

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 243.

JUNE, 1971.

**PERSONAL.** We extend a warm welcome and best wishes this month to [redacted] who has joined the Company from West Riding, as Traffic manager, and to [redacted], formerly with East Yorkshire, who is the new Area Traffic Superintendent for Bradford, Keighley, Skipton, etc., We hope both will enjoy their stay with the Company.

**FORTHCOMING EVENTS.**

**H.C.V.C. YORKSHIRE SECTION.** There will not be a meeting during June, and the next meeting will therefore, be on Tuesday, July 20th.

**P.S.V.CIRCLE, SOCIAL MEETING.** The next meeting will be on Thursday, July 1st., from 7.00 p.m., in Bradford City Transport Staff Canteen, Forster Square, and W.Y.I.S. members will be welcome at both these meetings.

**LAST TOUR OF TODMORDEN JOINT OMNIBUS CO'S ROUTES - SUNDAY, July 25th. 1971.**  
To mark the take-over of Todmorden J.O.C's services by Halifax Joint Omnibus Company, the Halifax & District Road Transport Study Group are organising a farewell Tour on the above date, using a Leyland PD2 with Leyland lowbridge bodywork. The route to be followed is as follows :- Depart Halifax Bus Station 11.30, Todmorden Bus Station, 12.05, via Cross Lee Estate, to Burnley (arr. 12.30), Bacup (arr. 1.15), Summit (arr. 2.15), Lumbutts (arr. 2.45), Mankinholes (arr. 3.00), Todmorden Depot (3.45 - 4.15), Hebden Bridge Station (arr. 4.35), Old Town (arr. 5.00), Hebden Bridge (dep. 5.30) to Halifax Bus Station (arr. 6.00). Participants may join the trip en route, with prior notice, and the cost will be 75 p. + Bookings, including a deposit of 15 p., or further enquiries, should be made to [redacted].

**TRANS - PENNINE RUN MARSHALS.** The Run this year is on Sunday, August 8th, and Marshals are still required, both at Harrogate and "en route". Anyone able and willing to help is invited to contact [redacted].

**PRESS DAY** for the July Issue will be on Saturday, July 3rd., and all items should be sent to arrive by that date to [redacted]. The Editor will be on holiday until that date, and as a result, the Bulletin for July may be somewhat later than usual.

**1. FLEET CHANGES.**

**NEW VEHICLES.**

YSRG.121.	JWU 339 J.	Bristol REEL6G.	8/255.	ECW 19560	D47F.	7-7-2.
SRG.143.	JWU 334 J.	Bristol REEL6G.	3/1482.	ECW 19083	DP50F.	7-14-1.
SRG.144.	JWU 335 J.	Bristol REEL6G.	3/1486	ECW 19084	DP50F.	7-14-1.
SRG.145.	JWU 336 J.	Bristol REEL6G.	3/1487	ECW 19085	B53F.	7-10-3.
SRG.146.	JWU 337 J.	Bristol REEL6G.	3/1438	ECW 19086	B53F.	7-10-3.
SRG.147.	JWU 338 J.	Bristol REEL6G.	3/1489	ECW 19087	B53F.	7-10-3.

**ADDITIONAL INFORMATION.**

YSRG.121, & SRG.143/4/5/7 were all delivered by May 22nd., to Grove Park, and SRG.146 was also delivered during May to Harrogate.

YSRG.121 is the first REEL for the Company, and is identical in appearance to a normal SRG, except that the length is 10 metres (32'10") instead of 11m. It does not have a hyphen between "York" and "West Yorkshire" in the fleetname, and SRG.143/4 are the last two vehicles of this year's order to have DP bodies. Mileages after delivery were: YSRG.121 - 459; SRG.144 - 470; SRG.145 - 453; and SRG.147 - 472. The appearance of YSRG's numbered 121 up brings back memories of the YSG's which, by coincidence, also started at 121.

The body numbers of Ledgerd's UUA 791/2/5, requested last month, are 6009/10/64 respectively.

**ALLOCATIONS AND TRANSFERS.**

DX.101.	(Delicensed)	to	BRADFORD,	(Correction).	15.71.
SRG.143.	{ New	"	HARROGATE	"	22.5.71.
SRG.144.	{ " }	"	YORK	"	26.5.71.
YSMA.7.	from YORK	"	(Delicensed)	"	31.5.71.
SML.3/4.	"	MALTON	"	"	"
SRG.5.	"	HARROGATE	"	"	"
SRG.29.	"	LEEDS	"	"	"
SUG.69.	"	BRADFORD	"	"	"
DX.11.	"	KEIGHLEY	"	"	"
DX.14/27/127.	"	BRADFORD	"	"	"
DX.123.	"	LEEDS	"	"	"
DX.203.	"	HARROGATE	"	"	"

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

SRG.28.	(Delicensed)	to LEEDS	1.6.71.
LH. 18.	"	" HARROGATE	"
DX.124.	"	" BRADFORD	"
DX.212.	"	" KEIGHLEY	"
YSRG.121.	( New )	" YORK	"
SRG.145.	"	" YORK	"
SRG.146.	"	" KEIGHLEY	"
SRG.147.	"	" HARROGATE	"
SMG.22.	From HARROGATE	" ILKLEY	"
LH. 5.	" YORK	" MALTON	"
CUG.28.	" KEIGHLEY	" LEEDS	"
DX. 46.	" WETHERBY	" LEEDS	"
DX. 81.	" LEEDS	" WETHERBY	"
DX.100.	" KEIGHLEY	" BRADFORD	"
DX.160.	" YORK	" MALTON	"
DX.161.	" YORK	" LEEDS	"
DX.168.	" ILKLEY	" BRADFORD	"

- Notes :-
1. All vehicles are relicensed at their former Depots. DX.101, relicensed last month, was ex.0tley.
  2. Only DX.9 & DX.38 survive in service of the MWY and OWX batches respectively.
  3. Once again York loses its West Yorkshire double-deckers, though DX.160 remains under York maintenance. DX.160 is the first double-decker at Malton, since DX.156 left on Oct.1st.1970, and the replacing of a 41-seater SML with a 60-seater DX will be noted.
  4. The withdrawal of YSMA.7 after only 8 years' service is of interest; these small buses would appear eminently suitable for the unremunerative Dales services, in place of the 45-seaters normally used.

STORED VEHICLES.

HARROGATE. Behind Grove Park towards the end of May, were SUG.29/61/7, SMG.52, DX.2/8/75 & DGW.4 (L041), the conversion of which to a towing Lorry is nearly completed. Inside Grove Park is still the chassis of SRG.78. On May 25th., CUG.19 was seen heading towards Harrogate from York on Trade plates. On the Myrtle Road Park on May 8th., were SUG.62/75/8 & SMP.17. These had changed on the 15th., to SUG.62/4/75/7/8.

ILKLEY. EUG.95 was still at the back of the Depot until the end of May, but has now been moved to Harrogate (noted the 1st. June).

LEEDS. SMG.52 was moved between May 27th., and June 2nd., from Harrogate to Leeds, and is now stored outside, with DX.125. Also, on June 2nd., SRG.29 was inside, as was Booking Office 1028.

SKIPTON. Still behind the Depot during May was SUG.26.

YORK. Currently in the field are SUG.21, SMG.55/60, CUG.43, DX.19 & YSMA.7, (all in Sale livery), with SUG.19 & SMG.56 (not in Sale livery), whilst inside the Depot are CUG.42 & SML.3/4, not in Sale livery (yet). CUG.19 was moved from York to Harrogate on May 25th.

WITHDRAWALS.

31st. May, 1971 :- YSMA.7, SUG.26/61/2/4 & DX.19.

FLEET TOTAL.

	C.	S.D.	D.D.	1.6.71.	1.6.70.
Licensed :-	48	229	251.	528	545.
Delicensed :-	2	19	11.	32	28.
	<u>50</u>	<u>248</u>	<u>262.</u>	<u>560</u> *	<u>573.</u>

\* The fleet total excludes YSMA.7, SUG.26/61/2/4 & DX.19, but includes YSRG.122/3.

TEMPORARY LOANS.

Tree Lopper 1025 was on loan to York from May 19th., whilst Y.1032 was in Works, presumably to have a crane fitted. It may therefore, have been possible to see a 34-year old K5G towing a new YVR., though it is not known if this actually occurred.

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

April, 1971 :- ERG.6 & YDX.218.  
 May, 1971 :- SRG.28, DX.124, YDX 221 & DX.212.

REPAIRS.

April, 1971 :- DX.119 & SRG.55/7/73.  
 May, 1971 :- SRG.2/48/85, YDX.132, YVR.42 & LH.5, also DX.8 (Sale livery).  
 June, 1971 :- YSMA.7, (Sale livery).  
 ? 1971 :- SMG.55 & CUG.43, (both Sale livery).

2. VEHICLE NOTES, (cont.)

PAINT DATES.

SRG.85 - W.Poly.4/69; YSRG.121 & SRG.143-7 - all Williamsons' 5/71.

CERTIFICATES OF FITNESS.

Last month's reference to SRG.135 should, of course, have read SG.135! DX.168 - 2/11/74 (not 21/12/74, as previously given); DX.60 (old) - 27/8/69.

GENERAL NEWS.

DX.48 arrived engineless at Norths, and we understand that the Gardner 6LX engine formerly in this vehicle was removed by West Yorkshire prior to sale, and is at Harrogate, as a spare unit.

All old type SRG's, YLH's & YSMA's should by now have been fitted with change-giving machines.

SUG.81 now has seats with new style moquette.

The dual purpose SRG's, SRG.20 and a few others have appeared recently with red lifeguards in place of the previous black ones.

DX.44, after repairs, received a new radiator grille without chrome strips, but with a red painted centre; however, it has silver front hubs.

VR.37 is a further vehicle of this type to be fitted with extra grilles on the rear engine cover.

SMA.6 was noted recently to have had the rear boot panelled over; (are any more similarly treated, please?)

DX.79 (B) now has a silver radiator grille centre; this vehicle and DX.158/99 have only one cream band. For the record, all DX's overhauled since DX.107 (3/70) have emerged with only one cream band, but many vehicles, after repaint or TUV retain two bands.

A Leeds ERG of the 1-6 batch was seen on May 19th, showing "LEEDS BRADFORD AIRPORT X.35".

DX.124 now has a silver radiator grille.

DX.82, on transfer to Harrogate, had the glass of the intermediate indicator, which was without a blind, painted red, making the vehicle even more unmistakable. Some Thames Valley Lodekkas were given this treatment a few years ago, when that firm was dispensing with five piece indicators.

DX.200/1 now have radiator grilles made from SRG.mesh.

The vehicles fitted with reversing horns, carry a switch on the dashboard with a note reading, "Reversing Horn must be off from 23.30 to 07.00."

ADVERTISEMENT NOTES.

DX.106/8 (both Q) have recently received new illuminated adverts, in place of the "London, via the M.1" advertisement. The new one on DX.'06 is for "Yorkshire - Luton", and that on DX.108 is for "Yorkshire - Birmingham".

DX.186 (L) has now received a painted "PSB, Boston Spa" upper rear, advert. Previously, this advert was only carried by two Wetherby vehicles (at first DX.46/7, but ~~DX.46~~ & SRG.7.)

A number of double-deckers at various Depots have appeared with paper side adverts., for "Great Yorkshire Show, July 13/4/5."

A recent painted advert, to cease at Leeds is "West Park Motors".

LH.11 (W) now carries a "Car Radio Services" painted target advert.

VR.4 is a further vehicle with a "Strike Cola" upper rear advert.

VR.3 has recently received a "Scrap Happy - Bramalls" lower rear paper advert., which covers the rear fleet number!

SUG.70, now one of the oldest single deckers in traffic, received a painted "Climax Fork Lift Truck" lower rear advert, during May.

SRG.76 (Yk) is currently resembling a mobile advertisement hoarding; it has one offside upper advert., one offside lower advert. (below the windows); one upper rear; one lower rear, two targets (one at each corner) and a nearside lower advert. Only one position has been missed - above the nearside windows!

SRG.61/82 & LH.11 have received painted upper rear adverts for "Trust Motors, York Road, Leeds." = = = = =

3. SERVICE CHANGES.

STAGE CARRIAGE.

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

S.976. - K.8. - SILSDEN - SKIPTON.

On Saturdays to re-time the 19.10 Skipton-Bradley to 18.25, and return to 18.35.

S.977. - 79. - YORK - WETHERBY.

To amend York terminal to read Tanner Row or Rougier Street.

S.978. - 16. - HARROGATE - KNARESBOROUGH.

Mondays - Saturdays to withdraw the 06.05 Harrogate - Knaresborough journey.

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

- 4 -

S.979. - 27. - PATELEY BRIDGE - MIDDLESMOOR.

On Saturdays, to retine the 10.15 ex.Pateley Bridge to 09.05, and return from Middlemoor to 10.20.

S.980. - 72. - ILKLEY - GRASSINGTON.

On Mondays - Saturdays to retine the 08.00 ex.Ilkley to 07.55.

S.981. - 10. - HARROGATE - PENNY POT LANE (Harrogate Local).

Mondays - Saturdays: To withdraw the 17.40 ex.Harrogate, and return.

Mondays - Fridays: To retine the 22.40 ex.Harrogate to 23.00, and the 22.55 ex.Penny Pot Lane to 23.15.

Saturdays: To retine the 22.55 ex.Harrogate to 23.00 and the 23.10 ex. Penny Pot Lane to 23.15.

S.982. - 84. - HARROGATE - SCARBOROUGH.

Saturdays only: To extend the 09.10 ex.Harrogate through to Scarborough.

S.983. - 28. - HARROGATE - GRASSINGTON.

Mondays - Fridays: To retine the 07.45 ex.Grassington to 07.35, and the 07.55 ex.Hebden to 07.45.

EXPRESS.

E.106. - NEW SERVICE - LEEDS - BLACKPOOL.

Yorkshire - Blackpool Pool have applied for a new service between LEEDS (Wellington Street) and BLACKPOOL (Talbot Road), via Stanningley, Bradford, Brighouse, Butlane and the M.62.

Wakefield - Blackpool. After completion of the M.62 & M.61, the 08.40 from Wakefield is to operate 20 minutes earlier, and operate via the M.62 and M.61, whilst the 15.15 & 16.55 departures from Blackpool to Wakefield are to be deleted, and the 13.45 S.O., will operate daily at 13.45 via the M.61 & M.62.

Doncaster - Blackpool. On the 14.15 Barnsley - Blackpool, 19.45 Huddersfield - Blackpool, 09.10 Blackpool - Barnsley, & 19.00 Blackpool - Huddersfield, additional picking-up and setting-down points are sought at Freckleton and Warton, with point to point fares between Burnley and Blackpool.

E.107. - NEW SERVICE - LEEDS (Wellington St.) - BLACKPOOL (Talbot Road).

A Licence is sought for the above service, which will operate via Stanningley, Bradford, Brighouse, Outlane and the M.62.

Fully loaded vehicles on J.1 Leeds - Fleetwood may also operate over the above same route.

As from the 1st April, West Riding buses no longer reach Wetherby. From that date their Service 176, Castleford - Aberford - Wetherby, was cut back, and for the time being runs as far as Aberford. There is however, a strong possibility that it may be withdrawn completely before long.

We understand that Hebble continued to run some duplicates on Bradford - Huddersfield (64) until Halifax Joint Omnibus Co., took over Hebble.

Service 70 this year commenced on Saturday, April 3rd, one week before Easter, unlike last year, when it commenced at Easter week-end.

From May 10th. 1971, on Mondays - Fridays, the 05.40 Bradford - Keighley (X.67) was withdrawn, the 05.55 retimed to 05.45 and the 06.10 to 06.05. Departures from Bradford are, therefore at 05.25, 05.45, 06.05, 06.25, then as at present. Also from May 10th. 1971, on Route 56 (Mondays - Saturdays) the 16.15 Bradford - Denholme and 16.40 Denholme - Bradford were withdrawn, as were the 05.50 & 18.10 Bradford - Otley (53), and the 06.30 & 18.53 Otley - Bradford (53A) on Mondays - Saturdays.

From the 14th. May, revised Saturday timings were introduced on routes 58/9/61 (Bradford - Baildon.)

Bradford - Menston (65) was subjected to changes from the 10th. May. This consisted of reducing the number of journeys.

Revisions to Cornwall Road - Burn Bridge (7) and Cornwall Road - Pannal (7A), from the 4th. April consisted of retiming the Sunday service between Harrogate and Burn Bridge to operate to Pannal Ash only, and after 18.00 (Mondays to Saturdays) the service between Cornwall Road and the Bus Station is withdrawn. (The latter part is Application S.931/2 (Issue 239).)

Recently issued were small cards for the Yorkshire - Northampton/Luton and Yorkshire - London, via Motorway Express services. These give times and fares, and are obtainable free from all West Yorkshire enquiry offices.

Several changes have been made to the Express services this year, and we hope to summarise these in the next Issue.

Whitsuntide holiday traffic arrangements consisted mainly of normal services on Saturday/Sunday, May 29/30th., and generally reduced services on Monday/Tuesday, May 31st., June 1st. Service 43 however, received the Saturday service (= additional journeys) on Whit Monday.

We have comprehensive notes on the Leeds - Yeadon Airport (X.35) service, but for reasons of space, will include these next month instead.

p.t.o.

YORK SERVICE CHANGES.

The OMO routes on Sundays only, commenced as advertised on May 9th., and in addition to the list given last month, Y.11/11A are also OMO. A review of some of the routes is as follows: - Y.1/8 - double-decked - YDX only, normal route; Y.2 - double-decked - YVR or YDX, normal route; Y.3/3A/11/11A - OMO normal route, except that Hull Road terminus is extended along Hull Road and down to Tang Hall terminus, and at Osbaldwick terminus, where the vehicle runs round the Green to turn round, instead of reversing into Thuckley Way; Y.4 - OMO, normal route; Y.5 - OMO - normal Sunday route; Y.6/7A - OMO - two routes joined (Y.6A/7) to form Y.6/7A. From the Stockton Lane terminus (Y.6/6A), the vehicle now runs to Leeman Road (Y.7 terminus), but shows Y.7A. The reverse route terminates in Town (Stonebow) and shows Y.7A. The vehicle then works from Town to the other half of the Y.6/6A route to Viking Road, showing Y.6. In the reverse direction, the full Y.6 route operates to Stockton Lane. Y.9A - OMO - No Y.9 operates (being covered by the extended Y.3/3A to Tang Hall Lane). Y.9A operates Heslington to Clifton, via Green Dyke Lane and Heslington Road, rather than Lawrence Street, which was its Sunday route. Y.10 - in two parts, as in the past on Sundays. The OMO half is from Rougier Street to Bishopthorpe, (this is inter-worked with one vehicle only on Y.10/13/13A), and the second half double-decked from the Station to Haxby (vehicles on here work alternately on Y.10 & Y.12). Y.12 - double-decked - Station to Stensall (vehicles on here work alternately on Y.10 & Y.12. Y.13/13A - OMO from Rougier Street to Nether Poppleton (this vehicle also works the OMO part of Y.10. Y.15/17 - both discontinued on Sundays. Y.17 to Heslington is covered by Y.9A to Heslington. A leaflet was issued to cover these changes, but in it, unfortunately, (a) Y.11/11A is not mentioned at all; (b) a note under Y.9/9A refers to an alternative service between York and Heslington - Y.17, but does not specify weekdays only; (c) in the timetable for Y.9A, a note refers to "On Monday to Saturday evenings, and all day Sunday, this service will operate via Hull Road and Lawrence Street in both directions", but the front cover states that it will operate "via Heslington Road and Green Dykes Lane," which in fact, is what it does.

## 4. OPERATING NOTES.

BRADFORD. On Easter Tuesday, SRG.138/9 (B) were scheduled to work Yorkshire - Birmingham duplicates. Interesting vehicles have been noted on Bradford - Keighley (X.67) recently, as follows: - May 5th., CUG.23/30 (both in the morning); May 6th., CUG.30 (a.m.); May 7th., CUG.30/44 (a.m.); May 10th., CUG.30/44 (a.m.); May 13th., CUG.23/45 (a.m.); and CUG.23/30 (p.m.); May 14th., CUG.23/45 (a.m.) and DX.11 (p.m.). Noted on the 08.45 Bradford - Skipton (67) on May 13th., was SRG.1, and on the following, CUG.45 worked the 09.10 to Blackpool. Unusual vehicles in Bradford recently have been Todmorden 1881 WA, a Leyland Leopard with E.C.W. coach body, similar to CUG.21, etc., ex. Sheffield, and North-Western 259 (KJA 259 F) a Leyland Leopard/Alexander, fitted with tables, etc.. The Todmorden vehicle has also been in Leeds on Learner duties. The absence of a towing vehicle at Bradford has resulted in Bradford vehicles being taken to various other Depots for repair when towing is needed. VR.41, for example, was in Roseville Road on the 19th. May, and on May 21st., was on Bradford - Leeds (55) when it failed at the Old Ball, Horsforth. DX.112 (L) replaced it for the return trip to Bradford, whilst 1037 assisted the VR back to Roseville Road. Working on X.67 on the morning of May 17th., were CUG.44/5, and on the following day CUG.30/44. SRG.138 (B) worked the 07.15 Bradford - Ilkley (63) on the 17th. & 18th. May. CUG.30/44 were again working the morning X.67 duties, whilst on the evening duties on May 25th., were DX.115 & VR.39, with CUG.44/5 being used on the following day. On April 9th., LH.4 (M.loan B) & CRG.6 (B) worked the 13.55 Bradford - Scarborough (43), and SRG.115 (Yk.) was on the 18.00 Bradford - Scarborough (EXP.) On April 12th., DX.11/4/115 (all B), 208 (H) were on the Bradford - Harrogate section of 53, with DX.10/182 (B) on the Bradford - Otley section. On April 30th., KDX.139 was seen working the Bradford duty on the 07.15 Keighley - Bradford (57), with a Keighley driver and a Bradford OMO conductor. On the 26th. April, SRG.42 (B) was on the 16.45 Bradford - Leeds (30). DX.156 (U) was noted on May 8th., on Harrogate - Bradford (53). On May 26th., SRG.57 worked the 16.15 Bradford - Ilkley (63 OMO). DX.49 (B) spent the week-end of May 28/29th., parked on the forecourt of Otley Depot, and was towed to Harrogate by 1022 the following week. On Whit Monday, SRG.104 (B) worked on Bradford - Scarborough (43), with SRG.2 duplicating. On May 31st., SRG.42 (B) was on Bradford - Whitley (X.91). On May 17th., DX.99 (B.loan H) worked the 13.25 Bradford - Harrogate (53); on the following day SMG.25 (I) was on the 17.10 Bradford - Ilkley (X.63), SRG.26 (H.loan B) on the 16.15 Bradford - Kenston (65), and KDX.96 (K.loan B) worked the 17.55 Bingley - Duckworth Lane (52). On May 28th., CUG.23 (B) was on the 08.50 Bradford - Whitley (X.91). On May 29th., SMG.35 (L) worked the 09.55 Leeds - Hawes/Muker (70), CUG.44 (B) the 10.35 Bradford - Newcastle (X.97) and Percivals' SXG.440 was on Bradford - Newcastle (X.97 dupl.). On May 31st., SRG.102 (B) was on the 13.55 Bradford - Scarborough (43), DX.154 (B) on the 11.00 Bradford - Haworth (56), DX.168 (I.loan B) on the 14.30 Bradford - Haworth (56), and nine single-deckers worked to Selby Market, - SMG.32 (O), CUG.26/51/5/118 (H) & SRG.79/92/138/9 (B). On June 1st., KSRG.101 (K) was on the 13.55 Bradford - Scarborough (43 dupl.) with SRG.103 (F) as the Service car.

4. OPERATING NOTES, (cont.)

HARROGATE. On May 8th.,SRG.104 (B) was in Harrogate on 51. On May 4th.,CUG.25 (H) worked the 18.05 Leeds - Harrogate (36),and VR.23 (L) on the 21.20 Leeds - Harrogate (36); the use of VR's on this route on Bank Holidays is a normal occurrence,though very rare at other times. SRG.118 is being used a fortnight at a time on various routes, including 17, 84, X.99 & 76. Its first day's duty was on Pateley Bridge and Harrogate School Specials,and Boroughbridge. On the 2nd.April,DX.59 & YDX.73 were in Harrogate on Learner duties. On Easter Monday,SRG 105 worked a Low Harrogate afternoon Tour, and on the following day VR.39 (B) was on 53, DX.9 on 51, and VR.19 (O) on 36. KDX.69 was on Learner duties in Harrogate, and SRG.51 was also used during the 15th-20th.April. On April 21st.,United 2689 was on Ripon (36) in place of an RE. On May 3rd.,DX.82 was on 12A. On May 1st.,SMG.32 (O) was noted on Skipton - Harrogate (76),and on May 31st.,VR.49 (H) was on the Harrogate - Tadcaster (76). On June 1st.,VR.21 (O) was seen on Leeds - Harrogate (36),and DX.107 was also seen on this route on the same day. On May 30th.,VR.49 (H) was noted arriving in Harrogate at 7.05 on 76A.

ILKLEY. In the Depot on the 17th.May were DX.211 (K), KSMA 1 (K), SMA.6 (SK.), SRG.18/64/113 (all I)/58 (B), SMG.25, DX.168/215,and (stored) EUG.95. SMA.6 (Sk.loan I) worked the 12.15 Leeds - Ilkley (34) on the 13th.May. The 12.25 Leeds - Ilkley (33) is worked by an Ilkley car with an Otley crew. This appears to be Ilkley car 14, which starts at Ilkley at 07.00 on 33, and finishes with a journey at 16.45 ex.Leeds (35) and 17.45 Otley - Ilkley (34).

LEEDS: On May 3rd.,DX.37/59 were both on Learner duties in Leeds; DX.59 continued to be used during the month,except on May 17th.,when DX.44 was used. On the following day,DX.59 was in use as a School Special,but was back on Learner duties by May 21st. DX.68 (H) was in Leeds on Learner duties on May 18th. On May 3rd.,SUG.72 worked the 12.22 Leeds - Tadcaster (42),and SRG.61 was on Parsley (49). On May 6th.,DX.171 was seen on 35 at lunchtime,with the only remaining lady driver at Leeds Depot at the wheel. On the same day,DX.199 (K.loan I) was working on 32/33. On May 10th.,SRG.24 (L) worked the 12.35 Leeds - Scarborough (43) in place of the usual York/Malton Depot.DP.SRG. On the same afternoon, West Riding PD2 DHL 684 was in the Headrow on Learner duties, and on May 12th.,was in Otley Road, Leeds. On May 11th.,SRG.60 (O) was on 47-at lunchtime for Leeds Depot, and LH.17 (H.loan O) was in Leeds on a School Special. It appears to be a regular feature for a spare Otley vehicle to work the Leeds - High Royds Hospital Special on Wednesday afternoons. DX.175 has been used several times recently,showing either "Menston/32" - the nearest available destination - or "Blank/32". Previously a Leeds vehicle was produced from the Depot to work this duty. On May 13th.,VR.1 (B), Lincolnshire 1435,LFE 144 H, an RELH/DP47F, and 1606,KVL 699H,a Bedford VAL/Duple C45F were all in Leeds Depot. DX.211 (K.loan I) was on Ilkley - Leeds (33) on May 13th.,and was still on this route on the 17th. On May 17th.,new East Yorkshire Deimler Fleetline/Alexander 893,WKH 893 J,was on the 12.05 Leeds - Hull (46).in place of the usual Leyland Panther, but on May 19th.,Fleetline 870,RAT 870 G,was on this duty. Benton Park School Specials on May 20th.,included DX.59/85/107 & VR.24. DX.211 (K),still on loan to Ilkley,was on Leeds - Otley (35B) on May 21st.,and on the same day DX.213 (O.loan L) was noted,arriving from Wetherby on 38. In Leeds Depot on May 15th.,were Southdown 1249 (Leyland Leopard),and Wilts and Dorset Bedford VAL LMR 734 F. On April 11th.,EUG.88 (L) was seen at Bainbridge on service 70. On May 24th.,DX.80 (B) was on Leeds - Bradford (55) at lunchtime, with DX.107 (L.loan B) on Leeds - Bradford (30) at the same time. On May 26th.,SMG.32 (O) was on a 55 duplicate from Leeds (possibly to Rawdon) at 17.10 p.m. On May 27th.,VR.36 (L) worked Leeds - Thorne (42) at 12.55 in place of the usual saloon. On May 19th.,SUG.71 (L) was on Leeds - Knaresborough (38). Noted on Leeds - Tadcaster (42) have been SUG.72 (L) on May 1st.,VR.16 (L) on May 4th.,and VR.21 (O.loan L) on June 1st. On May 16th.,SMG.21 (Yk.)worked the 13.30 Hull - Leeds (46).

MALTON. A visit here on June 3rd.,found - 10.00 - SRG.137, DX.161, YLH.22 in the Depot, and LH.14/15 outside. LH.15 then worked on 94. SMA.5 was on 92 (Town service). LH.6 worked to Scarborough at about 18.00. YLH.22 & LH.14 had been on 43, and were still in the Bus Station. SRG.137 had not left the Depot. SUG.80 passed through on 43, as did other cream SRG's.

YORK. On May 25th.,VR.49 (H) worked the 07.10 Harrogate - York (84), and on the following day was on the 08.35 York - Harrogate (84). On May 27th.,new SRG.144 without blind,was working on Ashley Park/Poppleton,showing "13A", and on the following day was in Leeds at 12.55 heading for Wellington Street,not on service - vice,showing "X.74",and still without a blind. An unusual vehicle on the 12.35 Leeds - Scarborough (43) on May 28th.,was YLH.22,in place of the normal

## 4. OPERATING NOTES, (cont.)

YORK, (cont.) "White Lady" SRG. On Leeds - Scarborough (43) have been SRG.115 (Yk.loan M) on May 20th.,SRG.145 on Jun 1st.,with DX.161 (M) duplicating. On the Leeds - York section have been EUG.88 (L) on May 7th.,and YLH.21 on May 20th. On Leeds - Bridlington (44) on June 1st.,was SRG.53 (O). On Easter Monday,YVR.43 was noted on an Express from the East Coast to Leeds, and SRG.144 was similarly noted on the following day. On May 7th.,SRG.19 was on Y.9/9A and YDX.147 on Y.4/4A. LH.4 duplicated SRG.136 on Scarborough - Leeds (43) on June 2nd. On the 3rd.May,SRG.77 was on the pits at York, on the following day SRG.10 was on Y.14, and on the 13th.,DX.161 was on Y.12. YDX.236 was seen on the steam cleaner at York on May 18th.,showing "7", and must have worked a duplicate from Huntingdon to the City at some time. On May 19th.,SRG.66 was on Y.10 - a YVR route - whilst a YDX was on Y.13A (an OMO route) early in the morning. YSRG.121 was parked in Rougier Street on June 1st.,having worked Y.14 and 43 duplicates,at 19.00, and on the following day was on Y.9/9A. Also on June 2nd.,SMG.16 was on Y.4, and on the 3rd.,YLH.25 was on Y.9/9A. A survey on May 9th.,found Y.1/8 - YDX.197/216/30/8; Y.2 - YVR.31/42; Y.3/3A/11/11A - SRG.45/50/26/115, & YSRG.97/78 (SRG.50 not OMO at 15.00 when seen); Y.4 - SRG.10 & YSRG.96; Y.5 - SRG.50/67/76 & YSRG.97/8; Y.6/7A - YLH.21/2/3; Y.9A - SRG.13/9/87; Y.10/12 - YVR.43/50/4/6 & DX.161; Y.10/13 - YLH.25. The City Tour commenced on May 28th, probably using CUG.24, with three journeys per day. These are to be increased to five from June 13th., (1900 th.anniversary). SRG.142 was in Whitby on Easter Monday on a Private Hire, and was on Harrogate - Scarborough (74) on May 9th.,with a York cream SRG. On April 15th.,SRG.33, SMG.21 were both on Y.13, SRG.13 on Y.14 and SRG.67 on Y.1/8. On the 19th.,SRG.87 was on Y.4/4A,with SRG.68 on Y.9/9A. On the following day SRG.52 was on Y.13/13A; YSRG.98 on Y.6; YVR.53 on Y.14, another YVR. on Y.15, and SML.4, SRG.33, two CUG's, one new type SRG and an EUG were on Ampleforth School Specials from York Station. On April 21st.,SMG.37 and SRG.115 were on Y.13/13A, and SRG.50 was duplicating on Y.1/8. On April 22nd.,SMG.37 was again on Y.13/13A and YVR.31 was on Y.15. SRG.13 was on Y.4/4A on April 23rd. On the same day SRG.115 was on Y.13/13A and SUG.80 on Y.3/3A/11/11A. A YVR was on Y.1/8 on the 26th.April, and on the 29th.,SRG.19 was on Y.7. On May 9th.,VR.24 worked a duplicate to the 18.55 York - Leeds as far as Tadcaster. On May 10th.,SML.3 was duplicating on Y.1/8,another SML was so noted on the 11th.,with SRG.19 on the 12th.,and YSMA.7 on the 17th.,all on Y.1/8. On May 26th.,LH.13 was duplicating on Y.1/8,with YLH.21 on a cream SRG working on Scarborough - Leeds (43). An SMA was on X.91 to Whitby on May 30th.,and on June 1st.,ex.London Transport RT.2280 KGU 309,was in York.

LONG DISTANCE.

CRG.9 was inside Leeds Depot on May 26th.,carrying a "Cambridge" sticker. On May 28th.,a United dual door RE,5001,EHN 601 J,was noted on X.97 or X.99 in Leeds at 3.30 p.m; Bibby's PNL 798 was working to Blackpool on Hire on May 28th.,and was also on hire on the following day. Longsters' GEK 615 G worked to Newcastle on hire on June 2nd. On June 1st.,SUG.66 was seen on Morecambe (X.88) and SRG.42 on J.2. June 4th.,saw Longsters' H/Y 222 J on hire heading for Blackpool,in company with either CUG.44 or 45. ERG.1 and SRG.55 were seen near Darlington on X.97 on June 1st.

Recent observations on the London - Yorkshire service have been - 14,30 London - Keighley on April 19th.,CRE.6 (B); April 20th.,12.10 London - Bradford, CRG.4 (B); April 21st.,CRG.4 (B); April 23rd.,CRG.15 (B); April 26th.,CRG.4 (B); April 27th.,CRG.16 (B); April 28th.,CRG.15 (B); April 29th.,CRG.3 (B); April 30th.,CRG.4 (B); May 3rd.,CRG.3 (B); May 5th.,CRG.16 (B); May 6th.,CRG.15 (B); May 7th.,CRG.16 (B); May 11th.,CRG.15 (B); May 12th.,CRG.3 (B); May 13th.,CRG.16 (B); May 14th.,CRG.3 (B); May 17th.,CRG.15 (B); May 18th.,CRG.16 (B); May 20th.,CRG.16 (B). It will be noted that only CRG.3/4/15/16 have been used on this journey recently.

The Blackpool Bus Station on May 1st.,had CUG.23 & ERG.2, the latter on J.11. On May 15th.,Standerwick 97 was in Harrogate Bus Station with United 6033. On April 10th.,CUG.34/5 (B), 36/7 (H) worked Bradford - Morecambe, and CUG.32 & SRG.140 from Leeds. On Monday, May 3rd.,Dobson's of Bedale PVN 652 G worked down to London on a Private Hire, and returned on hire to West Yorkshire, on the 3.30 p.m.ex.Victoria Coach Station. A Dobson's vehicle was scheduled to work down to London on hire to West Yorkshire on May 7th., returning on Private Hire. On May 17th.,Lancashire United 151, having stayed the night at Roseville Road,worked to Newcastle (X.98) at 8.45 a.m. SRG.143, on what was probably its first day in service (and possibly its first duty) worked the 3.55 p.m.,Leeds - Middlesbrough (X.99) on May 22nd. It has been on this duty most days since, replacing the EUG previously used. An exception was on May 29th.,when it worked Otley - Blackpool, in company with CUG.37 (H). On May 29th.,on Bradford - Morecambe were SRG.141 (L) & SRG.51 (H). = = = p.t.o.

5. SOLD STOCK NEWS.

- RWY 823. (Ex.DX.45, LD6B, sold Norths, Sherburn-in-Elmet, 1/71.)  
To S.McCulloch (Contractor), Birtley, Co.Durham, 4/71.
- JWU 888. (Ex.SGW.1, LS5G, sold Norths, Sherburn, 3/66.)  
To Smith, Amble, 10/66.  
To Hancock & Turner, Lynemouth (for scrap), 6/68.
- KWU.362/71. (Ex.DBW.6/15, KSW6D, sold Norths, Sherburn, 4/68.)  
DW.15 to Georges, Kirkburton, 5/68.  
Both to Whiting Bros., Breakers, Featherstone, and scrapped by 7/70.  
This breaker has now left the Featherstone field, and is now at South Elmsall (see below).
- KWS 389. (Ex.SBW.29, LWL6B, sold Reliance, Sutton-on-the Forest, 5/68.)  
To Mobile Caravan, York, by 6/69.  
Scrapped by Whiting Bros., Breakers, South Elmsall, 27/3/71.
- LYG 716. (Ex.EUG.91, LS5G, sold Norths, Sherburn, 1/71.)  
Noted heading, through Tadcaster, in York direction, 23/3/71.  
Believed to be with Business Vehicles, York, 3/71.
- OWT 201. (Ex.YDG.88, K5G, sold Yorkshire W.D., No.152, 8/69.)  
To Norths, Sherburn, 7/70.  
Gone from Norths, 1-2/71, presumably for scrap.
- OWT 204. (Ex.YDG.91, K5G, sold Yorkshire W.D., No.154, 8/69.)  
To Norths, Sherburn, 1/71.

E.C.W.LOWERBRIDGE BODIES.

An interesting disposal which has just come to light is that apparently some 5 to 10 of the original ECW lowbridge bodies off the BWY/CWX batches were sold to a farmer near Garforth in 1949/50. It appears that the farmer was to have bought 10, and at least 5 were delivered, the first at any rate complete with chassis, from which the body was removed in a field, and the chassis returned to Harrogate for overhaul. It seems likely that it was one of these bodies that was reported in Issue 91, as a possible Keighley - West Yorkshire Titan on a farm between Garforth and Micklefield, and we would be very pleased to hear from any member who can add anything to the above, or who knows if any of these bodies survive.

OWX 174. (Ex.DX.30, LD6B, sold Clayforth, Guiseley, 9/69.)  
Seen in Guiseley on May 17th., showing "Private/00" at the front; this has now gained a black radiator grille. It was also seen on the M1 just North of Sheffield, heading South, on May 22nd., with passengers aboard.

MWY 114/6, & OWX 175. (Ex.DX.5/7/31, LD6B, sold Norths, Sherburn, 6-9/70.)  
As DX.17 is now with H.Wray (Ideal), Hoyle Mill, the above three must be the vehicles sold to P.V.S. Carvey Island by 11/70, with DX.12/24 (see last month). DX.7 is now with Pegg, Caston, from 3/71.

OWX 160. (Ex.DX.16, LD6B, sold Norths, Sherburn, 9/70.)  
To Fowler, Holbeach, 10/70.  
Noted in Spalding Bus Station on May 5th., painted red with more cream than previously, but not displaying a P.S.V. licence.

JWT 204. (Ex.SG.135, L5G, sold Norths, Sherburn, 11/65.)  
To Sir Lindsay Parkinson, 6/67.  
This was not used on the M.62 contract, as mentioned last month, but on a new reservoir for Wakefield Corporation, a mile or so from Cuning Corner on the Ripponden-Denshaw road. These works were however, close to the M.62 operation.

RWW.971/2/5. (Ex.SMG.46/7/50, LS5G, sold Norths, Sherburn, 11/70.)  
All to British Radio Corporation, Gosport (Non P.S.V.) by 3/71.  
Painted in blue and cream livery, and based on the Ultra T.V.Works, Gosport.  
Reported to be DP41F, but this is probably incorrect.

KYY 799. (Leyland TRT, sold Norths, Sherburn, 1/68.)  
To J.C.Stewart, Stevenston (A.1 Service), 2/68.  
Dismantled for spares -/69.  
Lawson (Scrap Dealer), Stevenston, 9/70, (presumably only the remains).

MWY 227. (Ex.SUG.16, LS5G, sold Reliance, Sutton-on-the-Forest, 7/70.)  
With regard to our report last month, it has been established that this vehicle is still a 41-seater, but has bus seats, probably from one of the the SGW 9/11 or SWW.29, and is therefore now B41F.

KWU.380. (Ex.DIW.24, KSW6B, sold Knowles, Oulton, 9/68.)  
Still running for Knowles on May 16th., showing "Private/Service/Blank", on West Yorkshire blinds.

5. SOLD STOCK NEWS, (cont.)

GWX.161/4. (Ex.DX.17/20, LD6B, sold Norths, Sherburn, 6/70 & 9/70.)  
Both to H.Wray, (Ideal), Hoyle Mill, 4/71 and 5/71 respectively.  
(See last month for previous movements of DX.17). Both are now in service with Wray, DX.17 still in red/green disposal livery, but DX.20 with the green bands repainted cream again.

OWX.173. (Ex.DX.29, LD6B, sold Norths, Sherburn, 9/70.)  
To London Luck, Ltd., Toronto, Ontario, Canada, 4/71.  
Used as a promotion vehicle for clothing styles.

MCY 405/8 & NCY 453/5. (Ex.DAW.1-4, A.E.C.Regent V., sold Norths, Sherburn, 11/69).  
To Smith, Heading, 12/69.  
Painted all maroon, with indicator painted out, and "Smiths, Private" painted on, and used on Didcot Power Station Contract. At least one, possibly all, are fitted with platform doors.

2 WL. (Wolseley, 6/99, sold to [redacted], 1/67.)  
A new Wolseley 13/65 has now appeared with this number, noted June 5th in Summerbridge, and the Wolseley 6/99 will have been re-registered (with a "J" suffix !)

6. TEN YEARS AGO.

Details of six new vehicles were given in the June, 1961 Issue, CUG.27-9 and DX.106-8 being the buses concerned.

Seven DG's had been delicensed, but several later returned to service.

Mobile Booking Office 1018 had returned from loan to Eastern National, whilst stored vehicles YDD.60/9 had moved from York to Leeds, to join KDG.27/53, which were already there. All four had then been sold to Fleet Car Sales, of Dunchurch, near Rugby.

General News reported that DX.97/8 had originally been numbered DX.89/90 before delivery, and a list was also given of the contents of a YSG blind, which contained only 20 destinations.

Operating Details recorded that on June 3rd, 1961, SD.1 had worked to Keswick, and SG.153 to Newcastle. East Yorkshire were using A.E.C. Bridgemasters on Leeds - Hull (46), whilst on May 30th, EDW.4 had worked as far as Doncaster on the London Service.

Sold Stock News reported on one Leyland PLSC, one T.S.M., two Bristol JO5G's, one L5G and one K5G disposed of, and the four page Issue ended with the news that an application to increase fares had been made.

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7. OTHER INFORMATION.

WARTIME STORED VEHICLES.

It has recently been ascertained that during the War some 15 - 20 Dennis Lancets and Tilling-Stevens were stored for a time in a building at Folly Gill Mill, near Pateley Bridge, thus partly solving the query on page 6 of Issue 50.

Also in Issue 50, it was mentioned that many of the DWW batch of L5G's, which had been stored in Bradford Depot, were dispersed to various warehouses in the West Riding, including Denholme, after a bomb fell through the roof of the Depot. It has since been discovered that Cullingworth was another place to receive some of these dispersed L5G's.

OTHER BLISTOLS.

A further variety of sold Bristols from sources other than West Yorkshire has been seen during May.

Ezra Laycock, of Barnoldswick, now has a further ex-Bristol Omnibus LS5G, 2005, (XHW 401), to join XHW 400/9, and ex.SUG.32 already owned.

Parked in a side wood in Pool Village on May 9th., was VDV 747, an LS6G/C39F, ex.Royal Blue 2204, still in Royal Blue livery.

Passing through Leeds on Trade Plates 104 BK on May 19th. was ex.United 2300 (3 DHN), bound for a dealer; this was one of United's LS6B/DP39F vehicles formerly used on Express services.

The Bristol resident in York is 709 EFM, ex.Crosville S5G 619, an SC4LK/D35F, which may now be owned by Shepherd (though this requires confirmation.)

An ex.Bristol Omnibus K/ECW/H56R is in use as a glider control tower at R.A.F.Dishforth, painted yellow/green (noted May 22nd.). Does anyone know the registration, please? (invisible from the road, even with binoculars.)

REGISTRATION NUMBERS.

HWY 997 H is another Atkinson tractor unit owned by A.I Transport (Leeds), Ltd., who seem to have a penchant for numbers formerly carried by West Yorkshire buses (GWX 104 J is also owned by them). HWY 997 was KDG.19.

HWW 875 J is a white Renault 16 (HWW 875 was DB.48).

OWX 176 E is a Shelvoke & Drewry Dustcart owned by Horsforth U.D.C., (OWX 176 was DX.32.)

7. OTHER INFORMATION, (cont.)

REGISTRATION NUMBERS, (cont.)

FWX 814 J is a white D.M.C.Minor van (FWX 814 was YSG.124).  
FWX 835 J is a Volkswagen car. (FWX 835 was KDB.14.)

KEIGHLEY BUS STATION.

The official opening of this took place on Friday, June 4th., and a paragraph in the "Keighley News" appeared as follows :-  
"OLD BUS AT NEW STATION".

A 43-year old double-decker bus will figure in the Official Opening of Keighley's new Bus Station on Friday.

The bus, which was first put into service in Keighley in 1928 (sic) was last used in 1963 to take millworkers to and from their work at Addingham, nr. Ilkley.

It is thought to be the oldest double-decker bus still mobile in private ownership. The owner is Mr.K.Jenkinson, of Rawdon.

In contrast, the West Yorkshire Road Car Co.Ltd., are providing a new double-decker bus and a coach. The bus is capable of being operated by one man.

Reconstruction of the Bus Station, which cost about £100,000, was carried out by the West Yorkshire Road Car Co., on behalf of Keighley - West Yorkshire Services, Ld, It was completed in December.

The official opening - at 12 noon - will be by Major-General [redacted], Chairman of the Yorkshire Area Traffic Commissioner, on behalf of the Bus Company, and Keighley Corporation."

At the official opening, K.451, KVR.25 & CRL.6 were in attendance; the visitors, who included officials of the West Yorkshire Road Car Co., were welcomed on behalf of Keighley Corporation, by Ald.Sydney Bancroft, and in his address, [redacted] Chairman of the new North-Eastern Region of the National Bus Co., mentioned that prior to the bringing into use of the new Bus Station in December 1970, there were 12,000 departures per annum from the old bus station, but with the diverting of the Town services into the new one, departures had increased by about 100,000. Of the £100,000 cost, £25,000 had been paid by the Department of the Environment, and the balance by the West Yorkshire Road Car Co. [redacted] then declared the Bus Station open by cutting the ceremonial tape, and a Civic Luncheon followed in the Town Hall.

HIRED VEHICLES, (cont.)

DODDY, BRIDLINGTON.

JTF 200.	A.E.C.Regal III/Duple FC35C.	Withdrawn by 7/70.
NIH 887.	A.E.C.Regal IV /Plaxton C41C.	To Hutchinson, Hushwaite, 7/70.
NKH 47.	Leyland PSU1/15/Plaxton C41C.	To Barraclough, Royston by 7/70. (Strap).
FDB 57G.	A.E.C.Reliance/Weymann C37F.	Withdrawn by 3/70.
ODM 2 E.	Bedford VAM14 /Plaxton C45F.	Ex.Hollis, Queensferry, 5/70.
3529 HT.	Bedford SB 1 /Plaxton C41F.	Ex.Anfield, Bridlington, 5/70.
147N 64.	A.E.C.Reliance/Weymann C37F.	Ex.South Wales 1033, 7/70.

ROADBENT, STAMFORD BRIDGE.

UWF 600. Bedford SB 3 /Duple C41F. Withdrawn by 3/70.

IRRAWN, HELPERBY.

RWE 231.	A.E.C.Reliance/Plaxton C45F.	To Hutchinson, Hushwaite, 10/70.
JAJ 551 E.	Bedford VAL 14/Plaxton C52F.	To Milner, Loughborough, 4/70.
DAO 986 C.	Bedford VAL 14/Plaxton C49F.	To W.E.M.S., Clevedon, 4/70.
VDY 210.	Commer 1500 /Harrington 12-str.	To Moseley, Loughborough. 1/70.
SVN 51 H.	Ford R 226 /Plaxton C53F.	New, 4/70.
SVN 551 H.	Ford R 226 /Plaxton C53F.	New, 4/70.

BEECHROFT, FEWSTON.

DYG 783 H.	Bedford VAM 70/Castano C45F.	New, 5/70.
WUB 767.	Bedford SDG /Yeates C41C.	Withdrawn, 3/70.
GWR 201 C.	Bedford CALZ /Martin Walter, 11-str.	Withdrawn 4/70.
9336 WJ.	Ford 570 E. /Plaxton C41F.	To Grogan, Rainhill, 6/70.

HANDLEY, MIDDLEHAM.

WUM 505.	Commer Avenger/Plaxton C41F.	Withdrawn, 8/70.
GHL 304.	Commer Avenger/Plaxton C39F.	Withdrawn by 3/70.
7205 LG.	Ford 570 E /Plaxton C41F.	Ex. Rigby, Patricroft, 5/70.

HOLLING, ASKERN.

CWX 274 B.	Bedford VAS 1 /Plaxton C33F.	To Arlington, Dealer, 1/70.
KHK 352 G.	Bedford VAS 2 /Duple C29F.	Ex.Comex, London, S.W.7. 1/70.

(to be continued).