

WEST YORKSHIRE

INFORMATION SERVICE

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Hon. Chairman: [REDACTED]

Hon. Vice-Chairman: [REDACTED]

Hon. Editor: [REDACTED]

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Hon. Publicity Officer: [REDACTED]

W.Y.I.S. TOUR OF HARROGATE LOCAL SERVICES - Sunday, 14th October 1956.

Those members who propose taking part in this Tour, but have not yet returned their booking form are requested to do so as early as possible. There are still a number of vacant seats and if the cost is to be kept down these must be filled. Please see all your friends, particularly those who have been with us before, and invite them to join us.

W.Y.I.S. MEETING - Saturday, 3rd November 1956.

Time: 6.30 pm for 6.45 start. Venue: Wellington Street Bus Station Cafe, Leeds.

Speaker: [REDACTED] (Traffic Superintendent, Bradford), who will give a talk entitled "Looking Back".

FORTHCOMING EVENTS.

Saturday, 6th October 1956 - P.S.V. Circle meeting in Leeds.

Sunday, 7th October 1956 - O.S. (N.W. & Yorks Branch) tour of the Liverpool Overhead Railway.

Sunday, 7th October 1956 - O.S. (Northern Branch) visit to Venture Transport Company.

For further details of these three events see last month's issue of the Bulletin.

PERSONAL.

- [REDACTED], who for the past few years has been the Licensing Officer of the West Yorkshire Road Car Co., has recently been appointed Senior Traffic Assistant of the United Counties Omnibus Company. A letter of congratulation from the W.Y.I.S. has been forwarded to [REDACTED], who gave a talk to the "Service" in April 1953.
- [REDACTED], Depot Engineer at Leeds, has been appointed Depot Engineer at York in succession to the late [REDACTED]. [REDACTED] is replaced at Leeds by [REDACTED], Depot Foreman at York. These appointments take effect from 1st October.
- We very much regret to announce that [REDACTED] died suddenly on 3rd September, and we extend to [REDACTED] and his father our deepest sympathy at this time of great loss.
- As from 1st October, the address of our Harrogate district correspondent, [REDACTED], is [REDACTED]. Members are requested to amend their copy of the "Notes and General Information Sheet" forwarded with the May 1956 issue of the Bulletin.

P.S.V. CIRCLE PUBLICATIONS.

The P.S.V. Circle has published a fleet list of S. Ledgard, Armley, and Hanson's Buses Ltd., Huddersfield. Copies may be obtained from [REDACTED], [REDACTED], [REDACTED], at a cost of 1/3d per copy.

The cost of the Wallace Arnold Tours fleet list, mentioned last month, is 1/6d not 1/3d.

PRESS DAY FOR THE OCTOBER ISSUE - SATURDAY, 6th OCTOBER

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1. STOCK CHANGES.

(c) Delicensed

CP 3,4	-	31/8/56
DG 1,2,5,14,29,30,41,43,45	-	31/8/56
SG 15,17,32,37,38,40,67,86,88,94	-	31/8/56

(f) Vehicle Sales & Disposals

SG 52 was sold during May 1956.

SG 42,43,50,51,61,65,68,80,91,92 and SP 1,2 were sold during August 1956.

3. DEPOT CHANGES.

(a) Allocations & Transfers

CP 3,4	from HARROGATE	(delicensed)	31/8/56
DG 1,14,29,30	" BRADFORD	(delicensed)	31/8/56
DG 2,5,41	" HARROGATE	(delicensed)	31/8/56
DG 43,45	" LEEDS	(delicensed)	31/8/56
SG 15,17,32,67,86	" HARROGATE	(delicensed)	31/8/56
SG 37	" BRADFORD	(delicensed)	31/8/56
SG 38,40,88	" LEEDS	(delicensed)	31/8/56
SG 94	" KEIGHLEY	(delicensed)	31/8/56

3. DEPOT CHANGES (Contd)

(a) Allocations & Transfers
(Contd)

SG 23	from	LEEDS	to	HARROGATE	31/8/56
SBW 18,19,20	"	BRADFORD	"	HARROGATE	31/8/56
DB 48	"	YORK	"	HARROGATE	31/8/56

(b) Temporary Loans

Tilling	-	LYM 732	AEC Regal IV	ECW	LEEDS	11/8/56
Tilling	-	LYM 732	AEC Regal IV	ECW	LEEDS	18/8/56
Tilling	-	MXB 735	Bristol LL6G	ECW	LEEDS	18/8/56
Tilling	-	LYM 728	AEC Regal IV	ECW	LEEDS	25/8/56
Tilling	-	LYM 729	AEC Regal IV	ECW	SCARBOROUGH	25/8/56
Tilling	-	MXB 745	Bristol LL6G	ECW	LEEDS	25/8/56
Tilling	-	MXB 747	Bristol LL6G	ECW	LEEDS	25/8/56
Eastern Counties LS 755	-	CAH 755	Bristol LS5G	ECW	LEEDS	1/9/56
Tilling	-	LYM 730	AEC Regal IV	ECW	LEEDS	1/9/56
Tilling	-	LYM 729	AEC Regal IV	ECW	SCARBOROUGH	8/9/56
Tilling	-	LYM 731	AEC Regal IV	ECW	SCARBOROUGH	8/9/56
Tilling	-	LYM 732	AEC Regal IV	ECW	LEEDS	8/9/56

SGW 10,11 (K) were loaned to YORK at August Bank Holiday week-end and during the following week, probably in exchange for EUG 16,23 (YK).

(c) Movements of Delicensed Vehicles

SG 92 was moved from KEIGHLEY to IKLEY by 17th May.
 SG 43 & SG 92 had left IKLEY by 10th August.
 SG 52 left HARROGATE in May not August as reported last month.
 SG 39 had been moved from BRADFORD to LEEDS by 11th August.
 DG 43,45 ; SG 38,40,88, together with SG 39, are parked outside LEEDS depot.
 The SG in use as a mobile office at Saville Street, Leeds, on Saturday, 8th September, was SG 40.

4. VEHICLE NOTES.

(a) Overhauls

August 1956 : EUG 6, KDB 27, DB 37, DEW 32, DX 6, DX 7, DX 8.

(b) Repaints

August 1956 : YSG 129, SBW 22, DG 6.
 September 1956 : SGL 16, EUG 9.

The Lodekkas recently overhauled have had auxiliary 5 gallon fuel tanks fitted, as described in the October 1955 issue, page 1.

DX 7 retains its red wheels on overhaul.

KDG 50 was not fitted with an external front indicator handle when overhauled in June 1956. It is the first double decker with 49" blinds not to be so treated since this type of conversion began 18 months ago.

5. OPERATING DETAILS.

Bradford : EB 3 (B) ran to Blackpool (Squires Gate) on hire to B.K.S. on Saturday, 18th August, owing to inclement weather conditions at Yeadon.

DG's have again been noted on routes 30/31. On 24th August, DG 33 (B) worked the 8.5 pm Leeds-Keighley (31), whilst on 3rd September, DG 15 (L) was seen on the 12.55 pm Bradford-Leeds (30). SGW 2 (L) replaced DG 15 for the return journey at 1.50 pm. KDG 48 (K) was seen on 30/31 on Saturday, 8th September.

DX 29 (B) was observed on the 10.19 pm Leeds-Bradford (55) on 6th September - a change from the more usual DB or DEW.

Grassington : It was mentioned in the August Bulletin (Page 6) that afternoon trips have been run from Leeds. Trips are also being run from Bradford and Harrogate.

The outward journey is run on the stage carriage route :-

1.00 pm	Harrogate	(76)
1.15 pm	Leeds	(34)
1.15 pm	Bradford	(63)

Joining at Ikley, they depart at 2.10 pm on route 75 to Barden Tower, and then run direct to Burnall avoiding Appleton.

5. OPERATING DETAILS (Contd)

Grassington : As parking space at Grassington is limited, the vehicles (if more than two
(Contd) in number) are parked in the housing estate, which is just off Hebden Road.
So far, no vehicles have operated through to Grassington from Harrogate.
Vehicles noted at Grassington include:-

Sunday, 5th August : EUG 28 (L), EUG 45 (B).
Monday, 6th August : EUG 15, EUG 22, Wilts & Dorset 533 (all L);
EUG 44 (B), EUG 8,19 (H loan to B).
Sunday, 19th August : EUG 44 (B), EUG 58 (L).
Sunday, 2nd September : EUG 43 (B).

Ilkley : During the Keighley holiday fortnight, EUG 4 (I) was working from KEIGHLEY depot
in exchange for SGL 7 (K), which worked from ILKLEY.

The last 32-seater at Ilkley, SG 70, is usually kept on a tea-time working which is as
follows :-

5.00 pm Ilkley - White Cross (63)
5.20 pm White Cross - Otley (53)
5.35 pm Otley - Ilkley (77)
6.05 pm Ilkley - Addingham (76)
6.20 pm Addingham - Ilkley (76)
6.40 pm Ilkley - Otley (77)
7.10 pm Otley - Ilkley (77)

Keighley : KIX 43 (K) was noted duplicating a late night journey to Bracken Bank Crescent
(K21) on 11th August.

During recent weeks, a number of KDB's have been loaned to ILKLEY and SKIPTON to replace
cars required for docking &c. The single deckers at these two depots seem to remain a little
more constant, although SGL 10 (SK) was observed on the K18 (Leaming) service on 4th September.
During the second and third weeks in August, an EUG was used for the 8.5 am Silsden-Ilkley
(K12) in place of the more usual EB. EUG's 2,16,23 were so noted.

KDB's are being used on the new service between Keighley and Oxenhope (see under "Service
Changes"). Those so far noted have been: KDB 10,12,15,33,35 all of which have had "MARSH 27"
added to the front intermediate blind. SG 82 (K) has also been used.

Leeds : DB 1 (L) was noted on learner duties on 16th August.

On Saturday, 25th August, North Western 317 (Bristol L5G) was hired for an early
morning journey to Scarborough. North Western 206 (another L5G) was also available, if
required. Other interesting hirings on this date were : JWY 50 (Bedford OB - Duple) of
F.W. Balme, Otley ; and RWT 254, a new Bedford SEG - Burlingham coach of Anderton's Tours,
Keighley.

An unusual vehicle seen in Wellington Street Coach Station on Saturday, 18th August,
was Manchester Corporation No.30. This is a Royal Tiger half-decker airport bus, and it is
believed that it had worked from Ringway with passengers who were unable to land at Yeadon
owing to bad weather.

As mentioned previously, two vehicles run from Leeds to the Southlands Hotel, Harrogate
(see June 1956 issue). One departs from Vicar Lane Bus Station and proceeds via route 36 ;
the other leaves Wellington Street Bus Station and operates via Dyneley Arms (route 34) and
Pool (route 51).

Two coaches of J. Bailey, Fangfoss, Near York, were noted on hire on Saturday, 1st
September. They were: CHL 679 (Bedford OB - Duple) and OWF 363 (Bedford SEG - Yeates).
RWF 993, a new Commer T53 - Plaxton coach, has also been hired to West Yorkshire.

Tilling LYH 729 worked a lunch-time express trip to Bridlington on Saturday, 8th September.

A vehicle that has aroused a good deal of interest whenever it has been on hire to West
Yorkshire is MXL 474, a rear-engined Foden coach, recently acquired by W. Wood, Pollington,
Near Coole. Its 33-seater body, probably of Whitson origin, has a "continental look" about
it, what with window curtains, external roof luggage rack, step ladder &c!!

Malton : The following routes are operated from Malton by West Yorkshire :-

84 Malton - Hovingham - Stonegrave - Ampleforth.
85 (Malton - Hovingham - Nunnington - Ampleforth.
(Malton - East Ness - Nunnington.
92 Hawthorne Avenue - Bus Station - Beverley Road.
92A Hawthorne Avenue - Bus Station - Welham Road.
95 Malton - Rillington Station - Wintringham - Weaverthorpe.
98 Malton - Huttons Ambo.

In addition, Malton is also served by the following "through" routes :-

43 Bradford - Leeds - York - Scarborough.
74 Harrogate - York - Scarborough.
91 Bradford - Leeds - York - Whitby.

5. OPERATING DETAILS (Contd)

Malton : Service 92/92A is the town service, Welham Road being served on Saturdays only. Services 95 and 98 also run on Saturdays only. Double deckers are used on Service 84 as far as Hovingham, whilst the service only operates as far as Ampleforth during school terms only.

The allocation of Malton depot is ten vehicles, and during the summer this usually comprises 5 single and 5 double deckers.

On Saturdays, 4 'deckers work the York-Scarborough (43) service, and the remaining vehicle, usually a DB, operates service 84. A 39-seater generally works the town service (92/92A), and three more vehicles, often 35-seaters share the duties on 85,95,98 as well as duplication on other routes. The remaining single decker operates Malton-York, and is handed over to YORK depot during the day.

On Sundays, Malton has a duty on Leeds-Scarborough (43). A 'decker is provided, leaving Malton for Leeds at 9.35 am. Two 'deckers work York-Scarborough, one also doing the 8.56 pm York-Heslington (Y17). The three journeys on Service 84 are operated by a double decker, whilst the three trips to Hawthorne Avenue are maintained by a single decker. A further vehicle, either DD or SD, duplicates certain journeys to York and Scarborough.

The duties on Mondays to Fridays are more involved. The double deckers' duties are much the same as on Saturdays, although one of the vehicles on 43 also operates the 8.20 am York - Heslington (Y.17). A single decker is again provided for the town service, and another works to Ampleforth. Other workings are a little obscure, but one single decker after working to York at 6.25 am, does a trip to Rawcliffe Factory, then operates the 8.10 am and 11.10 am trips to Thirsk (80). It then goes to York depot. Another vehicle does duplicates between Malton and York before working the 3.45 pm and 4.30 pm York-Wether Poppleton (Y13) journeys. This car then proceeds to Rowntree's, where it is believed the crew take over a DD to return to Malton, whilst the single decker runs to Tang Hall and then to York depot.

The double deckers operating from Malton during the summer must work some of the highest mileage duties on West Yorkshire. Certain weekday duties involve the equivalent of four round trips between York and Scarborough, a distance of approximately 320 miles. As a rule, vehicles are not retained at Malton for long periods, being constantly exchanged with other York vehicles. However, DBW 30 is believed to have worked from Malton continuously for six weeks or more, recently.

Low bridge 'deckers are normally used, but WYV vehicles do appear quite frequently on Malton duties. Since the transfer of further Lodekkas to York on 1st July, this type of vehicle has also been used. Single deckers have been almost exclusively post-war vehicles recently, although a 32-seater sometimes operates Malton-York on Saturdays. Unlike their double decker counterparts, the WYV single deckers are never sub-allocated to Malton. (JFS)

SCARBOROUGH : Scarborough's allocation of only one double decker has been varied during the summer season. On 4th September, for instance, this depot's three duties on the Leeds-Scarborough (43) service were worked by DBW 31, DX 34 and DX 38 - a total of three 'deckers !

The X192 (joint Ribble - West Yorkshire) Liverpool-Scarborough service is being worked by a SCARBOROUGH depot EUG and a Ribble Royal Tiger. EUG 23 (YK/SC) and Ribble 812 were observed on 4th September, with Ribble 877 and EUG 23 appearing the following day. The Saturdays only St. Helens-Scarborough (X192) service was seen in Leeds on 8th September, and consisted of Ribble 798,838,952.

YORK depot now provide a double decker for their Harrogate-Scarborough duty, whilst HARROGATE use one on Saturdays. On Monday to Friday, the Harrogate car, normally an EUG, does the 5.35 pm Scarborough-Flixton (99) during its layover at Scarborough.

York : The double decker coach, DBW 31 (YK/SC), operated from York depot during August Bank Holiday week and also during the last week of August. It was seen on York-Leeds (43), York-Harrogate (74) and York-Tockwith-Wetherby (96,97).

SEW 25 (YK) duplicated the 12.0 noon York-Ripon (United 143) on August Bank Holiday Monday. Traffic is always heavy on this departure because of Ripon races, and United provided three vehicles on this occasion - BG 208, BUF 4 and BU 10 which was the service car. West Yorkshire vehicles have been used before, 971 (Bristol J05G) being used in 1952.

The City of York Tour was operated by CP 3 (H) on 10th August. The vehicle for this tour is apparently no longer hired to York-West Yorkshire. The large metal plate, bearing this information, which CP 1 carries, has been repainted to show the times and fare for the tour. Apart from its tour duties, CP 1 has been seen several times on the 5.30 pm Carriage Works - Fulford works special, whilst on Saturdays, when the tour is not operated, it usually duplicates between York and Tadcaster (43).

Amongst vehicles observed on Race specials for the August meeting were: SG 136/37 ; SGW 2 ; EB 9 ; EUG 27,29,46,47,57,60 (all L) and DG 3 (H). Specials are operated to the racecourse from the Station, Exhibition Square and Parliament Street. The service from this latter point was formerly run by Dveringham Bros., and was taken over by West Yorkshire after East Yorkshire absorbed the Everingham concern. The York Pullman Bus Co. Ltd., also share the traffic from Parliament Street.

5. OPERATING DETAILS (Contd)

Fawdon Service : Both service cars on the Fawdon Service are being provided by Yorkshire Woollen District (YWD), with West Yorkshire duplicating on certain days during the week and on the night service.

The southbound service was seen in Leeds on Friday, 7th September, and consisted of YWD 685 to Coventry, and EUG 26,27 (L) to Birmingham; YWD 684,727 and Yorkshire Traction 971 formed the northbound service.

EUG 27 (L) was noted on the southbound service on Saturday, 8th September, having worked through to Newcastle on the Friday night service from Birmingham.

Blackpool - Scarborough (X15) Service (joint West Yorkshire - Ribble) :

The Scarborough-Blackpool journey was seen near Harrogate on Saturday, 25th August, and consisted of Ribble 781 & 870 to Blackpool, with Ribble 860 to Burnley.

Lowestoft - Newcastle Service (joint United - Eastern Counties) :

The "service" vehicles on the day service have been LS 754 (Bristol LS5G) of Eastern Counties and an LUT of United working alternate days. The most interesting innovation this year has been the introduction of the Bristol SC4G coach. LSC 868 of Eastern Counties was noted on 6th July and 11th August. On the latter date, the northbound journey consisted of LS 754 & LSC 868, plus BBE 6 & BBE 8 of United. Another regular performer on the Leeds - Lowestoft section has been LIT 1 - one of the last of this class to be in service with United, most of the others having been sold. On 25th August, the northbound journey to Leeds consisted of LS 754, BV 853 (Bedford Vega with Gardner 4LK engine) of Eastern Counties and LIT 1 & BBE 8 of United.

The Friday night service starting from Leeds has run from 13th July to 1st September and was retarded one hour, departing at 11.0 pm and returning from Great Yarmouth at 10.0 am on Saturday morning. The vehicles used have been one United vehicle (usually LUT 7) and up to four West Yorkshire vehicles. For detailed observations see last month's issue in which it was incorrectly stated that the service car on the night service runs to Lowestoft.

6. SERVICE CHANGES.

SERVICE K27 KEIGHLEY - HAWORTH - MARSH - OXENHOPE.

Commencing Monday, 3rd September 1956, a new service was introduced between Keighley and Oxenhope via Cross Roads, Haworth, Bridgehouse Lane, Sun Street, Marsh Lane, Marsh, Moorside, West Shaw Lane, Keighley & Hebdon Bridge Road, and Station Road. There are three outward journeys on Mondays to Fridays, and two inward: In addition, there is an early morning return journey to Moorside. On Saturdays, there are four journeys to Oxenhope, all of which return. There is no Sunday service.

SERVICE K12 KEIGHLEY - HAWORTH.

With the introduction of the new Keighley-Oxenhope (K27) service, the 6.45 am journey from Keighley to Haworth is withdrawn.

SERVICE K18 KEIGHLEY - OXENHOPE - LEEMING - DENHOLME.

Consequent upon the introduction of the new K27 service, all journeys between Oxenhope and Moorside have been withdrawn. Certain journeys between Keighley and Oxenhope have been retimed and those at 9.0 am, 11.30 am & 5.50 pm withdrawn. Similarly, journeys from Oxenhope at 9.37 am & 6.27 pm have been withdrawn, and others retimed.

7. SOLD STOCK.

CWT 860 (ex-WY SG 10, Bristol L5G) Had arrived at Diesel Engine Exporters, Rothwell, by 25th March 1956 (not previously reported).

Of the vehicles reported in the January & March issues of the Bulletin, the following had left Rothwell between 25th March and 2nd May:- SG 6, SG 9, SG 45, SG 54, SG 69, SG 79, SG 89, KSG 95. SG 20 & SG 48 left between 2nd May and 7th July. On the latter date SG 8, SG 10, SG 11, SG 75, SG 84, KSG 57, KSG 59, ADG 1, and ex-Lincolnshire 2079-84 were still there. By 4th September, all but one of the ex-Lincolnshire L5G's had gone.

CWY 982 (ex-WY SG 43, Bristol L5G) Were noted at Diesel Engine Exporters, Rothwell, on 25th August 1956.
DWV 605 (ex-WY SG 91, Bristol L5G)

CWY 990 (ex-WY SG 51, Bristol L5G) Were noted at Comberhill Motors, Wakefield, on 25th August 1956, in addition to SG 42, SG 61, SP 1, SP 2, already reported in the August 1956 issue.
DWV 582 (ex-WY SG 68, Bristol L5G)

DWV 606 (ex-WY SG 92, Bristol L5G) Was noted at Diesel Engine Exporters, Rothwell, on 4th September 1956.

CWY 991 (ex-WY SG 52, Bristol L5G) Was seen in the yard of Berresford (Dealer), Kildgrove, Near Crewe, in May 1956.

7. SOLD STOCK (Contd)

- DWV 591 (ex-WY SG 77, Bristol L5G, sold 2/56). Showman's vehicle (Charles), Coalpit Heath, Near Chipping Sodbury, Gloucestershire.
- YG 9008 (ex-WY 913, Bristol J05G, sold 10/52). Had left P. Demenlenaere's scrapyard between Gent and Brussels, Belgium, by August 1956 (see November 1953 issue).
- AWW 177 (ex-WY 937, Bristol J05G, sold F. Cowley 3/54). Espley (Contractor), Evesham, Worcestershire, May 1956.
- BWT 763 (ex-WY 968, Bristol J05G, sold North's 3/54). Now owned by A.M. Carmichael Ltd., (Contractors) of Edinburgh, was seen on a site near Dalnarcardoch Lodge, Perthshire, 11th & 18th August 1956 - on the latter occasion the windows were being carefully cleaned! (See Issue 55, September 1955, for reference to BWT 766 at same site).
- BWT 780 (ex-WY 965, Bristol J05G, sold North's 10/55). Was seen running through York on 11th August 1956, on trade plates 302C. It had been cut down similarly to 1020, and had "TOWING" scrawled over the indicator. Can anyone identify the owner? The registration number is subject to confirmation.
- BWT 794 (ex-WY 999, Bristol J05G, sold F. Cowley 3/54). (See Issue 52, April 1956). This is Gee No.54, and was noted at White City on 5th August 1956.
- YG 8994 (ex-WY 314, Bristol G05G, sold F. Cowley 8/52). Showman's vehicle (E. Harris), Bristol.
- AWW 36 (ex-WY 331, Bristol G05G, sold F. Cowley 8/52). Was seen parked near Banbury (W.R.) loco depot on 2nd September 1956. It is owned by Norman W. Dunn & Sons Ltd., Wellesbourne, Warwickshire, and has fleet No.2. It is converted to a tar sprayer and has a full width lorry cab. AWW 158 (ex-K341) has been similarly converted (see March 1956 issue) and it is believed that there other West Yorkshire vehicles so converted. Details please!

8. OTHER INFORMATION.

Survey of Engine Types : It is of interest to compare the types of engines fitted to West Yorkshire vehicles in 1951 and 1956. A marked reduction in the total of Gardner 5LW engines is apparent.

Engine Type	Total at 1/5/51	Total at 1/5/56	Remarks
Gardner 5LW	357	218	Less 139
Gardner 6LW	6	18	Plus 12
Gardner 5HLW	-	45	Plus 45
Gardner 6HLW	-	20	Plus 20
Bristol AWW	107	216	Plus 109
Bedford Petrol	8	8	No change
Morris Saurer	2	2	No change
Total Gardner:	1/5/51 = 363	1/5/56 = 301	
Total Bristol:	1/5/51 = 107	1/5/56 = 216	

During 1950, flexible mountings were introduced and the following Bristol engined vehicles are flexibly mounted:-

All SBW, CB, CBW types; DB 47-53/58-63/78/79/81-91; DBW 1-34; DX 1/2/5-43.

The following Bristol engined vehicles are solidly mounted :-

EB 1-10; DB 1-46/54-57/64-77/80.

All vehicles with Gardner 5LW engines are solidly mounted except :-

SG 149/50; SGL 1-23; SGW 1-12; DX 3.

Of the vehicles with Gardner 6LW engines, EG 7-12 are solidly mounted (as anyone who has travelled in them recently will testify), while DGW 1-10 and DX 4 are flexibly mounted.

Rail - Road Excursions : An article on the combined road and rail trips to Castle Howard, Riveaux Abbey &c., appeared in the Commercial Motor dated 31st August 1956, Page 134. The article is illustrated with photographs of EUG 23 (YK).

Fleet List, Part I - Additional Information : Details have now come to hand of the replacement bodies fitted to Bristol K5G's 349 and 390 when their first bodies were destroyed. They are:-

349	ECW	L48R	7440	1941
390	ECW	L53R	7757	1942