing X.77 (Piley/Bridlington/Skipton), but an hour early. It was however, empty, and may have been a duplicate that was not required. The last day of duty on the 30th. May found SBW.22 on Y.14, SBW.25 on Y.2 duplicates and YDG.91 on Y.9/9A. They were not out on the 31st. The SBW's over the last two months, at least, have worked on the 07.50 York - Murton (16) and return, lunch-time and tea-time Rowntrees' specials and Warthill workings on Y.14 (non OMO!). The remainder of the YDG's are often on Y.9/9A. LH's seem to run into York each morning from Malton at 08.15. Now that West Yorkshire run into the United Scarborough bus station, it could have been possible for Malton's LH.5/6/7 to stand next to United's LH.5/6/7, except that United have renumbered these, and they are now 1505/6/7.

KWU.387 (ex.SBW.27,LWL6B, sold Norths,Sherburn, 1/67.)

To Bleanch,Hetton-le-Hole, 4/67.

However,in use as a site office for William Press,Ltd.,on the natural gas pipeline near Harrogate,there is an LWL6B bearing registration plates KWU.387. This is not ex.SBW.27,but ex.Southern National 1602 (LTA 971),LWL6B.85048/ECW.5575 complete, but re-registered. It is now in a red and cream livery (ex.green and cream), and was first noted 5/69.

JWU.876 (Ex.SGL6,,LL5G, sold Norths,Sherburn, 11/65.)

To Scarlet Band, West Cornforth (No.65), 11/65.

Moore & Cartwright (Contractor),Ltd.,Stockton, 4/69. Noted in Sunderland 18/5/69, painted saxe blue below the windows,and pale blue above.

JWU.879 (Ex.SGL.9, LL5G, sold Norths,Sherburn, 11/65.)

To Scarlet Band, West Cornforth (No.64), 11/65.)

Bleanch,Hetton-le-Hole, 8/68. Noted on 18/5/69 still with Bleanch, and painted in Scarlet Band livery.

ECK.415 (Leyland PDUA, sold Norths, Sherburn, 1/68.)

To Derwent Coaches,Swalwell,Newcastle-on-Tyne,1/68. Withdrawn 2/69 and still on premises 18/5/69. Now fitted with platform doors (of a sort!),and in full Ledgard livery,with "Derwent" on the side.

ECK.427 (Leyland PDL3, sold Norths,Sherburn, 1/68.)

Still at Norths,5/69 (not gone,as reported last month.)

Norths, Sherburn. All of DG6/12/34,KDG.20,DB.2/9/17/18/25/50,YDB.64/70,SB.3, SG.110/13/14/55,YSG.122 can now be presumed sold for scrap by the dates shown last month.

DCN.834/5/6/7. (Guy Arab UF6HLW, sold Norths,Sherburn, 4/68.)

These four vehicles are believed to have gone to Minster Homes,Mansfield,5/68, as site offices; four were sold to Minster Homes,and it is believed these were the four,whilst DCN.839 was most probably the one sold for scrap,(see below).

DCN.839 (Guy Arab UF6HLW, sold Norths,Sherburn, 4/68.)

As reported previously,this was probably sold for scrap to Ben Johnson, Goldthorpe, 4/68.

KWU.352/8/91,LWR.411/5 & ECK.621 (Ex.DBW.6/12,SBW.31 & DW.25/6.)

All sold to Norths at various dates,had gone from Sherburn by 24/5/69.

KWU.379 (Ex.DBW.23,KSW6B, sold Norths, 11/68.)

All seats removed by Norths, and remainder of vehicle towed away behind K5G lorry GHN 841 to Ben Johnson,Goldthorpe, for scrap, 24/5/69.

MWY.222/36,OWX 147 (Ex.SMG.11 & SUG.25/35, LS5G, sold Norths,Sherburn).

All being used for spares by 5/69; SMG.11 α SUG.35 in an advanced state of dismantling,being minus engines,axles,etc.,whilst SUG.25 is still reasonably complete.

JYG.722 (Ex.SGW.7; LL5G, sold Norths,Sherburn, 3/66.)

To Andrews (Contractor),Leeds, 9/67.

Noted during May in Cambridge,in use on an Andrews' contract there.

JWY.227/8 (Ex.DBW.4 & DB.60, sold Norths,Sherburn, 1/67.)

To Progressive, Cambridge.

Both still running for Progressive (5/69). DBW.4 still has its Bradford Depot blinds in,but DB.60 is without any at all.

KEU.880 (Bedford SED, sold by Ledgards,to Hughes,Bradford, 11/63.)

To Maisley, Church Village, 1/64.

To Moseley (Dealer),Loughborough, 5/67.

To Canham, Whittlesey, -/67.

To Miller, Foxton, 3/58.

Has now been repainted in Miller's blue and grey livery,but ran for some time in a cream and light blue livery,similar to the final Ledgard coach livery.

DCN.840 (Guy Arab UF6HLW, sold Norths,Sherburn, 4/68.)

To William Press,as site office, 9/68.

At present in use near Fountains Abbey,being noted on the 25th.May.

YG.2156 (Ex.551,Leyland TS4, sold York Autowreckers, 8/49.)

To caravan,Leeds Bridge,York,by 1951, and still there 3/66.

Still at Leeds Bridge,York,in same location,and noted 1/6/69.

YDG.Top Deck. The mobile YDG top deck near Wilberfoss,East Yorks.,is still there, and was noted 1/6/69.

KWU.382 (Ex.SBW.29, LWL6B, sold to Reliance,Crayke, 5/68.)

This has now been repaired by Reliance,and reinstated,being noted back in service 5/69, (see issue No.217.)

KWU.384 (Ex.SBW.24, LWL6B, sold to Harrogate High School, 1/68.)

To Audershaw,Diesels, Manchester, 12/68.

To Denham Heating,Manchester, by 3/69, as Mobile Showroom.

KWU.383 (Ex.DBW.7. KSW6B, sold Norths, Sherburn, 1/67.)

To Progressive (Harris),Cambridge, 7/67.

To Young, Rampton, Cambridgeshire,12/68.

The June, 1959 issue was our 100th edition, a fact which received due mention in the 8-page Bulletin.

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

EB.13 had been repainted, and its special boards for the Coach/Air service repainted.

CP.1, even at that time the last of 8 Bedford OB's in the fleet, had commenced its York City Tour duties at Whitsuntide.

A comprehensive survey of vehicles serving the Yeadon Air Pageant on Whit. Monday was given, and amongst other vehicles working over from Keighley was KDG.26, carrying an "on hire" sticker, and this had also brought a loan from Bradford.

Sold Stock News dealt with one TSM (288) with a showman, one Dennis Lancet (872) which had become a hen-hut, two Bristols J05G's (902 & 105), both with showmen, four pre-war L5G's, and DG.2/5, which had been sold to Eastern Counties as their LK.28/9.

The entry into service of five Bristol K6A's with Ledgard received due mention, as did the starring of DB.38 in the film "Room at the Top."

The last page was devoted to the conclusion of the Yeadon Depot article.

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7. OTHER INFORMATION.

CERTIFICATES OF FITNESS.

CF.2 - 14/4/73; SMG.54 - 3/3/70; SUG.31 - 7/7/69; DX.22 - 21/5/71; DX.33 - 29/1/70; DX.186 - 27/5/72; DX.213 - 15/3/73; EUG.85 - 28/1/74; EUG.88 - 2/4/73; SRG.30 - 1/11/73; SRG.27 - 12/10/73; DX.10 - 14/2/72; DX.105 - 31/8/71; DX.57 (no plate); SUG.37 - 18/4/70; SUG.38 - 17/7/71; DX.211 - 15/3/73; DX.58 - 7/5/73; DX.171 - 19/11/75; SMG.27 - 21/12/74; SGL.9 - 7/7/67; BCK.415 - ?/4/69; EUG.91 - 12/12/70; SMG.58 - 9/8/70; SMG.11 - 2/6/69; VR.24 - 19/3/76; DX.185 - 5/2/72; & DX.116 - 1/11/73.

LEEDS BLINDS.

The new double-deck Leeds blinds, parts of which have been given in the past, have Code D/T.L/65, and are as follows :- White Blank; Private; Works Special; School Special; Bradford; Keighley; Greengates; Calverley; Crompton Parkinsons; Yeadon (M.O.D); High Royds Hospital; Guiseley; Leeds; Yeadon (Show Estate); Yeadon (Hawthorn Road); Yeadon; Rawdon; Horsforth; Ilkley; Otley; Burley-in-Wharfedale; Arthington; Dyneley Arms; Alwoodley; White Blank; Ripon; Penny Pot Lane; Harrogate; Leeds; Wetherby; Knaresborough; Bickerton; Thorp Arch Hospital; Skipton; School Special; Thorne; Bramham, Boston Spa; Tadcaster; Leeds, York; Seacroft; Scholes; Coronation Tree; Stanks; Barwick; Farsley; Aberford; Red Hall Lane, Scarborough; White blank.

New destinations are: Yeadon (M.O.D); Burley-in-Wharfedale; Bickerton; Thorp Arch Hospital; although some vehicles have had the last three sewn into older blinds. Out go Dishworth, Race Course, Show Ground, Wellington Inn, Thorp Arch, Bridlington and Nunroyd Mills, to where there are still Works services. No doubt these are now covered by "Works Specials".

YORK BLINDS.

Further to the May Issue, it is pointed out that Stuart Road and Naburn Hospital are omitted, although both are served by double-deckers. Ashley Park on the other hand is only a single-decker route.

OTHER DESTINATION BLINDS.

The SUG type blinds at Keighley/Ilkley/Skipton include "Ripon" and "Pateley Bridge". Keighley Depot used to operate to Pateley Bridge for the special service for the Nidderdale Show, etc., whilst until 1962/3, SUG.50 at Ilkley worked a rota which included a trip from Harrogate to Ripon, worked by a Harrogate crew. Harrogate Depot new type SMG's appear unable to show "Bradford", and have to carry a paper sticker on the windscreen.

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8. VINTAGE NOTES.

WANTED - 1 BIBLE INDICATOR.

Our member, [REDACTED], urgently requires a bible indicator (the part that is fastened on to the vehicle, not the board that clips on), as the one at present fitted to K.451 is now very rusty. Even if you do not have one in the garden shed, perhaps you know of an old West Yorkshire vehicle somewhere that has one? If you can help in any way at all, please write to [REDACTED], at [REDACTED], who will be delighted to hear from you.

HULL - SCARBOROUGH RUN.

K.383 and K.451 both won Cups at the Hull-Scarborough Run, held on June 1st. K.383, the Bristol, won the Saunders Trophy for the best double-decker present, whilst K.451, the Leyland, was the overall winner of the Rally, and won the Kent Vehicle Preservation Society Cup. Congratulations.