

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 212.

NOVEMBER, 1968.

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

EDITORIAL.

W. Norths (P.V.) LTD., SHERBURN-TN-ELMET.

We have been asked by [REDACTED], to repeat our notice which appeared in Issue 179 (February, 1966). This stated that Norths could no longer allow enthusiasts to visit their premises, due to pilfering and vandalism. It is understood that certain persons have been caught in Norths' yard recently, not even having had the courtesy to ask for permission to walk round. As a result, no enthusiasts will be admitted to these premises, and all members are requested not to approach Norths in any way, with a view to either visiting the yard or obtaining information. To do so would merely alienate [REDACTED] towards the "Service", and would jeopardise our present official sources of information from Norths. We sincerely hope that our members are not responsible, but we pass on the message, as requested.

(T.M.L.)

NEW PUBLICATION.

As mentioned last month, Part 1 of the Fleet List has been revised, and is now available from [REDACTED], [REDACTED], [REDACTED], at 3/- post free.

Behind this publication lie hours of preparation by John Cookshott, and the result was capably typed by [REDACTED], to both of whom we are greatly indebted. We are also extremely grateful to [REDACTED] for his work with regard to the distribution, and to all other members who played a part in the production of the list.

All members wishing to purchase this useful document should send their remittances to [REDACTED] at the above address, without delay, as demand may well be heavy.

LEEDS MEETING, Saturday, 26th. October, 1968.

Some 35 members and friends attended this meeting, which opened with the customary business discussion, during which Mr. Cheetham reported that we had 94 members at the present moment. Then followed a short discussion on future tours, and it was decided to investigate the possibility of a tour to Cambridge, visiting the Eastern Counties, Premier Travel and Progressive, or alternatively one to Northampton.

[REDACTED], one of our Founder Members, then took the floor, and he showed us a wide selection of colour slides, covering vehicles of many Companies. Amongst those shown of West Yorkshire were some excellent shots of SG's and SGL's in the Dales. The evening passed all too quickly, and we are most grateful to [REDACTED] for his most enjoyable talk.

Our grateful thanks are also due to the Company for the use of the Cafe for the Meeting.

PRESS DAY for the December issue will be Saturday, 30th. November, 1968, and all items should be sent to arrive on or before that date to [REDACTED].

This is a week earlier than usual, but members' co-operation would be appreciated, to enable the December issue to escape the "Christmas rush".

OTLEY :

POST CODES.

It will be noted that both the Hon. Secretary and the Hon. Editor have recently had post codes added to their addresses. To ensure prompt delivery of mail, members are asked to ensure that they include this code on future occasions.

FLEET CHANGES.

Additional Information. At last, after 7 years, the unladen weight of CUG 28 is reported as being 7-3-0. This completes the unladen weights of all current W. Y. vehicles.

ALLOCATIONS AND TRANSFERS.

SBW 19.	from HARROGATE	(delicensed)	31. 10. 68.
SBW 20.	" YORK	" "	" "
SUG 15.	" LEEDS	" "	" "
SUG 27.	" HARROGATE	" "	" "
ERG 4/5/11.	" BRADFORD.	" "	" "
CUG 8/19/36/42/3.	" LEEDS	" "	" "
CUG 9/23/8/34/40/1/4/5	" BRADFORD.	" "	" "
CUG 15/38.	" KEIGHLEY.	" "	" "
CUG 16/24/5/37/47/8	" HARROGATE	" "	" "
CRG 5/7.	" BRADFORD.	" "	" "
CRG 8/9.	" LEEDS	" "	" "
DGW 6.	" LEEDS.	" "	" "
SMG 18.	(delicensed).	to ILKLEY.	1. 11. 68.
DX 38.	"	" ILKLEY.	" "
DX 59/172.	"	" LEEDS.	" "
SEW 22.	from HARROGATE.	" YORK.	" "
SMG 2.	" BRADFORD.	" OTLEY.	" "
SMG 22/26.	" ILKLEY	" HARROGATE.	" "
SMG 57/58.	" YORK	" LEEDS.	" "
SRG 20.	" LEEDS	" HARROGATE.	" "
SRG 25/62.	" YORK	" BRADFORD.	" "
EUG 30.	" KEIGHLEY	" YORK.	" "
DX 23.	" ILKLEY	" HARROGATE.	" "
DX 37.	" OTLEY	" YORK.	" "
DX 53.	" HARROGATE	" OTLEY.	" "
DX 57.	" HARROGATE	" YORK	" "
DX 113.	" OTLEY	" HARROGATE.	" "

- Notes:
1. All vehicles are relicensed at their former Depots.
 2. Once again there are no SBW's running in original condition. Both the SBW's still running, 22/25 are now at York.
 3. DGW 6 is the first DGW with T indicators and flashers to be delicensed; this is due to the expiry of its Certificate of Fitness on 11/11/68.
 4. This is the first move for SRG 25, since new on 1. 11. 66.
 5. DX 113, with flexible panels, returns to Harrogate after only 3 months.

STORED VEHICLES.

SUG 14 (ex. B) is now stored at the rear of Grove Park with GUY 3, and SMG 8/9/10.
DGW 6 and SUG 15 are both stored outside Leeds Depot.

SALES AND DISPOSALS.

June, 1968. KYY 504/06/08 to P. V. S. Ltd., (dealers), Convey Island.
11th. Sep. '68. DBW 24 to F. Knowles, Greenland Farm, Oulton, nr. Leeds.
Oct. 1968. 4 CWX & 6 CWY to a Garage in Leeds (possibly Tate's).
8 BWT to Mr. Savage, Harrogate.

FLEET TOTALS.

	C	SD	DD	1. 11. 68.	1. 11. 67.
Licensed :-	12	203	286	501	523
Delicensed :-	42	26	3	71	64
=	<u>54</u>	<u>229</u>	<u>289</u>	<u>572</u>	<u>587</u>

TEMPORARY LOANS.

- 3 -

- OTLEY :- EUG 70 (H) spent some time on loan here during October (see Otley Depot notes), presumably because Otley now has two single deck routes. It will be noted that from the 1st. November they now have two SD's allocated (3WG.2/51).
- LEEDS :- DX.189 (B) was on loan here during the week beginning 3rd. November.

2. VEHICLE NOTES.

OVERHAULS.

- November, 1966 - KDX.143.
October, 1968 - YDB.87, KDX.94, DX.172, 3WG.18 & DX.59.

DEPT REPAIRS.

- March, 1968. - DX.48 was only given a T.U. & V. (see Issue 205).

GENERAL NEWS.

- The blind fitted to SRG.61 (H), (see last issue) does not appear to be a new one, and is therefore, presumably a standard 3UG blind.
- SUG.34, SRG.23/30/31 all carry their fleet numbers in 4 positions.
- DBW.14 and DGW.10 were both in Works on Saturday, the 12th. October, DGW in Wyrle Road, and DBW.14 in the body shop.
- DX.14 (H) now has "Horsforth" sewn into the front blind, probably for use when on loan to Otley.
- DX.172/74/75 are all physically unaltered, and still have long front wings and CBC heating; fleet numbers are carried in four positions.
- DX.160 (B) is without CBC heating, and should be added to the list given in the last issue.
- DX.59 now has a radiator grille mostly blanked off. Prior to overhaul it was one of the few CBC-fitted vehicles in the fleet which required a radiator blind, as it had a normal, unblanked grille. It has also been re-upholstered in the new type moquette.
- It is understood that ERG 7, referred to last month, was fitted with Semi-automatic transmission in late March, 1967.
- DAW.9 has not been painted into disposal livery, so members may relax! The note last month referred to DGW.9.
- DX.172 (L), after overhaul, still bears lettering on the bonnet to the effect that "This vehicle is fitted with Automatic Chassis Lubrication".
- SUG.14 was fitted with flashing trafficators, but these have now been removed, and it is stored outside Grove Park without blinds or flashers.

ADVERTISEMENT NOTES.

- DAW.10 (O) has a painted "Toyland, Otley" advert. on the nearside. It is probably the only DAW with a painted side advert.
- DX.36/206 (L) have each received a painted side advert. for the "Countdown" Discotheque at Harrogate.
- DGW.3 and DX.199 (both L), which formerly had "Miller's Heating" painted side adverts, have now had these painted over.

3. SERVICE CHANGES.

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

STAGE CARRIAGE.

- S.596. K.9. Keighley - Colne (joint with Burnley, Colne & Nelson).
To increase local fares on the inward journey between Leneshaw Bridge and Colne Bus Station, and to increase the minimum fare from 7d. to 8d. for journeys from Colne to Leneshaw Bridge.
- S.597. 32A/34. Leeds - Ilkley.
To amend the Terminal point in Ilkley to be Brook Street, (see previous applications Numbers S.449 and S.451.)

S. 598. 18/18A. Knarborough - Great Ouseburn.

To amend the timetable so that all journeys operate via Flexby and Concoytherpe.

EXPRESS.

E. 82. X. 98. NEWCASTLE - NEW BRIGHTON (TYNE-TEES+MERSEY).

To delete the condition that passengers will not be carried between Manchester and New Brighton, and introduce fares between Manchester and New Brighton of 10/- Single and 16/- Period Return.

E. 83. YORKSHIRE - TORBAY POOL.

Application has been made for two new Services. One would operate from Bradford (Chester Street 'Bus Station) to Cheltenham (Coach Station) via Leeds, Wakefield, Barnsley and Sheffield, and the other would be a Feeder Service between Halifax and Barnsley via Huddersfield and Dewsbury.

Revised operation of the Bilton-Starbeck service commenced on the 29th. September, when the two services to Bilton via Poplar Grove and Bilton Lane were combined to provide a circular service by way of Fountains Avenue, with Service numbers 11/11A and 12/12A.

The timings on Leeds - Bradford (30) and Leeds - Keighley (31) were revised from the 3rd. November. On Service 30 in general the timings from Bradford remain the same, whilst those from Leeds are 5 minutes later. On Service 31, the timings from Keighley are 3 minutes later, and from Leeds 5 minutes later.

Service revisions were also introduced recently on certain Keighley Local Services. Services K.13, K.14 and K.14A (to Riddlesden and Worton) have been slightly re-routed after 18.05 (Mon.-Sat.) and all day Sunday. They now operate via Cavendish Street, Lewkholme Lane, Hard Ings Road and Bradford Road to serve residents in the Lewkholme Lane Area. On Service K.21 (Stockbridge - Bracken Bank Crescent) the Stockbridge section has been withdrawn from 18.55 (Mon.-Sat.) and all day Sunday, being replaced by the above revision to K.13, K.14 and K.14A. Service K.22 (Stockbridge - Bracken Bank Avenue) has been amended to run from Bracken Bank Avenue - Thwaites, whilst K.6 (Fell Lane - Thwaites) now operates between Keighley and Fell Lane only. It is of interest to note that there has been a Fell Lane - Thwaites through service since it was introduced by Keighley Corporation on Good Friday, 10th. April, 1925, although this particular route has always been operated by motor buses. These Keighley revisions should have commenced on the 22nd. September, but were not finally introduced until the 6th. October.

Leaflets for all the above revisions were issued.

4. OPERATING DETAILS.

DEPOT REPORTS.

BRADFORD.

SUG. 65 was noted in Otley on learner duties on the 25th. October. DX. 83 (B. loan L.) was on Bradford - Leeds (30) on the 12th. October, whilst DX. 4 (B) was working on Leeds - Keighley (31) on the 21st. October, again on loan. On the Bradford - Scarborough (43) Service on the 14th. October was SRG. 21. (B). Due to line repairs at Leeds North Junction, the following vehicles were on hire to British Railways on Sunday, the 27th. October : No. 1 - DX. 183 (B), No. 2 - DX. 180 (B), No. 3 - DX. 189 (B), No. 4 - SRG. 49 (L) replaced by DX. 63 (L) about 17.00, No. 5 - DX. 205 (L), No. 6 - DX. 177 (L). All the double deckers operated with conductors, although fares were not taken by them. To convey baggage, a British Railways van followed each 'bus. An example of journeys operated is that of 'bus No. 2, which worked 06.50 Bradford to Leeds, arrive 07.25; 09.05 Leeds to Bradford, arrive 09.40; 09.58 Bradford to Leeds, arrive 10.33; 11.40 Leeds to Bradford, arrive 12.15; 12.35 Bradford to Leeds, arrive 13.10; 14.00 Leeds to Bradford, arrive 14.35; 15.05 Bradford to Leeds, arrive 15.40; 16.45 Leeds to Bradford, arrive 17.20; 17.23 Bradford to Leeds, arrive 17.58; 19.17 Leeds to Bradford, arrive 19.46; 20.35 Bradford to Leeds, arrive 21.10; and 21.31 Leeds to Bradford, arrive 22.06.

HARROGATE.

On Saturday, the 12th. October, SRG. 23 was on Knaresborough (18), and 3BW.19 was on Beckwithshaw (5) with full display. Returning from there, it then worked to Broughbridge (15) and then a trip to Clero Road (8), on each occasion with full intermediate display. On the following Saturday, the 19th. October, the same vehicle worked to Clero Road (8) showing "Service/West Yorkshire/8", a complete contrast. On the 12th. October, DX.65 worked Harrogate - Scarborough (84). United Auto. single deckers, usually of the RS. class, have been seen in Ormonds Drive, Harrogate at 08.05 showing "Harrogate/17". There is no journey in the timetable at this time. With the opening of St. Aidans C. of E. Secondary Modern School in Catlands Drive, the 15.48 journey on 17A is now duplicated, usually by an SMG. For the first few weeks a Longster's coach was used. Observations were made on the 30th. October and found ERG 3/11 (both B) in Knaresborough 'Bus Station on Private Hire. On Service 16 were DX.55/56/67/49 and SUG.27, whilst on Services 11/12 were DX.52/65/121. On Service 84 was DX.208; on Service 13, DX.20; on Service 15, DX.60 and Service 19, DX.61.

KEIGHLEY.

KDX.40 worked 14.05 to Skipton (K.10) on the 12th. June, normally worked by a much more modern vehicle. The following day SMG.24 (K) worked the 19.20 to Halifax for Yorkshire Woollen. On the 30th. October, the Yorkshire Woollen 22.10 duty to Dewsbury failed at Ingrow, and after attempts to repair it were unsuccessful SWA.6 was used with a West Yorkshire driver, and operated through to Dewsbury, returning "dead" in the early hours. An interesting point regarding the new Keighley service changes is that as KDB's still work K.22, they return as regular operators to Thwaites, having worked only on Bracken Bank - Stockbridge recently. The main interest here recently though has been the "Dispute" over the new OMO and split routes. As already reported, Keighley Depot operation ceased on Friday afternoon, 20th. September. A Meeting had been fixed for 14.00 hours, so that vehicles which would not be back in Keighley by this time did not operate, eg. 13.20 to Leeds and Bradford, 13.30 to Bradford and Ilkley, but the 13.40 to Laycock (K.7), due back at 14.06 did operate. The stoppage lasted until shortly after 17.00 hours. The Strike itself lasted Sunday, Monday and Tuesday, September 22nd/24th. Apparently vehicles from Bradford (67) and Leeds (31) worked to the Railway Station on the Sunday, but only to the Stockbridge terminus on the other two days. On the Monday and Tuesday Bradford Depot on 57 and Yorkshire Woollen worked to the 'Bus Station, Skipton Depot to the roundabout at the Steeton end of the Keighley by-pass, but some Ilkley Depot vehicles were noted waiting at the Ilkley stand in North Street; these at the beginning worked through to Esworth via the 'Bus Station, but later ran through to Haworth via North Street. Skipton to Bradford (67) and return journeys operated along the by-pass. Full operations re-commenced on the 25th. September on the old routes, with the SRG's taking over on Service 6 (Fell Lane - Thwaites), and the old timetable. The only difference was that when operating from the termini, vehicles had to show "Keighley" and then change the blind on arrival in Keighley. This was probably because the through license had been surrendered. The vehicle on this service on the 25th. September were SRG.44/54, on the 26th. September SRG.54 & KSRG.81, and on the 27th. September SRG.54 again. Keighley are operating OMO to Fell Lane (K.6), but not yet on Services 56 or 57, which are operated by Bradford Depot.

LEEDS.

An unusual but welcome sight was DGW.3 working Leeds-Ilkley (34) on the afternoon of Friday, the 25th. October, duplicated as far as Otley by DX.209 and DAW.3 (O). The same afternoon, DAW.7 (O) was also on the Leeds - Ilkley (34) service. On the 20th. October, SUG.38 was noted at Helperby on a fishing trip.

The DBW's have been getting around again. DBW.5 has been on full-day service, often on Leeds - Rawdon (33), most of October. DBW.29 worked the 19.00 ex. Leeds to Ilkley (32A) on October 1st., and was replaced for the return journey, the 19.55 ex. Ilkley, by SRG.63 (I), which presumably remained on 32A for the rest of the evening, as DBW.29 was in Ilkley Depot for the evening. The following day, DBW.29 worked a full-day route on 32A

LEEDS.

for Ilkley Depot. DX.151 (I) was noted herding for Roseville Road at 20.30 on October 1st (this may be tied up with DBW.29's appearance on 32A on the same evening). DBW.29 also reached Keighley on the 3rd. October, by working the 16.20 Leeds-Keighley (31), whilst another unusual visitor was DGW.5, which worked the following journey at 16.40. The 17.00 turn was worked by an RWW, registered SMG. DX.125 (K. loan I) was used on 32A on the 19th. October, whilst on the 28th. October KDX.75 and on the 29th. October KDX.164 were also on 32A. The note last month about old DX's on Leeds-Keighley (31) referred only to Keighley Depot vehicles, and DX.5 (L) is a regular vehicle on this route. On a typical day, 4 of the 5 vehicles used were DX.5/62/173 & KDX.164. By the evening DX.17 (W. loan L) was on, having been on 30 during the afternoon, and DX.21, & KDX.164 were also on. Usually the 08.10 Farsley-Leeds (49) is worked by one of the SUG.61-3 batch, although towards the end of October EUG's appeared. DX.59, newly overhauled, was noted in Vicer Lane Bus Station on the 1st. November showing "Blank/EXP" at front and rear. DX.172, also newly overhauled, worked the 12.55 Leeds-Rawdon (33) from Depot the same day. DX.113 (O. loan L) worked on 35 during October, and was later on 20.35 Leeds-Bradford (30). On the 21st. October, EUG.76 (L) worked 16.50 Leeds-Bradford (30) on a turn which has been known to be worked by any class of Leeds Depot vehicle except coaches and ERG's. On Leeds-Knaresborough (38) on the 5th. October was DX.24 (L), whilst on Leeds-Tadcaster (42) recently have been 5th. October, DX.21; 12th. October, DX.111; 22nd. October, DX.21 and 26th. October, DX.6. On Leeds-Scarborough (43) have been 10th. October, SMG.35 (Y), 26th. October, SRG.33 (L. OMO), usually newer SRG, 27th. October, SMG.41 (Y). On Leeds-York have been SMG.21 (Y), 2nd. October; SMG.14 (W. loan Y), 15th. October; DX.105 (L), 19th. October; On the Woodlands Avenue-York (43) service on the 3rd. October was SMG.21 (Y. OMO), in place of the usual SRG. On the 23rd. October East Yorkshire 690 worked on Bridlington-Leeds (44) on loan to Leeds, and returned the day following to Bridlington, still on loan. It was replaced at Pocklington by East Yorkshire 687, but this was itself replaced by a West Yorkshire SRG for the return trip. 3MA.55 (L. OMO) worked on Leeds-Whitby (91) towards the end of September instead of either SMG 25/27. An unusual sight was DX.44 on Leeds-Knaresborough (38) on the 6th. November. DX.189 (B) during its recent loan to Leeds was used on the 13.15 Leeds-Yeadon on the 3rd. November, whilst on the 6th. and 7th. November, it worked the 12.25 Leeds-Bradford (30), a Leeds turn.

OTLEY. DX.60 returned to Otley on or about the 18th. September after overhaul. DX.175 (O) worked the evening duties on 75/75A on the 22nd. October, in place of the usual ex-Ledgard vehicle. EUG.70 (H) has been on loan recently, and has been used on the Otley-Arthington (34B), as well as spending some time behind Otley Depot. DX.33 (H) worked the 14.25 ex-Otley (76A) on the 3rd. November, and was on loan to Otley.

SKIPTON.

SMG.23, transferred here on the 1st. October, worked for Keighley Depot until the last week in October. SMG.29 was on loan to Skipton in its place.

WETHERBY.

DX.01 (H. loan W) was working on Skipton-Tadcaster (76) on the 18th. October.

LONG DISTANCE.

Working to Middlesborough (X.99) on the 27th. October were SUG.27/66 (H). On the 19th. October, United LH.10 was noted working to Leeds on X.97. The customary lay-over in Wellington Street of one of the London cars has now re-commenced for the Winter, and on the 7th. November, CRG.2 (H) was so noted.

5. SOLD STOCK NEWS.

- GWX. 108 (Ex. DB. 23, Bristol K6B, sold Norths, Sherburn 11/64),
to Langstaff, North Broomhill, 1/65.
Alf. Woodley, Ltd., (Dealers), Loughborough, 11/66.
Unknown scrap dealer, Derbyshire, for breaking up, 1/67.
- DWU. 140 (Ex. EG. 9, Bristol L6G, sold Norths, 5/57.
This was the only vehicle of this batch to be re-sold,
and was bought by an "F.H. Hardy, Norfolk" at unknown date.
F.H. Hardy is an agricultural engineer at Attleborough,
Norfolk, and the position regarding this vehicle in 10/68
was that it is still so owned. The body however, has been
removed from the chassis, but has not yet been sold for
scrap. The chassis is still complete with engine, and
is awaiting a decision as to its future, as the project for
which it was bought (presumably a flat lorry) was not
proceeded with by Mr. Hardy.
- BWT. 801. (Ex. 107, Bristol J05G, sold Fowlers, Harrogate, -/54.)
The name of the scrap dealer referred to last month,
is Lockey, of an unknown location, but probably in Harrogate.
- UUA. 793/5 (Leyland PSUC. 1/2, sold E. Brown, Helperby, 7/68 & 1/68.)
Both noted at Helperby 20/10/68. UUA. 795, as previously
reported, is in red and cream livery, and shows little sign
of its Ledgerd ownership. UUA. 793 however, was licensed
from the 1st. August, and still retains pale blue window
surrounds, although the remainder of the vehicle is in red
and cream. The unladen weight of this has now increased
to 6-4-2 (an additional coat of paint?) from 6-4-1.
- UUA. 794. (Leyland PSUC. 1/2, sold Hutchinson, Hushwaite, 6/68.)
Noted at Hushwaite on the 19th. October, painted yellow
and cream, and with "Hutchinson" on one indicator. The
unladen weight of this is now 6-3-0.
- Top Deck. The top deck of one of the original ECW highbridge
bodies from the Y. 368-Y. 378 batch, which was in a field
at Coulton, North Yorkshire, as a hen-hut (see issue No. 181)
was broken up in situ by 10/68, leaving only the floor
of the top deck remaining. Does anyone know which
particular vehicle this top deck was off?
- York Tram. The body of the York open top double deck tram which
is derelict in a field 1 mile East of Yearsley, North
Yorkshire (see Issue No. 181) is still at that location,
although now beginning to suffer from the ravages of the
weather, when noted in 10/68.
- BWY. 981. (Ex. DG. 3, Bristol K5G, sold Fleet Car Sales, 11/59.)
To K. W. Cooches, Ltd., Deventry (No. A. 19), 2/60.
Fleet Car Sales, Dunchurch, 1/7/63, for scrap.
- 4 CWX. (Ford Zodiac III, sold to a Leeds Garage, 10/68.)
This, the former Traffic Manager's car, has been noted in
Leeds twice recently; (off Webgate) on the 26th. October,
parked in Lincoln Green, Leeds, on the first occasion, whilst
on the 22nd. October, it was seen in Fountain Street, Leeds,
(near Westgate) on the second occasion.
- 8 EWT. (Vauxhall Victor, sold to Mr. Savage, Harrogate, 10/68.)
This was formerly the Assistant Traffic Manager's car,
and has also been seen in Leeds recently, this time in
the Headrow on the 23rd. October.
- KWU. 374. (Ex. DBW. 18, Bristol K3W6B, sold Norths, Sherburn, 4/68.)
Loaned to Rigby, Patricroft, 5/68.
Returned to Norths, 10/68, and still there 21/10/68.
- NWY. 222. (Ex. SMG. 11, Bristol L35G, sold Norths, Sherburn, 9/68.)
Still at Norths, 10/68, and lying at back of yard, still
with engine, etc.,
- DCN. 840. (Guy Arab, LUP6HLW, sold Norths, 4/68.)
To William Press (Contractor) 9/68, as site office. Used
on North Sea Gas Pipeline contract near Leeds (with
DCN. 838.)
- JWU. 884. (Ex. SGL. 14, Bristol LL5G, sold Norths, 11/65.)
To Norman C. Ashton (Contractor), Leeds, 26/11/65.
Reported as disused on farm at Adel, Leeds, since 11/67.
- JWU. 885. (Ex. SGL. 15, Bristol LL5G, sold Norths, 11/65.)
To Amey's Transport, Abingdon, Berks. 2/66. Reported as
being used as screener at Oxshott Woods (nr. Epsom) 6/68. p.t.

KWU. 380. (Ex. DBW. 24, Bristol K3V6B.)

To F. Knowles, Cutton, 9/68. This replaces ex. LUT. Guy TTE. 143. which has been scrapped. Knowles now has a West Yorkshire docker again after only 11 months (see Issue No. 202).

OLD. 705. (A.E.C. Regent III, sold Norths, Shorburn, 4/68.)

To P.V.S. Canvey Island, 5/68.
Finally went to Etablissements Briand, Loiret, France, 9/68, (see Issue No. 207).

KYY. 504/6. (A.E.C. Regent III, sold P.V.S. Canvey Island, 6/68.)

Both exported to "Ye Olde Kennes City Touring Association", Kennes City, U.S.A. 6/68 (!).

KYY. 508. (A.E.C. Regent III, sold P.V.S. Canvey Island, 6/68.)

Exported to the Merriment Inn, Cincinnati, Ohio, U.S.A. 6/68.
All four ex. Ledgerd RLH's have therefore been exported to the U.S.A.

6. TEN YEARS AGO.

The 4-page November 1958 Bulletin reported that KDX.69-71 had entered service, but had not replaced anything. The 11 remaining pre-war SG's had been sold during October. KDG.17 had left Skipton for the first time for many years, but was destined to return three months later.

Depot reports gave details of the services on which the three new KDX's were working, whilst DBW.1 (Y) had been on loan to Bradford.

Sold Stock News gave details of KSP.4, which had gone to Cyprus, and 321, a Leyland Lion PLSC.3, which had been bought for preservation, had appeared at a Veteran Vehicle Rally at Southall.

7. OTHER INFORMATION.

PUBLICITY. With reference to our notes about DX.171 appearing in YTV's "Gazette" programme, we are informed that DX.82 appeared in an earlier edition of the same programme. Shots of the lower rear were shown.

HIRED VEHICLES.

Wrey's, of Summerbridge, (see last Issue).

XWY.840 is a Bedford 9B1/Duple C41F.

2050 WY is a Bedford 9B1, and is ex. Baildon Motors.

XAK.678 is an additional vehicle, a Ford Thames/Plexton C41F, ex. Baildon Motors.

A query has been raised as to whether VAK.777 is in fact actually owned by Wreys, or Boyes of Low Moor. The Editor's records show this as being with Wrey's, and noted on hire to West Yorkshire in 1965. Can any member say which firm this vehicle is now with, please?

FLEET LIST.

The following amendments need to be made to the Depot allocations in the Fleet List :-

Add DX.188 (Bradford), SRG.47 (Scarborough).

Delete SUG.18 from York, add under Harrogate.

" SUG.68 " Leeds, " " Wetherby.

" SRG.62 " Harrogate, add under York.

TIME-TABLE. A reprint of the 16th. June issue of the timetable has been issued, including most of the recent service revisions, but still bearing the date of "16th. June".

FLEET LIST - EARLY BRISTOLS. Referring to our note on this subject last month, it should be pointed out that these vehicles did in fact appear in the original Part 2 of the Fleet List, published in 1954. It is only the more recent editions of this list, which start at the re-numbering in 1954, that do not include them.

STOP PRESS. News is that the Company applied to the Traffic Commissioners on the 5th. November to increase fares, and the application was granted on the following day.

Existing fares of 3d., 4d., 6d., 8d., 10d. and 1s. will be retained, as will fares on journeys where lower fares remain authorised to other bus operators. Other fares will be increased by between 1d. and 6d. Return fares on routes where the single fare will be less than 2s.6d. are to be discontinued, and alterations are to be made concerning Contract Tickets.

85	BWT	760	Bristol J05G	356	ECW	4710	B34F	3/37	12/60
86	B T	761	"	357	"	4711	"	3/37	10/50
867	BWT	762	"	358	"	4712	"	3/37	8/51
868	BWT	763	"	359	"	4713	"	3/37	12/52
869	BWT	764	"	360	"	4714	"	3/37	9/51
870	BWT	765	"	361	"	4715	"	3/37	9/54
871	BWT	766	"	362	"	4716	"	3/37	9/52
872	BWT	767	"	363	"	4717	"	3/37	11/51
873	BWT	768	"	364	"	4718	"	3/37	12/52
874	BWT	769	"	346	"	4719	"	3/37	8/54
875	BWT	770	"	347	"	4720	"	3/37	9/54
876	BWT	771	"	348	"	4721	"	3/37	2/55
877	BWT	772	"	349	"	4722	"	3/37	2/55
878	BWT	773	"	352	"	4723	"	3/37	6/52
879	BWT	774	"	353	"	4724	"	3/37	1/55
880	BWT	775	"	354	"	4725	"	3/37	8/52
881	BWT	776	"	365	"	4726	"	3/37	8/54
882	BWT	777	"	366	"	4727	"	3/37	8/54
883	BWT	778	"	367	"	4728	"	3/37	8/54
884	BWT	779	"	368	"	4729	"	3/37	9/53
885	BWT	780	"	369	"	4730	"	3/37	9/54
886	BWT	781	"	370	"	4731	"	3/37	8/51
887	BWT	782	"	371	"	4732	"	3/37	10/50
888	BWT	783	"	372	"	4733	"	3/37	9/54
889	BWT	784	"	373	"	4734	"	4/37	4/53
890	BWT	785	"	374	"	4735	"	5/37	9/54
891	BWT	786	"	375	"	4736	"	5/37	6/52
892	BWT	787	"	376	"	4737	"	5/37	8/54
893	BWT	788	"	377	"	4738	"	5/37	8/52
894	BWT	789	"	378	"	4739	"	5/37	9/54
895	BWT	790	"	379	"	4740	"	5/37	9/52
896	BWT	791	"	461	"	4741	"	5/37	5/55
897	BWT	792	"	462	"	4742	"	5/37	8/51
898	BWT	793	"	463	"	4743	"	5/37	8/51
899	BWT	794	"	464	"	4744	"	5/37	6/52
101	BWT	795	"	465	"	4745	"	5/37	9/52
102	BWT	796	"	466	"	4746	"	5/37	2/52
103	BWT	797	"	467	"	4747	"	5/37	6/52
104	BWT	798	"	468	"	4748	"	6/37	9/54
105	BWT	799	"	469	"	4749	"	6/37	2/55
106	BWT	800	"	470	"	4750	"	7/37	1/55
107	BWT	801	"	471	"	4751	"	7/37	8/51
108	BWT	802	"	472	"	4752	"	7/37	9/54
109	BWT	803	"	473	"	4753	"	6/37	9/54

All the J05G's were re-seated to B32F later in life. K 961, 964/65/66/67/69/70, 973/74/77-80/82/83/92-94/97-99, 103/06/07 were all fitted with roller blind indicators on rebuilding in 1946-47. 965 was rebuilt to FB43F by West Yorkshire in 1952. All the Y 343-6 batch were involved in the 1950 body-swapping. For full details see under 1935.

1938

886	CWT	871	Dennis Lancet 11	175606	ECW	5813	B34F	7/38	2/50
887	CWT	872	"	175605	"	5814	"	7/38	3/50
888	CWT	873	"	175606	"	5815	"	8/38	3/50

DISPOSALS

301-46. Bristol G05G.

- K 301. Cut up 5/50.
 K 302. Chassis cut up 5/50. Body transferred to 336.
 303-9/11/3-5, Y 321/7, 331. To Cowley, Leigh 8/52.
 310. To N. Dunn, Wellesbourne, Warwicks as tar sprayer 12/53. Withdrawn 12/62.
 312/32-5/7-40. To Harrogate Salvage Company 9/52 - 12/52.
 Y 316 transferred to Service Stock as crane lorry Y 1005.
 Y 317/8/24/6/8/9/43/4 to Tye, York 8/52.
 Y 319/20/2/3/5/30 to Norths, Leeds 3/52.
 336 to Johnson (Showman), Leeds 10/52.
 K 341 to N. Dunn, Wellesbourne, Warwicks as tar sprayer 12/53. Withdrawn -/62.
 K 342. Chassis cut up for spares 5/50. Body transferred to K 302 10/49.
 Y 343/4. To Tye, York 8/52.
 Y 345. To M.S. Williams (Showman), Sheffield 8/52.
 Y 346. To Service Stock as Mobile Office Y 1019.

Subsequent resales were:-

- 303 Circus trailer, Dunfries 14/9/54.
304 Showman, Penrith 9/54, 6/59, Prestwich 9/66 as van.
308 Showman, Preston 7/53 with lowered roof and painted blue.
309 Showman, Leicester 5/54.
312 Exported (at Ostend) 7/53.
313 Minnegan (Builder), Sheffield by 8/53 minus engine.
314 B. Harris (Showman), Bristol 9/56, 6/59.
315 N. Dunn, Wellesbourne, Warwick by 8/60 as Tar Sprayer no. 1. Withdrawn 12/62.
Y 316 W. Norths, Sherburn, 11/65 (as 1005). Parker, Undercliffe, Bradford 11/65 as Towing Wagon. Scrapped by Parker -/66.
Y 320 J. Nives (Showman), Bolton 8/52. Subsequently seen at Yeaton 8/52, Bradford 7/53, 8/54, Keighley 6/56, Leeds 9/55 and Kendall 11/59.
Y 321 Showman, Cefn Forest, Monmouth, 9/55.
Y 323 Emerson, Kendal (Showman) by 4/53. Subsequently seen at Barby, Shipton 4/53, Kendal 11/59 (with full front), Keighley 6/62, BBC TV (at Kendal) -/66. Sold for scrap by -/67 on death of owner.
Y 325 Bill Young, Flour Millers, Darlington by 3/53 as lorry. Showman, Keighley 5/53, Hunslet 8/53, Darlington 9/54 as lorry.
Y 330 Showman, Shipley 7/52, 8/59, Keighley 5/53, 6/56, Hunslet C/53, 8/59, Reading 7/54, Hull 10/54, Castleford 11/55, 6/57, Huddersfield 4/50. Fitted with van body -/60, retaining the front of the old body. Woodhouse Moor, Leeds 9/63.
331 N. Dunn, Wellesbourne, Warwick as tar sprayer no. 2, with lorry cab. At Danbury 9/55, Tunstall 10/60. Withdrawn -/52.
333 Exported (at Ostend -/53 minus body).
336 Showman, York 4/53, Harrogate 9/53, 5/54, 9/54, Leeds 9/53, 9/56, 3/58, 9/63, Rothwell 4/58, Hull 10/54, Holbeck 9/54, Goole 1/65.
340 Believed to Showman (date not known).
Y 345 Showman, York 11/52, 6/53 (painted maroon), Wakefield 4/55, 4/57, Newcastle 6/53, 7/56.
Y 346 Fleet Car Sales, Lanchurch 12/60 (as Y 1019). Derelict in Cafe car park at Gloucester 6/61, but moved by 7/61.

382 - 88 (Dennis Lancet 11).

- 382 Chassis scrapped. Body transferred to 936 6/49.
383 - 88 Norths 11/50.

Subsequent resales were:-

- 383 H.O. Andrews (Contr.), Leeds as mobile office on Selby - Newport road by 12/61.
384 T. G. Birch (Contr.), Harrogate by 12/51. Noted at Draxley -/53, Linton - - - - - Cuse 9/54, Stanningley -/54.
385 Used as store at Norths, Stourton by 7/52. Must have moved by -/63, when Norths vacated the premises.

901 - 99, 101 - 09 (Bristol J056).

- K 901 - 04 to Cowley 8/52.
905/07/08/10-12/14/16/17/19-21/24/26/27/29/32/35/36/39/42-44/48/49/52/55/59 all to Norths 3/52.
906/22/23/38/41/53/64/67/69/78/80/86/97, 103 to RL Dundas 6/53.
909/15 Scrapped 1/52.
913/18/30/33/45/47/50/51/56/60/91, K 961 to Harrogate Salvage Co. 10/52.
925 to Radcliffe (Showman) 10/52
928/68/71/73/93, 101 to Norths 3/54.
931 to Greecroft (Showman) 10/52.
934 Chassis used to extend 9/5. Body dismantled 3/52. Remains to Norths 3/52.
937/46/54/57 to Cowley, Salford 3/54.
940/58 to Branshaw Golf Club, Keighley 5/52 as shelters (minus engine and seats).
Gone by 6/61.
K 962/63 to FWD, Marton 12/55.
965 Fleet Car Sales 12/60. Scrapped 6/61.
966 Dismantled for spares after accident 8/51.
970, 74-77/79/81-85/88/90/92/94/96, 104/05/06/08/09 to Norths 3/55.
972 To Seely (Showman), Haver 5/52.
987 To Service Stock 1018 as Information Bureau.
989 Rest Room, York. Then Fleet Car Sales 1/60.
995 To Service Stock 1020 as Road Lorry.
998 Scrapped at Harrogate 5/54.
999 Cowley 6/53.