

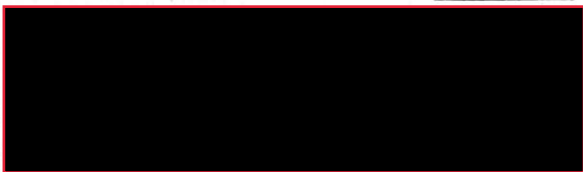
# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 235.

OCTOBER, 1970.

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



### FORTHCOMING EVENTS.

LEEDS MEETING - Saturday, 28th. November, 6-45 p.m.

By kind permission of the Company, a meeting will be held on the 28th. November, in the Wellington Street Coach Station Cafe, commencing at 6-45 p.m. Please bring your Colour slides along to this meeting, which will also include the usual short business discussion.

BRADFORD EXHIBITION, 5th/6th. December, 1970.

The Yorkshire Dales Railway Preservation Society are holding an Exhibition on Saturday/Sunday, December 5th/6th., probably in the Textile Hall, Bradford, at which the "Service" will have a stand, selling photographs and publications. Volunteers are needed on both days to man the stand, and anyone who is able to help (even if only for a short time), or who has any further ideas for items to have on the stand, is asked to write to [REDACTED].

### P.S.V. CIRCLE MEETING.

The next social meeting is on the 29th. October, from 7-00 p.m., in the Bradford Corporation Staff Canteen, Forster Square, at which all W.Y.I.S. members are welcome.

### CHRISTMAS CARDS.

Our member, [REDACTED], is arranging for the production of illustrated Christmas Cards, with transport as the theme; these will be reasonably priced and ideal for sending to all your friends (whether they are interested in 'buses or not). They will be available some time during November, direct from [REDACTED], at [REDACTED], and will also be on sale at the Leeds meeting. We hope to have further details in our next issue.

PRESS DAY for the November issue will be Saturday, October 31st., (please note date).

All items should be sent on or before that date to [REDACTED].

### 1. FLEET CHANGES.

#### ADDITIONAL INFORMATION.

The Commercial Motor Show exhibit was YVR.55, which was shown on the Eastern Coach Works stand, along with a Bristol LH for Cumberland Motor Services. The YVR is thought to have carried a Harrogate blind at the Show, as although it showed "Woodfield", which appears on York blinds, "St. George's Road" could also be seen, and this doesn't. As far as is known, the YVR is the third Commercial Show exhibit from the Company, Dennis Lancet 882 (AWW 417) being the first, in 1935, followed by SRG.23 in 1966. There is still a lot of ground to cover to catch up with Leeds Corporation, however, as they have now had 18 vehicles built for exhibition at Commercial Motor Shows since 1935. The unladen weight of SRG.13 after overhaul is now 7-16-2 (ex.7-9-1).

#### ALLOCATIONS AND TRANSFERS.

DX.125 was not delicensed on	31.8.70 (correction).	
SRG.10/7.	from LEEDS (delicensed)	30.9.70.
CUG.21.	" WETHERBY	"
CUG.23/30.	" BRADFORD	"
CUG.24/8/42.	" YORK	"
CUG.26/7/32.	" LEEDS	"
CUG.29.	" OTLEY	"
CUG.31.	" ILLKLEY	"
CUG.33/8.	" KEIGHLEY	"

VEHICLE  
 LH.12(87)  
 ASHG.99-1  
 at 7

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

CUG.36/9.	from HARROGATE	(delicensed)	30.9.70.
CRG. 8/9.	" LEEDS	"	"
CRL. 3/4.	" HARROGATE	"	"
URL. 5.	" BRADFORD	"	"
DX.104.	" OTLEY	"	"
SMA.14.	(delicensed) to	SKIPTON	1.10.70.
SRG. 8.	"	LEEDS	"
DX.106.	"	OTLEY.	"
SMA.18.	from SKIPTON	" HARROGATE	"
SMG.56.	" HARROGATE	" LEEDS	"
LH. 4.	" YORK	" MALTON	"
DX.156.	" MALTON	" YORK	"
VR. 37.	" LEEDS	" ILKLEY	"
1028.	" LEEDS	" HARROGATE	"

- Notes:-
1. All vehicles are relicensed at their former Depot except SRG.8 (ex.York), which returns to its original Depot.
  2. This is the first move since new for VR.37, and the first move for any VR.
  3. Once again, no double-deckers are allocated to Malton.

STORED VEHICLES.

HARROGATE. It would appear that SUG.29 has returned from York, as the allocation behind Grove Park in early September consisted of DX.7/12/20/32/7, SUG.18, SMG.47 & one other LS, and SUG.29 is no longer at York. DX.32 has since been moved into Works. SRG.60 has now gone from the side of the garage, but YVR.27 took its place for a short time.

LEEDS. Once again there is little to report. DX.34/5 had left by October 7th., leaving SMG.57/8, EUG.90, SUG.21, DX.36 & CUG.27 outside, with at least DX.19/45, CUG.26 & CRG.8/9, and probably also CUG.27/32 inside. CUG.21 was being steam cleaned on that day.

YORK. The situation here was unchanged from last month at the end of September, but by the time this issue is read, the sole occupants of the field should be EUG.91/3/4, SMG.5/50 & SUG.37. By the 5th. October, all the sold vehicles here had gone except YDB.82/5 & YDG.85.

Still held for disposal are EUG.90/1, DGW.4 and DX.32/7.

WITHDRAWALS.

28th. September, 1970 :- DX.5/7/12/6/34.

SALES AND DISPOSALS.

29th. September, 1970 :- EUG.92, CUG.15, KDB.55/7, YDG.85/6/9, YDB.82/5/6/8/9/91, DX.5/7/12/6/20/9/34/5 (total 21) all to W.Norths, Ltd., Dealers, Sherburn-in-Elmet.

	C.	SD.	DD.	FLEET TOTAL.	1.10.70.	1.10.69.
Licensed :-	34	223	265.		522.	517.
Delicensed :-	20	22	9.		51.	56.
	<u>54</u>	<u>245</u>	<u>274.</u>		<u>573.</u>	<u>573.</u>

∓ The fleet total excludes DX.5/7/12/6/34, but includes SRG.108.

2. VEHICLE NOTES.

OVERHAULS

September, 1970 :- DX.106; KDX.93; YDX.232; SMG.34; DX.199; SRG.8; & YDX.146.

REPAIRS.

July, 1970 - DX.113 (not DX.11, as shown last month.)

September, 1970 - SRG.24; SRG.27 (partial); SUG.54; CRG.3; CUG.22; YVR.31; YSMA.11; DX.10/171; & DX.7/12/20 (Sale livery).

KDX.133 was repainted in 5/70, and not 7/70 as shown last month.

PAINT DATES.

CUG.47 - W.12/66; CRG.12 - W.4/69; SRG.49 - H.8/67; SRG.105 - W.Poly.5/70.

CERTIFICATES OF FITNESS.

SRG.105 - 20.5.77; CUG.47 shows "7.11.73", but it is thought this should read 7.12.73.

REBUILDING.

1033 (K) was fitted with a crane during late August/early September, the first Bristol towing lorry since Y.1005 to be thus equipped.

GENERAL NEWS.

DX.10 on recent dock now has only one cream band and three external numbers.

DX.149 has received a new radiator grille without chrome strips, and with a grille centre made out of the fine-mesh material used for SRG radiator grilles.

SUG.64 was repainted in the new style SUG livery, leaving only SUG.61 of the TWT batch in the old livery.

2. VEHICLE NOTES - GENERAL NEWS - (cont.)

LH.12(W) now has no nearside fleet number, as the result of panel replacement. KSRG.99-101 had their cabs repainted green before entering service. KARR.101, at least, had its offside fleet number moved to above the fuel filler.

Further vehicles fitted with change-giving machines are LH.17/8 & SRG.23/49.

Fans have now been fitted to the rear engine covers of VR.6 & YVR.27. The latter was also fitted with a rear indicator at the same time.

For the first time for many years, insurance discs are not being carried in the licence holders of vehicles this year.

With the overhaul of SMG.34, all the new type SMG's have now had their first overhaul. DX.106 on overhaul, lost its upper cream band, had its chrome strips on the bonnet painted red, and lost its allocation discs, but still has four external fleet numbers.

VR.44/5 have both been fitted with flat DX type front wheels in place of the heavily wished wheels normally fitted to VR's.

CUG.22 now has three fleet numbers, and no allocation discs after repaint.

YVR's have apparently been fitted with automatic radiator shutters for some time.

Additional fans have now been fitted to YVR.34.

SRG.13 is a further vehicle to have the top and bottom of the indicator blanked off.

YDX.146/232 on overhaul, retained CBC heating, and YDX.146, no doubt, now only has one cream band.

The suspension arrangements of early SRG's appear to be being modified, probably on overhaul, and this no doubt, accounts for the alteration to the unladen weights of some vehicles. Two examples recently noted are SRG.13, which has leaf rear and coil front springs, and SRG.14, which has coil springs all round, both in place of air suspension. All this year's SRG's (KSRG.99 upwards) are believed to have leaf springs all round - 102/3/4 definitely have.

A recent survey of the mileages covered by the YVR's shows wide variations, perhaps reflecting the time some of them have spent off the road: YVR.27 - 42068 (Sept.1st.), 43839 (Sept.28th.); YVR.28 - 41317 (Aug.31st.); YVR.29 - 49145 (Aug.31st.); YVR.30 - 55553 (Sept.1st.); YVR.31 - 54862 (Sept.15th.); YVR.32 - 56932 (Sept.1st.), 58379 (Sept.15th.) & 59773 (Sept.28th); YVR.33 - 48013 (Aug.31st.); YVR.34 - 53724 (Sept.28th.); YVR.42 - 39926 (Aug.31st.) & 41069 (Sept.15th.); YVR.50 - 12347 (Sept.1st.); YVR.52 - 03014 (Aug.31st.) & 03943 (Sept.15th.); YVR.53 - 03855 (Aug.31st.); YVR.54 - 05982 (Sept.15th.) & 07645 (Sept.28th.); YVR.43/51 - not yet examined.

ADVERTISEMENT NOTES.

Recent advertisements to cease are the "Burton Constable Hall" and "Norwest" side, and the "Drive Cool" lower rear advertisements.

A new target advert. at Leeds and Bradford, which presumably will have ceased by the time these words are read, is worded simply "Racing at Wetherby - 14th. October", and this appeared on several SRG's, including 3/19/22/24.

DX.112 has now a new illuminated advert., for Littlewoods Pools. This one reads "Littlewoods, your key to fortune".

Some YVR's now carry target adverts. at the nearside as well as on the offside.

SRG.49(O), which lost its nearside advert. panel some time ago, has now had a Birmingham Express advert. pasted directly on to the panels below the windows, and carries a similar advert. on the offside panel.

3. SERVICE CHANGES.      STAGE CARRIAGE.

The following applications have been made :-

S.867. - 82. - YORK - FOSTON.

To alter the timetable and route, and to grant, the licence for 81 (York - Sheriff Hutton) will be surrendered.

S.868. - 92. - MALTON LOCAL.

To revise certain early morning journeys.

S.869. - 49. - LEEDS-FARSLEY.

To withdraw the Sunday service.

S.870. - 34. - LEEDS - ILKLEY.

Daily to truncate the 22.35 Ilkley - Leeds at Otley.  
On Saturdays to withdraw the 06.55 Leeds to Otley, and the 22.17 Otley to Leeds.  
On Sundays to introduce an additional journey at 08.27 Otley - Leeds.

S.871. - 42. - LEEDS TADCASTER.

On Saturdays to withdraw the 08.05 Boston Spa - Leeds.

S.872. - 32A. - LEEDS-ILKLEY.

Monday-Saturday to withdraw the 05.55, 18.25, 19.30, 20.30, 21.30 & 22.30 ex. Leeds and the 19.30, 20.30, 21.30 & 22.30 ex. Ilkley, with the 18.30 ex. Leeds truncated at Guiseley. To operate the 17.55 ex. Leeds at 18.00. To introduce an additional journey at 05.30 Ilkley - Leeds. Sundays to withdraw the 18.30 Ilkley - Leeds.

### 3. SERVICE CHANGES, STAGE CARRIAGE, (cont.)

#### S.873. - 55/51B. - LEEDS - OTLEY.

Monday-Saturday to withdraw the 04.45, 05.15, 05.45 ex. Leeds, and the 05.12 ex. Otley. To operate all journeys from Leeds commencing with the 18.45 five minutes earlier. On Sundays to withdraw the 08.45 Leeds-Otley, and to operate all journeys from Leeds 5 minutes earlier, and all journeys from Otley 20 minutes earlier, except 06.39 & 21.39.

#### S.874. - 32/32M. - LEEDS - OTLEY.

Monday to Saturday to operate the 18.15, 19.15, 20.15, 21.15 & 22.15 ex. Leeds five minutes later, and to retard all journeys ex. Otley up to 18.20 by two minutes, and after 18.20 by 12 minutes. Daily to truncate the 22.22 ex. Otley at Rawdon. On Sundays to withdraw the 08.15 Leeds-Otley, and retard all journeys from Leeds by 5 minutes, and also to retard all journeys from Otley up to 20.10 by 32 minutes, and after 20.10 by 12 minutes.

All of S.870/2-4 came into effect on 13.9.70, and a leaflet was published covering these alterations.

#### S.875. - 76. - HARROGATE - TADCASTER.

To amend the timetable.

#### S.876. - 96. - HUTTONS AMBO CIRCULAR.

To amend the timetable.

#### S.877. - 75. - OTLEY - WESTON.

To amend the timetable.

#### S.878. - 75A. - OTLEY - NEWALL.

To amend the timetable.

Service 72. This was recently altered as follows :-

The timetable is now a yearly one, instead of being split into Winter and Summer. Departures from Ilkley are at (Monday-Saturday) - 08.00, 10.10, 14.10 (W.ex.), 14.40 (W.O), 17.10 (S.O), and (Sundays) 10.10 & 17.10. Depart Grassington (Monday-Saturday) 10.00, 13.00, 16.00, 18.20 (S.O), and (Sundays) 13.00 & 18.20. The Sunday service only operates from Spring Bank Holiday Sunday to the last Sunday in September, whilst the weekday journeys at 10.10 ex. Ilkley and 13.00 ex. Grassington operate throughout the year on Saturdays only, and daily during the Summer. The service now appears to be worked wholly by Ilkley Depot only.

### 4. OPERATING NOTES.

BRADFORD. 4.9.70 - ERG.6 (L.loan Yk) on X.192; 5.9.70 - SRG.71 (O.loan H) on the 12.55 Bradford-Harrogate (53); 8.9.70 - EUG.95(B) seen with "60" sticker on Dockfield Coach Road-Shipley service during the evening peak; 9.9.70 - SRG.106 (H.loan B) on service 69; 10.9.70 - CUG.43(B) on 08.50 Bradford-Whitby (X.91); 11.9.70 - CUG.30(B) on X.21; 12.9.70 - SUG.72 (H.loan B) on 09.10 Bradford-Southport (EXP), SUG.79 (Yk) on 07.55 York-Morecambe (44/X.88), EUG.95(B) on 10.35 Bradford-Newcastle (X.97), CUG.18(L) on 09.55 Leeds-Hawes/Muker (70), Browns' 8848 WY on 15.00 Bradford-Scarborough (X.75); 15.9.70 - CUG.45(B) 17.35 Bradford-Horsforth (30A); 16.9.70 - SUG.65(B) 09.00 Bradford-Huddersfield (64) normally a VR. or DX. working; 20.9.70 - SMG.14(B) 15.15 Bradford-Ilkley (63), SMG.18(B) 15.15 Bradford-Baildon (59); 21.9.70 - SMG.55 (H.loan B) 08.35 Bradford-Pateley Bridge (24) for Nidderdale Show, SRG.15(B) on 09.15 Bradford-Bingley (69); 22.9.70 - DX.185 (L.loan B) on 59/61, KSRG.80 (K.loan I) on 08.55 Bradford-Keighley (57). When the Hebble schedules were taken over at Bradford Depot, West Yorkshire began operating Hebble service 25. However, from September 14th. the 07.00 Bradford-Buttershaw was withdrawn, and Hebble (Halifax Depot) now works the 07.15 journey from Buttershaw. CRG.13(B) was seen in Ripon on September 12th. on a Private Hire; 11.9.70 - SRG.6 was seen on 18.25 Canal Road-Hirst Wood (66), usually worked by a DX; 14 & 15.9.70 - EUG.89 on 06.20 Harrogate-Bradford (53); 17.9.70 - SRG.20 on 06.20 Harrogate-Bradford (53); 23.9.70 - SRG.3 on 19.35 Bradford-Leeds (55); 24.9.70 - CUG.17 on 16.35 Bradford-Belmont Avenue (58) carrying Belmont sticker; 29.9.70 - CUG.31 on 16.15 Ilkley-Bradford (63 dupl.) with a two-man crew (usually SRG.OMO); 1.10.70 - SUG.76 on 16.15 Bradford-Ilkley (63). Due to staff shortage, service X.67 has been suspended on Saturdays, services 67 reduced from 7½ to 10 minutes frequency, and 58 from 30 to 60 minutes frequency. On September 6th. SMG.15(B) was on Harrogate-Bradford (51).

HARROGATE. On September 7th., a West Hartlepool dual-entrance RE visited the Works, probably bringing spares from Eastern CoachWorks. The tree lopper 1025, has been used once or twice for towing duties recently, being seen for example, on September 19th., towing SRG.75 from the Bus Station to Grove Park. Also on September 19th., DX.208 was noted on Boroughbridge, an OMO route. On August 13th., KSRG.94 was noted on 10 & 76, and SMG.55 worked the 12.40 Harrogate-Bradford. On the following day DX.52(B) was on learner duties in Harrogate.

OPERATING  
BRADFORD, (cont.)  
to cover  
Holidays

OPERATING NOTES, (cont.)

BRADFORD, (cont.) SRG.104(B) appears to have been on loan during September, probably to cover SUG.105, which was not available for a time during that month. On Bank Holiday Tuesday, YDX.228 was on Woodfield (4). A visitor to Grove Park on the 19th. September was a Road Transport Industry Training Board Bedford Lorry, CGU.78 H, whilst on August 9th, Sunderland District 299 was there. In the Bus Station on September 26th., was Enterprise of Blackpool's Ford/Duple LHM 243 E, whilst on the same day YVR.34 was at Grove Park.

KEIGHLEY. Unusual vehicles on Keighley - Ilkley (K.5) recently have been SMA.18(Sk.) on August 31st., SMG.18(B) on August 30th., SMG.25(I) on September 3rd, SMG.30(Sk.) on September 23rd (duplicate), KDX.222 on October 1st. (with 2 man crew), and SKG.79(B) also on October 1st., also with a 2 man crew), whilst the new KSIG's 99,100 & 101 have been appearing frequently during the latter part of September.

Good progress is being made with the alterations to Keighley Bus Station, and buses are now using the outer perimeter of the revised lay-out, services Nos. 7,13,13A,14,16,17,18,19,25,26 & 27 operating from the low side, and Services, Nos.2,15,20 & 57 up the left-hand side.

LEEDS. On September 23rd., EUG.88(L) worked the 11.35 Leeds - Harrogate (36), with United 4187 following on the 11.50 Leeds - Ripon (36). DX.11 was on loan to Leeds towards the end of August, and was also seen on Leeds - Otley (32M) on September 10th., (16.06) & September 14th. (08.06), whilst SKG.11 worked the 12.06 to Otley (32M) on September 10th., all unusual vehicles. On September 16th., LH.12 (W.loan L) arrived in Leeds on 36 and then worked to Ripon on the 13.20. In the Depot on September 9th., were Ribble 888/97L and North Western 149<sup>1</sup>, and also there was SRG.49 which did not go to Otley until the middle of the month, being seen on the 12.50 Leeds - Ripon (36) as late as September 11th. DX.59 was on learner duties for much of August and September, but returned to normal service by September 21st. On September 23rd., DX.11 was noted on Otley - Leeds (34), whilst on September 26th., SMG.32(O) and an unidentified SUG were on this route, in the morning, CUG.21(W) was seen in Ripon on September 12th., on "Express", probably X.97. DX.59 was back on learner duties on the 5th. October. DX.160(L.loan W) was noted on Harrogate - Tadcaster (76) on September 7th. One of the 1966 CUGs, CUG.47, made an unusual appearance in Leeds on October 6th., and was parked in Edward Street (outside Vicar Lane Bus Station) at lunchtime.

OTLEY. On the first Saturday of the revised Leeds - Otley/Ilkley services, the 19th., September, the 13 vehicles required to work 32/32A/32M/35/35B were DX.81/177 & VR.17 (all L), DX.168/215 & VR.44 (all I), & DX.101/73/5 & VR.19/20/1/47 (all O). On the same day, SKG.59/64 (both I), SKG.61/5/71/3/91 (all O), were on Leeds - Otley - Ilkley (34), on 75 were SUG.61/70 & DX.82, and on 75A/B were SKG.61/5/70. By 20.00, DX.101, SKG.70/91 were parked behind the Depot, VR.19 was inside, and DX.173 was in the Bus Station, showing "Kawdon/32M". On 76 were SRG.35(H), 09.55 ex Harrogate & SRG.72/88. SRG.35's turn is, or was, an Ilkley turn. Of the remainder of Otley's allocation, CUG.29, LH.16, SRG.43/60, DX.8/15/102/4 & VR.46 were not seen in use; DX.108 had been used on Otley - Bradford and SMG.32 on Otley - Harrogate (22). DX.56(H.loan O) was also at Otley, but was not used. Ilkley and Otley appear to have taken over some Leeds duties, - on Saturday evenings, Leeds used to operate two cars on 34, one on 32A and two on 35/75/32M/75A, whereas now just one Leeds rota operates on 32M, returning to Leeds on 22.37 Otley - Leeds (34). Similar workings have been noted during the week, with extra duplicates - DX.11 has regularly worked a 16.55 Leeds - Ilkley (32A dupl.), possibly for Ilkley Depot. ERG.7(H) was on loan to Otley in late August. A very unusual visitor indeed, to Leeds on October 6th., was SML.1(H.loan O), which was noted arriving at 8.55 a.m., from Otley (32) accompanied by LH.16(O). The latter worked the 5.05 p.m. Leeds - Otley (34), its usual duty, later the same day.

YORK. On August 31st. DX.114 was working on 43. SUG.61(H) was in York Depot on the 15th. September, showing "84", and on the following day SUG.75(L) was on 46 to Hull at about 17.45. On September 21st., YDB.83 was on Y2, SUG.79 or 80 on Y10, and a YLH working on a "School Special/611". On the same day, CUG.42 worked the 12.33 Rowntrees to York, possibly to South Bank or Leeman Road, whilst on September 23rd., CUG.43 was on Y.14. On September 25th., YSRG.97 was on Y.17 (OMO), and YDX.72 on learner duties; however, this had to be replaced by September 28th., by YDX.74. Also on September 28th. DX.210 was on Y9/9A. Noted on Leeds - York (43) recently have been SUG.62/75 (both L) on September 2nd., SMG.37(Yk.) on September 4th., VR.24(L) on September 9th., SMG.16(Yk.) on September 23rd., & SMG.51(L) on September 26th. On Leeds - Scarborough (43) on September 4th., was SRG.13(Yk.loan M), & YLH.22(Yk.) on September 26th., whilst on Leeds - Bridlington (44) have been SMG.37(Yk.) on September 4th., & SRG.27(L.loan Yk.) on September 26th. SUG.76(B) was on Leeds - Bridlington (X.78) on September 26th.

4. OPERATING NOTES, (cont.)

LONG DISTANCE. On September 19th, CWG.17 was on Newcastle, and United 4217 (DHN 717 J), 1234 and Northern 2649 were also on long distance, in Harrogate. On September 12th, Dobson's YaJ 664 was on hire, to Newcastle, and Northern 2643 was on Liverpool (X.98). On September 16th, SRG.14 worked the 13.55 Leeds - Middlesbrough (X.99), and on the following day, Longsters' JUB 304 E was on hire. On September 20th, CRG.4 worked to Bradford (Yorkshire Services) from Northampton, and East Midland C.283 to Bradford from Luton. On September 26th., United 4217 was again seen at Harrogate Bus Station. MRG.8 worked on Scarborough - Liverpool (X.192) for a short time at the start of the season. Now, however, both duties are worked by Ribble, with a West Yorkshire driver between Leeds and Scarborough, and a Ribble crew between Leeds and Liverpool.

5. SOLD STOCK NEWS.

CWT.868 (Ex.SG.18, L5G, sold Whitby C.Oliver, York, 12/55.)

The chassis of this vehicle was fitted with a 1500 cu.ft. pantech icon body built and fitted by Oliver's own joiners and cabinet makers. Most of the original roof was used on the new removal van body. During its time with Oliver's it was driven mostly by two drivers only, and covered nearly half a million miles with very little trouble. The advent of plating and the difficulty of obtaining spares caused it to be withdrawn in 1968, and it was sold to Frank Buck, Scrap Merchant, Foss Islands, York, together with an ex.Bradford Corporation A.E.C.Regent, KY 9124, which had also been a furniture lorry.

LWR 428. (Ex.DGW.8, KSW6G, sold Norths, Sherburn-in-Elmet, 1/70.)

Noted being towed into Pontefract on the 16th September.

FWX 816. (Ex.YSG.126, L5G, sold York 'B' H.M.C., 12/63.)

This was run by York Hospitals until July, 1967, and was then sold for scrap.

DWW 592/608. (Ex.SG.78/94, L5G, sold 'York' B'H.M.C., 1/56 & 10/58.)

These vehicles were run until 10/58 & 12/63 respectively, and the engines were then removed and coupled to MacFarlane self-exciting generators for use as an emergency electricity supply at another hospital. The remains of both vehicles were then sold for scrap, SG.94 at least, going to Robson, Walmgate, York.

CWX 681. (Ex.DG.36, sold Fleet Car Sales, 7/61.)

To Greyhound, Sheffield, 6/62. A correction is necessary to the report in Issue 163 (October, 1964), in that it is now realised that the vehicle was painted red and cream when with Greyhound, with only the radiator painted black. It carried "Greyhound" in the front intermediate destination box.

YG 8984 (Ex.304, G05G, sold Cowley, 8/52.)

Last noted with showman, Carlisle, 6/70 (see Issue 233.)

Gone from this site by 9/70.

JWU 886. (Ex.SGL.16, LL5G, sold Norths, Sherburn, 1/67.)

To Buxted Chickens, Thirsk, 7/67.

Still with Buxted, in York, 8/70.

JWY 225. (Ex.DBW.2, KSW6B, sold Norths, Sherburn, 4/68.)

To Partridge (Claireaux), Hadleigh, Suffolk, 2/69.

Still running for Partridge, 9/70.

LYG 713. (Ex.CUG.7, Ls6G, sold Eastern CoachWorks, Lowestoft, 8/67.)

Still with Eastern CoachWorks Sports Club, 9/70, in somewhat faded cream/maroon.

OWX 154/6. (Ex.SMG.42/4, LS5G, sold Norths, Sherburn, 11/69.)

To Hedingham & District, L.68/9, 4/70.

Both have been repainted in the same livery, as that used on SMG.53/4, i.e. cream, with red roof and stepped waistband. SMG.42 entered service soon after acquisition, but SMG.44 is not yet in service, though repainted and ready for service. Both have received 4-year Certificates of Fitness, so should be assured of quite a long future with Hedingham.

KWW 978/9. (Ex.SMG.53/4, LS5G, sold Norths, Sherburn, 6/69.)

To Hedingham & District, L.66/7, 11/69.

Of these two, SMG.54 at least, was put straight into service, still in disposal livery, until the expiry of its Certificate of Fitness in 3/70, when it was repainted and recertified. SMG.53 entered the paintshops 9/70 for a repaint, 6 months after the last one!

GTY 169. (Leyland PD2/12, sold Norths, Sherburn, 1/68.)

Noted withdrawn on the premises of Carter, Wendover, on September 21st, with two side windows removed.

6. SOLD STOCK  
LYR 915. (A.E.  
To Isl...

WHN 717 3)

6. SOLD STOCK NEWS, (cont.)

LYK 915. (A.E.C.Kegent, III, sold P.V.S., Canvey Island, 4/68.)

To Isleworth Coaches, 6/68.  
To Continental Pioneer Coaches, Richmond, 22/5/69.  
Withdrawn by 18.5.70.

A double decker in Continental Pioneer livery was noted in 9/70, being scrapped in their yard, and this was almost certainly LYK 915, as all other Continental Pioneer double deckers can be accounted for.

UUA 791. (A.E.C.Reliance, sold Edwards, Rawdon, 3/68.)

To Yeates, (Dealer), Loughborough, 5/70.  
To J. Smith, Leicester, 6/70.  
Seen in Leicester, 9/70, painted lemon all over, with cream side panels and boot door, and looking as though it was being used on Contract work.

6. TEN YEARS AGO.

The October, 1960 Issue recorded the entry into service of DX.102-5, whilst twenty-six L types had been delicensed, several of which were never to re-enter traffic.

The new Wetherby Bus Station had been opened on 25.9.60, and SG.101 & 965, which had been used as canteen/rest room had been returned to Harrogate.

On the last page of the 3 1/2-page Issue, Sold Stock News reported that TSM BLOA, -222, had been still running for a Hull showman in 1951, whilst Dg.3 was with K.W., Deventry, and SG.21 with Lehare, Mackenzie & Shand, (Contractors).

7. OTHER INFORMATION.

OTHER BRISTOLS. An interesting visitor to Bradford for a few days in late September was WHN 121, an LS5G, ex. United 2121, which is now being used as a booking office, etc., for "Jonah, the Giant Whale". The vehicle is now painted blue and white, with most windows painted out, and looks quite smart. This Exhibition also appeared in Keighley on September 28th.-30th., and later moved to Leeds, on October 1st.-4th., and was for the World Wildlife Fund.

REGISTRATION NUMBERS.

CWX 660 H is a B.M.C., J.4 van (CWX 660 was YDG.59.)  
OWX 161 E is a silver-grey Ford Cortina (OWX 161 was DX.17.)  
CWX 891 H is a blue Ford Cortina. (CWX 691 was DG.36.)

40 YEARS AGO.

Arising from our queries, we now understand that the June 1st. 1933 timetable gave the following :-

- 1) Number 15 was carried by the Harrogate-Wetherby-Boston Spa service. Possibly "Malton" was a misreading of "Walton".?
- 2) The Leeds - York services were :-
  - 44. Leeds-Tadcaster-York.
  - 45. Leeds-York-Scarborough.
  - 47. Leeds-Pocklington-Bridlington.
  - 48. Leeds-Stamford Bridge-Bridlington.

No.46 was shown, but there was a timetable (un-numbered) for the Leeds-York-Whitby service, which was possibly number 46.

- 4). As presumably, the "Winter 1932/3" issue would be issued in the Autumn of 1932, this would explain why there were no Keighley-West Yorkshire services included.
- 5) Route 45 (see 2).
- 6) Bradford-Otley-Harrogate was service 20.
- 7) Bradford-Baildon via Manningham Lane/Canal Road were routes 74/5 (not necessarily in that order); Bradford-Baildon via Baildon Green was route 76.

Further to car Issue 230, (May, 1970) we give the further details, for :

MAY, 1934.

- |  |   |
|--|---|
| 1. Harrogate-Oatlands Mount and Harrogate-Starbeck.                | 13. Harrogate-Woodlands-Crossways-Knaresborough.          |
| 2. Starbeck-New Park & Harrogate-New Park.                         | 14. Harrogate-Pannal.                                     |
| 3. Harrogate-Harlow Hill via Beech Grove and Otley Road.           | 15. Harrogate-Wetherby-Boston Spa.                        |
| 4. Harrogate-Harlow Hill via Cold Bath Road and Harlow Moor Drive. | 16. Harrogate-Sicklinghall.                               |
| 5. Harrogate-Beckwithshaw.   | 17. Harrogate-Brimham.                                    |
| 7. New Park-Starbeck.  | 18. Harrogate-Pateley Bridge-Lofthouse-Middlesmoor.       |
| 8. Harrogate-New Park.   | 19. Harrogate-Pateley Bridge, via Ripley and Burnt Yates. |
| 9. Harrogate-Cornwall Road.  | 20/A. Harrogate-Bradford.                                 |
| 11. Harrogate Woodlands.   | 22. Harrogate-Harewood-Leeds.                             |
| 12. Harrogate-Starbeck-Knaresborough.                              | 23. Harrogate-Wetherby-Leeds.                             |

7. OTHER INFORMATION, 40 YEARS AGO. (cont.)

MAY, 1934 (cont.)

- |  |   |
|--|---|
| 24. Harrogate-Bilton Abbey-Skipton.  | 95. Bingley-Morton.   |
| 25. Harrogate-York.  | 87. Otley-Fewston-Elubberhouses.                                |
| 26. Harrogate-Boroughbridge.   | 88. Shipley-Hawksworth.   |
| 27. Harrogate-Boroughbridge-Roecliffe.                                     | 89. Keighley-Oakworth-Oldfield.                                 |
| 28. Harrogate-Otley-Ilkley-Skipton.  | 90. Keighley-Steeton-Silsden.                                   |
| 29/30. Skipton-Harrogate-York-Scarborough.                                 | 91. Keighley-Ilkley.  |
| 31. Knaresborough-Scriven-Lingerfield-<br>Scotton.                         | 92. Keighley-Morton.  |
| 32. Knaresborough-Gt. Ouseburn.  | 93. Keighley-Kiddlesden.  |
| 35. Leeds-Saltaire-Dingley-Keighley.                                       | 94. Keighley-Laycock.   |
| 36. Leeds-Greengates-Bradford.   | 97. Skipton-Grassington-Buckden.                                |
| 39. Leeds-Horsforth-Rawdon.  | 98. Skipton-Grassington-Buckden-Litton.                         |
| 40. Leeds-Aberford.  | 99. Skipton-Burnsall-Appletreewick-<br>Skyreholme.              |
| 41. Leeds-Harrogate-Ripon.   | 100. Skipton-Cononley-CrossHills-Silsden.                       |
| 42. Leeds-Wetherby-York.   | 101. Skipton-Grassington-Buckden-Hawes.                         |
| 43. Leeds-Thorner-Bramham-York.  | 102. Skipton-Grassington-Buckden-Leyburn.                       |
| 44. Leeds-Tadcaster-York.  | 103. Harrogate-Otley-Ilkley-Skipton.                            |
| 45. Leeds-York-Scarborough.  | 104. Ilkley-Moor Top.   |
| 46. Leeds-Tadcaster-York-Beverley-Hull.                                    | 105. Huddersfield-Bradford-Ilkley.                              |
| 47. Leeds-Bridlington, via Pocklington.                                    | 106/7. Ilkley-Bolton Abbey-Grassington.                         |
| 48. Leeds-Bridlington, via Stamford Bridge.                                | 108. Wetherby-Wike-Leeds, and<br>Bingley-Eldwick-Dick Hudsons'. |
| 50. Leeds-Wetherby-Knaresborough.  | 109. Wetherby-Harewood.   |
| 51. Leeds-Collingham-Boston Spa.   | 110. Keighley-Utley.  |
| 52. Leeds-Wetherby.  | 111. Keighley-Ingrow.   |
| 53. Leeds-Horsforth-Rawdon-Yeadon.   | 112. Keighley-Stockbridge.                                      |
| 54. Harrogate-Wetherby-Boston Spa-<br>Tadcaster, and Otley-Horsforth.      | 113. Keighley Station-Victoria Hospital.                        |
| 55. York-Huntingdon-Strensall.   | 114. Keighley-Lawholme Lane.                                    |
| 56. York-Strensall-Sheriff Hutton.   | 115. Keighley-Guard House.                                      |
| 57/8. York-New Marswick-Haxby-Wigginton.                                   | 116. Fell Lane-Thwaites (Keighley).                             |
| 59. York-a-comb-Knpton.  | 117. Keighley-Cross Roads-Haworth.                              |
| 60. York-Bishopthorpe-Acaster-Copmanthorpe.                                | 118. Keighley-Oxenhope-Leeming-Bebden Bridge.                   |
| 61. York-Easingwold-Thirsk.  | 119. Keighley-Crosshills-Sutton.                                |
| 62. York-Poppleton.  | 121. Keighley-Thwaites Brow.                                    |
| 63. York-Walshford-Wetherby.   | 122. Malton-Hovingham-Gilling.                                  |
| 64. York-Nun Monkton.  | 123. Pontefract-Monk Fryston-Tadcaster.                         |
| 65. York-Stockton-Warhill-Sand Hutton-<br>Claxton-Flaxton-Thornton-Foston. | - New Park-Bilton-Stonefall Cemetery.                           |
| 66/7. York-Welburn-Coneysthorpe-Malton-<br>Weaverthorpe.                   | - Skipton-Short Bank Road.                                      |
| 68. Malton-Rillington, and Malton-High<br>Hutton-Low Hutton.               | - Wetherby-Sicklinghall.  |
| 69. Leeds-Greengates.  | - Keighley-Bingley.   |
| 70. Keighley-Cross Roads-Cullingworth-<br>Denholme, Thornton-Bradford.     | - Harrogate-Lowestoft-Great Yarmouth.                           |
| 71. Keighley-Bingley-Bradford.   | - Harrogate-North Wales.  |
| 72. Bradford-Thornton-Denholme.  | Y.S. Yorkshire-Birmingham-Coventry.                             |
| 73. Bradford-Thornton-Denholme-Haworth.                                    | Y.S. Yorkshire-London.  |
| 74/5. Bradford-Shipley-Baildon.  | - Liverpool-Newcastle.  |
| 76. Bradford-Baildon Green-Baildon.  | - Liverpool-Leeds.  |
| 77. Bradford-Ilkley.   | - Liverpool-Hull.   |
| 78. Bradford-White Cross-Otley.  | - Leeds-Blackpool.  |
| 79. Bradford-Greengates-Yeadon-Otley.                                      | - Leeds-Middlesbrough-Redcar.                                   |
| 80/1. Bradford-Keighley-Skipton-Grassington.                               | - Leeds-Morecambe.  |
| 82. Bradford-White Cross-Yeadon.   | - Keighley-Bradford-Scarborough.                                |
| 83. Lister Park-Grange Road-Bankfoot.                                      | - Liverpool-Scarborough.  |
| 84. Hirst Wood-Windhill.   | - Leeds-York-Whitby.  |
|  | - Blackpool-Scarborough.  |
|  | - Leeds-Southport.  |
|  | - Leeds - Keswick.  |

In 1934, Wellington Street Bus Station was open, but Vicar Lane was not, and departures from Leeds were mostly from Wade Lane, with some from New York Road, but for the Bradford, Saltaire and Keighley routes, the terminus was in Thirsk Row.

CONTAINED WITHIN  
 CE'S

UNLADEN WEIGHTS (Continued from last month).

CB's

CB 1 UW 7-4-1      CB 3 UW 7-4-2      CB 5 UW 7-5-0      CB 6 UW 7-4-2  
 CB 2      7-4-1      CB 4      7-4-2

EB's

EB 1-6/8/9 all UW 6-14-0; EB 7 UW 6-14-3; EB 10 UW 6-14-2. Note that EB 7/10 have previously been shown as 6-13-3 and 7-4-1 respectively; however, this was after sale, whilst they were running for Cosy Coaches. The above version is when they were with WY.

DG's

All with final bodies except DG 11 with second body and KDG 53 with original body.

DG 1	UW 7-3-2	DG 15	UW 7-3-2	DG 29	UW 7-2-2	KDG 43	UW 7-7-0
DG 2	7-3-2	KDG 16	7-2-2	DG 30	7-2-2	KDG 49	7-0-3
DG 3	7-7-1	KDG 17	7-3-0	DG 31	7-2-2	KDG 50	7-2-0
DG 4	7-5-2	KDG 18	7-5-1	DG 32	7-2-2	KDG 51	7-4-1
DG 5	7-3-2	KDG 19	7-3-3	DG 33	7-2-2	KDG 52	7-3-3
DG 6	7-3-2	KDG 20	7-2-2	DG 34	7-2-2	KDG 53	7-4-4
DG 7	7-2-2	KDG 21	7-2-2	DG 35	7-2-2	DG 54	7-7-1
DG 8	7-4-0	KDG 22	7-4-0	DG 36	7-2-2	YDG 68	6-16-1
DG 9	7-7-2	KDG 23	7-8-3	DG 37	7-2-2	YDG 77	7-4-0
DG 10	7-4-0	KDG 24	7-2-2	DG 43	6-4-3	YDG 78	7-2-0
DG 11	7-4-2	KDG 25	7-2-2	DG 44	7-2-0	YDG 79	7-4-2
DG 12	7-3-3	KDG 26	7-2-2	DG 45	7-2-0	YDG 80	7-5-1
DG 13	7-3-3	KDG 27	7-2-2	DG 46	7-3-3	YDG 81	7-5-1
DG 14	7-5-0	DG 28	7-2-2	DG 47	7-7-3		

DB's

All with original bodies, KDB 56/7 without doors.

DB 1	UW 7-6-3	DB 16	UW 7-9-1	KDB 35	UW 7-9-1	YDB 67	UW 7-10-3
DB 2	7-7-1	DB 17	7-9-0	DB 39	7-7-1	YDB 68	7-11-1
DB 3	7-7-1	DB 18	7-9-2	DB 40	7-7-3	YDB 69	7-5-1
DB 4	7-6-3	DB 23	(coach) 7-5-1	DB 41	7-9-0	YDB 70	7-11-0
DB 5	7-7-1	DB 23	(bus) 7-12-3	DB 43	7-9-0	YDB 71	7-10-0
DB 7	7-8-1	DB 24	7-8-2	DB 44	7-9-1	YDB 72	7-9-2
DB 8	7-7-1	DB 25	7-7-3	DB 45	7-8-3	YDB 73	7-8-2
DB 9	7-7-1	KDB 26	7-7-3	DB 47	7-8-1	YDB 74	7-8-1
KDB 10	7-7-1	KDB 27	7-8-2	DB 50	7-5-0	YDB 75	7-8-2
KDB 11	7-7-2	KDB 28	O/H 12/54	KDB 56	7-8-0	YDB 76	7-9-1
KDB 12	7-8-0	KDB 29	UW 7-8-0	KDB 57	7-8-2	YDB 77	7-9-3
KDB 13	7-7-0	KDB 30	7-9-0	YDB 64	?	YDB 78	7-9-0
KDB 14	7-6-3	KDB 31	O/H 7/52	YDB 65	7-10-3	YDB 79	7-9-1
KDB 15	7-7-1	"	UW 7-8-3	YDB 66	7-11-1	YDB 80	7-9-0

REBODYING. The old bodies were removed from the chassis of the 1937 K5G's on the following dates:-

347	26-4-49	353	21-4-49	358	30-12-48	K364	9-12-48
348	26-5-49	354	5-4-49	359	14-3-49	K365	14-2-49
349	3-12-48	355	22-11-48	360	16-12-48	K367	25-3-49
350	16-11-48	356	10-11-48	361	11-5-49	K379	12-1-49
351	22-3-49	357	11-5-49	K363	8-4-49	K380	17-5-49
352	2-11-48						

MALTON DEPOT 31 DESTINATION BLIND (Wide spacing between words). Fitted to LH 6.

Blank; PRIVATE:SCHOOL SPECIAL: WINTRINGHAM: WHITE BLANK: OSWALDKIRK: SLINGSBY: HOVINGHAM: HELMSLEY: NUNNINGTON: AMPLEFORTH: PEASEY HILLS: BEVERLEY ROAD: MALTON: WELHAM ROAD: HIGH HUTTON: LEEDS: SCARBOROUGH: FLIXTON: SHERBURN: RILLINGTON: NORTON: YORK: THIRSK: WHITE BLANK: RAWCLIFFE: ROWNTREES: NEW EARSWICK: HAXBY: TANG HALL LANE: HARROGATE: Blank.

YORK DEPOT 31" Destination Blind. Fitted to YLH 24.

This is a brand new blind, and the spacing between the names is much narrower than before, as all YLH indicator boxes are blanked off at top and bottom. It is the first 31" blind to appear with this feature.

White Blank; Cooke's; Carriage Works; Rowmtree's; Rawcliffe; Clifton; Terry's; School Special; Acomb; Dringhouses; York; Osbaldwick; Hull Rd; Naburn Hospital; Fulford; South Bank; Stonebow; Poppleton; Leeman Rd; Huntington; Tang Hall; Heslington; Bishopthorpe; Woodthorpe; New Earswick; Haxby; Wigginton; Strensall; Ashley Park; Stockton-on-Forest; Warthill; York; Copmanthorpe; Murton; Hull; Leeds; Harrogate; Whitby; Bridlington; Malton; Scarborough; Thirsk; Easingwold; Sheriff-Hutton; Foston; York; Tadcaster; Nun Monkton; Wetherby; Tookwith; Askham Richard; Private; White Blank.

KEIGHLEY DEPOT 41" Destination Blind.

White Blank; Aireworth Road; Ingrow; Works Special; School Special; Bracken Bank Avenue; Stockbridge; Bracken Bank Crescent; Keighley; Braithwaite; Black Hill Corner; White Blank; Whinfield Drive; Calver Avenue; Thwaites; Fell Lane; Laycock; Thwaites Brow; Gilstead; Bingley; Eldwick; Dick Hudson's; Bradford; Keighley; Skipton; Leeds; White Blank; Denholme; Colne; Cowling; Crosshills; Exley Head; Oakworth; Spring Bank; Oldfield; Silsden (Draishaw Road); Silsden; Keighley; Haworth; Mytholmes; Oxenhope; Ilkley; Bradford; Ben Rhydding; Otley; Tadcaster; Skipton; Harrogate; White Blank. It will be noted that there is no "Private" !

CUG Blinds (20")

These are subject to small variations in content, but are mostly similar to the following. Nearside blind:- White Blank; Blackpool; Birmingham; Bridlington; Bradford; Coventry; Fleetwood; Harrogate; Hull; Ilkley; Keswick; Knaresboro; Keighley; Leeds; Liverpool; Middlesboro; Morecambe; Manchester; Newcastle; Redcar; Scarboro; Whitby; York; Private; Express; London; Bristol; Cheltenham; West Yorkshire; Worthing Brighton; White Blank. Some vehicles do not have a "Worthing Brighton", and others have "London", "Bristol" and "Cheltenham" in the correct position on the blind instead of (as in this case) sewn in at the end. Offside blind:- White Blank; West Yorkshire; Yorkshire Services; Yorkshire Blackpool; Coach Air; Private; Express; Excursion; White Blank. Some vehicles have "via London" added at the end, whilst others do not have "Coach Air".

=====

SCHOOL SPECIALS (KEIGHLEY).

<u>Service No.</u>	<u>Car Rota(s)</u>	<u>School(s) Served</u>
401/2/10/5/6/8/9	23-5/8-30/4/6/41-4/7-50/3/9/60/3/5/6/8/71-99.	Not used.
403	103 (WO)	Guard House; Oxenhope; Holyoort; Leeds.
404	104 (WO)	Ingrow J.M.; Riddlesden C of E.
405	105 (WO)	Bronte; Riddlesden C of E; Ingrow.
406	106 (ThO)	Utley C.P.; Parkwood; East Morton; Riddlesden
407	107 (ThO)	Braithwaite; Swire Smith's.
408	108 (ThO)	Bronte; Braithwaite; Haworth.
409	109 (FO)	Long Lee.
411	32	Bingley G.S.
412	35/44	Bingley G.S.
413	47	Bingley G.S.; St. Joseph's College.
414	50	Bingley Beckfoot.
417	41/79	Braithwaite.
420	34/6/40/2/7/62/85	Bronte
421	33/4	Oakbank; Bronte.
422	42/63	Bronte.
426	34	Grange Rd.
427	46	Grange Rd.
431	23/37/45/7	Greenhead G.S.
432	35	Greenhead G.S.
433	36	Greenhead G.S.
435	39	Hartington.
437	37/40/3/85	Holy Family; St. Anne's.
438	43	Holy Family; St. Joseph's College.
439	45/62	Holy Family.
440	85	Holy Family.
445	23	Ingrow J.M.
446	46/64	Ingrow J.M.
451	33/43	Oakbank.
452	34	Oakbank.

(To be continued.

TML/RJ 6/10/70.