

# WEST YORKSHIRE

ISSUE NUMBER 232.

INFORMATION SERVICE

JULY, 1970.

## PERSONAL.

Our congratulations and good wishes to [REDACTED], Traffic Assistant (operating) on his appointment as Traffic Assistant with Devon General, from June 1st., and to [REDACTED], Technical Assistant, on his appointment as Engineer to Samuelson New Transport Co.Ltd., from May 1st.

## WEST RIDING TOUR - SUNDAY, 7th.JUNE,1970.

Some 31 passengers took part in this Tour, on which DX.13 (B) was used. Our first call after leaving Leeds was at Oulton, where we visited the farmyard in which DBW.24 is now situated. [REDACTED] kindly moved the vehicle for photography, and full advantage was taken of this.

Returning to DX.13, we visited the West Riding Depots at Castleford and Featherstone, before the lunch break, which was taken in Savile Street Depot, Wakefield. After lunch, we transferred to Wulfrunian 906 for an enlightening tour of local routes in Wakefield, and were duly impressed with the noises emanating from the suspension, etc., as the vehicle was demonstrated to us by [REDACTED]. Our journey on the Wulfrunian completed, we were met at Belle Isle by [REDACTED], Assistant Chief Engineer, who conducted us around the Works and Depot, and then kindly arranged for several buses to be posed for photography next to BX.13.

Our visits to West Riding over, we headed for Dewsbury, where those who walked to the Yorkshire Woollen Depot at Savile Town were rewarded by seeing two of the three YDG's and KDB.56 in the Depot, together with other second-hand stock, including five United KSW's.

Leaving Dewsbury, we turned for home, after a very enjoyable day, for which we must thank the Company, for trusting us with a double-decker (which was returned intact), our driver [REDACTED] of Bradford Depot, West Riding [REDACTED], [REDACTED] of West Riding, for giving up his Sunday afternoon, the West Riding Automobile Company for their kind co-operation, and [REDACTED] for allowing us to visit DBW.24. (T.M.L.)

## TRANS-PENNINE RUN - SUNDAY, 9th.AUGUST,1970.

This highly successful event is to be repeated this year, and Programme Sellers and Marshals are again needed, mostly at Harrogate.

Anyone willing to help in this connection should contact [REDACTED], who will be delighted to hear from you. If you can help at all, please do.

As last year, a car sticker is enclosed with this issue, and members are asked to display this as prominently as possible. Additional car stickers, handbills and posters are available from [REDACTED], and copies of the programme, which this year includes more photographs, are also available from [REDACTED], @ 3/3d. each, post free.

Entries this year have already reached 135, with vehicles travelling from all over the country to attend, and the event looks like being a bigger success this year than the first undoubtedly was.

## P.S.V.CIRCLE MEETING.

The next social meeting will be on Thursday, the 30th. July, from 7.00 p.m., at the Bradford Corporation Staff Canteen, Forster Square, and all W.Y.I.S. members are welcome to attend.

## PRESS DAY.

for the August Issue will be on Saturday, August 1st., and all items should be sent, to arrive on or before that date, to [REDACTED].

## 1. FLEET CHANGES.

### NEW VEHICLES.

SRG.105. DMT 726 H. Bristol RELL6G. 3/1066. ECW 18613. B53F. 7-10-1.  
SRG.106. DMT 727 H. Bristol RELL6G. 3/1067. ECW 18614. B53F. 7-10-1.

### ADDITIONAL INFORMATION.

SRG.105/6 were delivered to Grove Park by the 8th. June, and have redesigned fronts with windcreens, as on the new West Riding RE's. They are 36-ft.5-ins. long, 8-ft.2½-ins. wide and 9-ft.8-ins. high. The cab interior of SRG.106 at least, was not re-painted green before it entered service, and this vehicle had done 1220 miles by June 16th. It will be noted that the registrations follow on from SRG.102-4. All of SRG.102-6 differ from previous batches in that they have leaf springs all round. We still need the unladen weights of SRG.102-4. Does any-one ever see these three vehicles? The unladen weight of DX.1, requested in the April issue, has now come to light. It was 7-8-3.

The unladen weight of SRG.7 is now 7-16-2 after overhaul (ex.7-9-1 & 7-17-1, (three different weights in 5 years!)

## 1. Fleet Changes, Additional Information, (cont.)

DBW.3 was new, with unladen weight 7-13-3; this later became 7-13-2, and finally 7-15. Similarly, CBW.11 was delivered as 7-3-1, but this had changed to 7-3-0 by 1954, SBW.32 was new as 6-19-1, this was 6-18-1 by 1954, but later became 6-19-1 again, and SBW.34 was new as 6-18-3, this was 6-19-0 by 1954, but later became 6-18-3 again.

There is no truth in the report in "Buses" for July that a new arrival is FHL.112, a Leyland PD2/12, and it is unlikely that West Yorkshire would resort to acquiring any such vehicles! The errant line is better placed as the third line of the "West Riding" notes!!

### SERVICE VEHICLES.

The full list of miscellaneous Service vehicles in 1966 was as follows :-

TWW 800	Barford Atom 15	Snowplough,	new 1958	Wetherby.
TWW 801	Lewin	Sweeper,	new 1953	Bradford.
TWW 802	Barford Atom 15	Snowplough,	new 1958	Leeds.
TWW 803	Lewin	Sweeper,	new 1958	York.
TWW 804	Lewin,	Sweeper,	new 1958	Grove Park.
TWW 805	Lewin	Sweeper,	new 1958	Leeds.
TWW 806	Lewin	Sweeper,	new 1958	Keighley.
UYG 7.	Barford Atom, 15	Snowplough,	new 1958	Grassington.
191 DWY	Barford Atom 15	Snowplough,	new 1963	Bradford.
192 DWY	Barford Atom 15	Snowplough,	new 1963	Grove Park.
NWU 177 D	Barford Atom 15	Snowplough,	new 1965	Pateley Bridge.
8718 WW	Stakstruk	Fork Lift,	new 1960	Myrtle Road.

Since then it is believed that TWW 800 has been sold, and TWW 803 was dumped in the field at York during June, 1970, but has now gone. Otherwise, these allocations are believed to be still correct.

### ALLOCATIONS AND TRANSFERS.

DX.12.	(delicensed)	to	BRADFORD,	11.6.70.
SRG.105/6.	( new )	"	HARROGATE.	"
DX.51/2.	from HARROGATE	"	BRADFORD,	"
SMA.14.	" SKIPTON	( delicensed )		30.6.70.
SRG.13.	" WETHERBY	"		"
DX.6.	" KEIGHLEY	"		"
DX.12/33.	" BRADFORD	"		"
DX.45.	" WETHERBY	"		"
DX.205.	" LEEDS	"		"
SMG.33.	(delicensed)	to	HARROGATE	1.7.70.
SRG. 4.	"	"	WETHERBY,	"
DX.105.	"	"	KEIGHLEY,	"
DX.202.	"	"	LEEDS,	"
SMA.18.	from HARROGATE	"	SKIPTON,	"
DX. 5.	" LEEDS	"	BRADFORD,	"
DX.83.	" BRADFORD	"	WETHERBY,	"

- Notes :-**
1. All vehicles are relicensed at their former Depots except SRG.4 (ex. Bradford) and DX.12 (ex. Leeds).
  2. DX.6/12/33/45 were all delicensed, as their Certificates of Fitness expire during July. DX.5 will probably follow at the end of July.

### STORED VEHICLES.

**HARROGATE.** At the back of Grove Park in early June were SMG.47, SUG.18 & DX.7/20. Behind Works on July 7th., were EUG.92/4, CUG.15 & 2 DX's, one engineless.

**LEEDS.** On the 8th. July, vehicles stored outside were SMG.57/8, SRG.13, EUG.90 & DX.35/6. In addition, CUG.15, having travelled over from Harrogate during the morning, was being steam-cleaned.

**YORK.** The front roof dome of SBW.21 has now been moved into the field from the Depot. The following vehicles are still in the field :- SMG.50, SUG.37, EUG.91/3, YDG.85/6/9, YDB.85/9/91 & DX.27/32/7. Quite a few of these had a large green "S" painted on the front under the offside windscreen. The following vehicles are "held for disposal" :- EUG.90/1/2, CUG.15, YDG.85/6/9, YDB.85/9/91, DX.20/9/32/5/7, DGW.4, & KDB.55/7; Total = 18.

### SALES AND DISPOSALS.

15th. June, 1970 :- SMG.2, SUG.34, CUG.8/9, DX.17/8/21/3/4/31, all to W. North, Ltd., (Dealers), Sherburn-in-Elmet.

	C.	S.D.	D.D.	FLEET TOTAL.	1.7.70.	1.7.69.
Licensed :-	54	221	270.		545	552.
Delicensed :-	-	21	9.		30	25.
= = = =	54	242	279.	= = = =	575	577.

## 2. VEHICLE NOTES.

### OVERHAULS.

June, 1970 :- DX.105, YDX.90, DX.187/202 & SRG.4.

### REPAINTS.

May, 1970 :- SRG.53.  
 June, 1970 :- CRG.4, VR.2, VR.36 (front end), SRG.8, SUG.62, DX.160, CUG.19, and YDB.89/91, EUG.91 & CUG.8/9 (all Sale livery).



W.34 was  
7-15-52  
7-15-52

## Vehicle Notes, (cont.)

### PAINT DATES.

SRG.106 :- W.Poly 5.70; SRG.89 - W.Poly 10.69.

### CERTIFICATES OF FITNESS.

KDB.56 -25/12/69. "YDG.86" in Issue 224 should have read YDB.86.

### GENERAL NEWS.

Additional fans have now been fitted to the rear engine covers of VR.5/13/5/23.

SRG.49 (Yk) has now been checked, and found to no longer carry a large front fleet number, this having been replaced at some time by a normal 2" one. There are thus no buses in the fleet still with 3" fleet numbers.

Still on the subject of fleet numbers, the quantity and location of these has now changed again. Nearside numbers are being omitted, and on several vehicles ex. Works, including SRG.7 & VR.2, the offside 2" fleet number is carried above the fuel filler, with further fleet numbers in the usual positions at front and rear. Thus, two fleet numbers have been omitted on the vehicle as a whole. Also on recently outshopped buses, Depot allocation discs have been omitted, eg. DX.186/204, VR.2, SRG.7 & VR.36 (front) and the new SRG's 105/6 do not carry discs. VR.2/36 have both had their front fleet numbers lowered to a position just above the top edge of the radiator grille, about 2"-3" lower than their previous position opposite the offside side lamp.

DX.211/2 (both K) have an overflow pipe up the windscreen pillar to the top of the windscreen, and are without CBC covers, no doubt as the result of frequent boiling. To judge by the waterworks display from the pipe on DX.211 witnessed on the 7th July, however, the cooling arrangements are still not completely successful, and it had to be replaced at Leeds by DX.212.

CUG.24 now has a thin sheet metal notice, the same shape as the PAYE notices, screwed to the bulkhead of the nearside windscreen showing "Tour of York" in white.

Recent legislation making the use of headlamps which dip by extinguishing the offside light, and of single foglamps unless used in conjunction with headlamps, illegal, may have had readers wondering why bus companies (including West Yorkshire and Leeds Corporation) still have many buses with only one foglamp (though West Yorkshire buses all have "double-dipping" headlamps). The reason is that the legislation excludes PSV's licensed before October 1st. 1969 from the requirement to carry two lit lamps during the hours of darkness in unlit roads.

YDX.90, KDX.75 & DX.105/87/202 have all lost their upper cream bands on overhaul, and YDX.90 appears to have had a complete retrim in a different moquette.

SRG.7 had done 289,000 miles before its first overhaul.

SRG.26(H) is a further vehicle to be fitted with a 31" destination blind. The fitting of SUG/LH blinds to these vehicles eliminates the difficulties often caused by having double-deck (41") blinds in a saloon, and should reduce the need for stickers. It is certainly a less drastic solution than having to rebuild the front indicator.

It is of course, SRG.7 that has a four exposure blind, not SRG.7 as shown last month.

The exchange of seats appears to have temporarily ceased, and according to our records, the following position now obtains :- Fitted with old style upholstery - CUG.8, SUG.16/8/9/21/9/27/8/75-81, EUG.89-92. Fitted with Eastern National seats - CUG.9/15, & EUG.93/4. Fitted with new style upholstery - CUG.16-9/21-48, SUG.26/61-74, & EUG.83-8/95. Thus SUG.75-81 & EUG.89 appear to be next in line for retrim or seat exchange. Any comments or corrections to the above list would be welcomed, though it is thought to be reasonably accurate.

The CRL's were all delivered with temporary, cream, bumper bars, and at the present time are still fitted with these, instead of the usual chromium ones.

CUG.19 now has numbers at front, rear and on the fuel filler flap after repaint.

### ADVERTISEMENT NOTES.

VR.49(H) has an upper rear painted advert. for "Mace Mini-Market, Aspel Lane, Knaresborough", and SRG.21(H) has received a lower rear advert. for the same firm.

VR.15(B) now has a lower rear advert. for Britannia Metals, Stanningley.

"The Paris Fly-Away Holidays" side advert. is by no means unique to West Yorkshire. Several Western S.M.T. Lodekkas also carry it, but with "Western S.M.T." substituted for "West Yorkshire".

The latest side advert. to appear is "Catch a Coach", advertising Britain's Coach Network.

Yet another missive from the Ministry of Transport has appeared as a lower rear advert. for "Drive Cool - You're safer in a seat belt", and this appears to be replacing the "Check your tyres with a penny" advert.

### 3. SERVICE CHANGES.

#### STAGE CARRIAGE.

##### HEBBLE LICENSES TAKEN OVER.

It should be noted that four Licenses were involved in the recent take-over by West Yorkshire of Hebble Licenses. These are as follows :-

BRADFORD (Chester St. Bus Station)	- BINGLEY (Central Area).
BRADFORD (Duckworth Lane)	- BINGLEY (Central Area).
BRADFORD (Mecca Locarno)	- HUDDERSFIELD (Lord Street).
BRADFORD (Manchester Road)	- HUDDERSFIELD (Lord Street).

It should also be noted that the latter is not strictly a take-over, since it is jointly operated with Hebble, Huddersfield & Bradford Corporations.

### 3. Service Changes, Stage Carriage, (cont.)

The following applications have been made :-

- S.832. K.9 - KEIGHLEY - COLNE, (Joint with Burnley, Colne & Nelson Corp.)  
 Or Mondays-Fridays to withdraw the 16.58 Glusburn Mill to Colne, and 16.10 Cowling to Keighley, and to introduce a 16.15 Colne to Keighley.
- S.833. 23. - HARROGATE - PATELEY BRIDGE.  
 On Saturdays to re-time the 12.57 Summerbridge to Harrogate to 12.52.
- S.834. 75-79A - YORK - WETHERBY.  
 On Saturdays to withdraw the 06.25 York - Tockwith, and return.
- S.835. Y11A - OSBALDWIN - CHAPEL FIELDS (York Local).  
 To advance the 07.31 Pavement to Chapelfields to 07.23.
- S.836. 46 - LEEDS - HULL, (joint with East Yorkshire Motor Services).  
 On Saturdays to withdraw the 06.45 Beverley - Pocklington, 18.30 Hull - York, and 20.25 York - Hull.
- S.837. 34 - LEEDS - ILKLEY.  
 On Mondays - Fridays to withdraw the 12.45 & 13.05 Leeds to Otley, and 13.27 & 13.47 Otley to Leeds.
- S.838. 12 - STAREBECK - BILTON, (Harrogate Local).  
 On Mondays - Saturdays to advance all journeys from the Avenue by 2 minutes.
- S.839. 76 - HARROGATE - TADCASTER.  
 To truncate the 18.00 N.S. Harrogate to Wetherby at Spofforth.

### EXCURSIONS AND TOURS.

#### T.79 - From HAXBY (Station Road).

To introduce the following Excursions :-

1. Scarborough (Day) 9/-.
2. Filey (Day) 9/-.
3. Bridlington (Day) 9/-.
4. Whitby (Day) 10/-.
5. Blackpool (Day) 17/-.
6. Morecambe (Day) 17/-.
7. Southport (Day) 17/-.
8. Flamingo Park (Half Day) 9/-.

From the 17th. June, the 16.02 High Royds Hospital to Leeds was re-timed to 15.47. In addition, the White Cross to Hospital journeys on Wednesdays are now, Depart White Cross 14.35, 15.25 & 15.40, depart Hospital 14.20, 15.20 & 15.35.

On the 14th. June, the Leeds - Whitby (91) stage carriage service was withdrawn, and replaced by a Malton - Whitby service operated by United Automobile Services. Through passengers can use the Leeds - Whitby (X.91) in summer, but will have to change from 43 to 91 at Malton at other times.

Application S.728 (Issue 223), to amend the terminal at Ilkley to be Brook Street has finally been implemented, and services 32A/34 now start from there. It is not known definitely what date this happened, but it is thought to be fairly recent, possibly the 1st. June.

A further fares increase on West Yorkshire services (the second this year) was introduced on Sunday, the 21st. June.

York Depot School Specials are numbered in the "600s" on the running boards, but do not appear on the blinds yet.

Revisions to services in the Keighley area have resulted in the Haworth - Ilkley (K.12) being split, and the Keighley - Ilkley portion is now K.5. The times were changed from 25 and 30 minutes past from Ilkley and Keighley respectively to on the hour from each end. The K.12 now runs Silsden - Keighley - Haworth at 20 & 40 minutes past from Keighley. An unfortunate result for Addingham passengers is that buses to Skipton leave Ilkley at 50 minutes past, and to Keighley on the hour, leaving a 50-minute interval, except when the infrequent Ilkley - Bolton Alley - Grassington service runs. There is now no bus from Keighley to Ilkley between 9.00 p.m. and 10.40 p.m., nor from Ilkley to Keighley between 9.00 p.m., and 10.30 p.m. In addition, the last (10.50 p.m.) Keighley - Silsden journey has been withdrawn.

### 4. OPERATING NOTES.

BRADFORD. 4/5/70. SUG.64, DX.167/81 were all on 64, SMG.18 at Bingley "Cottingley/52", & SER.15 on 69. 7/6/70: DX.151, 09.25 Harrogate(53), DX.188 08.35 Leeds(55), VR.11 08.30 Skipton - Bradford(67), Rail replacement 06.05 Leeds City to Bradford VR.37 (OMO).

12/5/70:- SMG.32 07.25 Otley - Bradford(53), SUG.77 07.50 Shipley - Dockfield Road(60A), SUG.64 on 60, and VR.1/SG.92 on 17.35 Belmont Avenue(58). One of these would be the Lucy Hall Drive car. 13/5/70: SUG.66 07.40 Otley(53), DX.16 07.55 Hirst Wood - Forster Square(66), VR.1 16.45 Ilkley(63). 14/5/70: SMG.15 12.45 Ilkley - Bradford(63), SUG.64 on Salts Grammar School Special. 18/5/70: DX.121 06.20 Harrogate - Bradford(53), SUG.77 in Shipley at 12.20 showing "School Special/59" and Lucy Hall Drive sticker. Presumed to have worked the 11.25 to Lucy Hall Drive(59), 12.00 Lucy Hall Drive - Belmont(59) and School Special to Shipley, probably returning to Belmont as School Special, then 13.57 Lucy Hall Drive - Bradford(59). 21/5/70: VR.13 17.00 Shipley - Bolton Woods dund. "Blank/66". 28/5/70: SRG.32 on Shipley Glen(60). 25/5/70: SRG.15



Operating Details, (cont.)

BRADFORD (cont.) 11.00 Haworth(56), replaced later by SRG.79, and SRG.32/7/8/48/91 all to Selby in the afternoon. 13/6/70: DX.201 on Harrogate - Bradford(51). 2/6/70: DX.64 17.05 Bradford-Leeds (30). 10/6/70: KSRG.95 11.55 Keighley(57). KSRG 93-5 appear regularly on 57. Ilkley have one SRG.interworking on K.5 & 57, Keighley have two and Bradford one, but Bradford still have two for Bradford - Denholme, (see also under Keighley). 12/6/70: SRG.65 in Chester Street "Blank/52". 19/6/70: VR.14 16.15 Ben Rhydding(63), DX.51 16.45 (63). 20/6/70: SRG.6 17.20 Baildon(61). 2/6/70: VR.41 Bradford - Shipley Glen(60) most of the day. 6/6/70: SRG.1/7 on 53, SRG.64 on 63. 9/6/70: EUG.84 06.20 Harrogate - Bradford(53), SRG.79/VR.14 on Shipley Glen(60) in the afternoon. 12/6/70: SMG.14 19.35 & 22.35 Leeds(55). 15/6/70: DX.111 on Shipley Glen(60) most of the day, VR.5 on 64 "Blank/64". 13/6/70: VR.39 Harrogate - Bradford(53). 5/7/70: SMG.19 on 53. 4/7/70: SMG.19 on 51.

HARROGATE. 12/6/70: VR.48 on Harrogate - Boston Spa(76). 20/5/70: SUG.75 (L.loan W) on Harrogate - Tadcaster(76). 25/5/70: DX.63/113 on Harrogate - Tadcaster(76). 22/5/70: SRG.37 06.20 Bradford(53). 15 & 16/6/70: DX.200 (L.loan W) on Tadcaster(76). 26/6/70: DX.204 (L.loan W) on Tadcaster(76). The 18.55 Harrogate - Tadcaster seems to be worked by DX's on Monday-Friday now. 17/6/70: SMA.18 in Knaresborough at 18.00 on 14. 7/5/70: DX.54 on 84. 12/5/70: SUG.67 on 84. 22/5/70: DX.58 on 84. 20/5/70: EUG.95 also on 84.

ILKLEY. In the Depot on 8/5/70 were SRG.11, EUG.86, DX.6(K), DX.215, SMA.15 & SRG.59/63. Now that KDX.140 is at Keighley, Ilkley have used several KDX's on K.12. Used during May were DX.6/49/78(all K), KDX.225, VR.45 & SRG.11. Although transferred to Keighley on 1/5/70 SRG.65 spent most of May at Ilkley. SMA.14 although transferred to Skipton on 1/5/70, was still on Grassington - Ilkley(72) for Grassington, at the end of May.

KEIGHLEY. The interworking of 57/63 and K.5 has resulted in a varied selection of vehicles on K.5(Keighley - Ilkley). Amongst those noted have been SRG.42, 69 & 82 (all B), 48, 63, 65, 67 & 71(all K) & 59(I), as well as KSRG.80/81/93/4/5. On the 26th June, DX.6(K) worked the 14.45 Braithwaite(K.2) before delicensing.

LEEDS. 8/5/70: DX.79 at Nunroyd Mills 18.40 "Works Special" front and "Blank/WKM" rear, DX.103(B.loan ?) on Otley - Leeds (32M). 22/5/70: DX.78(K.loan O) on 32/32A. 23/5/70: On hire → Sellers, Dunnington YRV 602 & KHD 568. 24/5/70: On hire Longsters 111 AYG. 10/5/70: SMG.17(Yk.loan Sc) on Leeds - Scarborough (43). 20/5/70: YSRG.56 (Yk.loan M) on Scarborough (43). 4/5/70: DX.6(K) 17.45 Keighley(31) 11/5/70: DX.171(L) 17.45 Keighley(31). 18/5/70: United 2732 on Whithy(31). YSRG.97 on York(43). 10/6/70: LH.13 (Yk.loan L) on 12.10 Coronation Tree (47). United MW coach in Depot. 15/6/70: Lincolnshire Bedford coach 1607 outside Vicar Lane. 17/6/70: DX.82(O) in Leeds Depot. 18/6/70: DX.82(O.loan L) on 32/32A. 18 & 19/6/70: DX.59 on Learners. 15/6/70: SUG.75 on Learners. VR.36 did not arrive back at Leeds until nearly middle of June. 16/6/70: SMG.35 on 17.25 Bradford-Leeds(30). 19/6/70: SUG.19(B) on 16.45 Bradford-Leeds(30). 11/6/70: SRG.13 on 18.43 Keighley-Leeds(31). 30/6/70: reported that E.Y.M.S.804 used on 17.58 Alwoodley Gates(36 dup.). 10/6/70: DX.5 on Tadcaster(42). 27/6/70: VR.16 on 42. 7/6/70: YLH.25(Yk.loan Sc.) on Scarborough(43). 20/6/70: Broadbents FBT 232 D on 10.35 Scarborough, 14.10 return to Leeds. 26/5/70: SMG.51(L) on York(43). 11/6/70: VR.16 on York(43). 12/6/70: SMG.27(L) also on 43. Last three all on 07.35 Leeds-York and 09.55 return, which receives almost any vehicle now. Of West Riding RELL's only 255 (THL 255 H) so far been seen in Tadcaster on 9/6/70. 23/6/70: SMG.30 on Hawes (70). 7/6/70: SRG.103 on Bradford-Leeds rail replacement "SP/Private". In addition to the YDX's on Leeds-Wetherby Race Specials, there was also one YSRG on Bank Holiday Monday. 21/5/70: Lincolnshire LH(KVL 452 H), 1 MW & 1 RELH were in Leeds Depot yard. 7/7/70: KSMA.1 (K.loan L) on 12.15 Ilkley(34). SUG.62 on Learners. 6/7/70: SUG.63 on Learners. DX.212(K.loan L) on Thorne(42) & DX.82(O.loan L) on 38. 8/7/70: DX.59 on Learners. DX.5 although transferred to Bradford, was still at Leeds on Otley(34), and SMG.35(L) on 12.47 Ripon (36).

MALTON. 11/6/70: YSMA.9 (Yk.loan M) on 92.

OTLEY. 6/7/70: CRG.2, EUG.88 at Depot, & SRG.7 (H) working for Otley.

YORK. 24/5/70: In Eridlington as dups. were SRG.50/66/87(all Yk) 25/5/70: In Wetherby YSRG.98 "Blank/43" heading for Knaresborough. 5/5/70: YSMA.12 on Y5A in the evening, SRG.66 on Y12. 6/5/70: SMG.37 on Y13/13A. 16/5/70: YD.86/8/9 all on Y1/8 and another on Y9/9A. 27/5/70: three YDB's at Rowntrees at 12.33, including Hull Road, Huntingdon & City duties ex. Rowntrees; YDB.86 on Y6. 28/5/70: YDB. noted on Y9/9A. 29/5/70: DX.114 on Malton turn, including Haxby-York Station. 28/5/70: DX.156(M.loan Yk.) on Thirsk(80). 9/6/70: YLH.26 on 12.35 Leeds-Scarborough(43). 13/6/70: SUG.52 on Harrogate-Scarborough(84). 16/6/70: EUG.85 on 16.10 ex. Harrogate(84), SRG.74 on the 21.10. 19/6/70: SMG.31 on 15.10 ex. Harrogate(84), YDB.84 on Beckfield Lane(Y) and YDB.82 on School Sp. 19/6/70: YVR.50 on Y20. 20/6/70: SMG.16 on Thirsk(80).



#### 4. Operating Details, (cont).

YORK, (cont.) New YVR's were allocated as follows :- 1/6/70: 50 on Y9/9A, 51 on Y10/10A; 2/6/70: 50 on Y10/10A, 51 on Y2; 3/6/70: 51 on Y6; 4/6/70: 50 on Y10, 51 on Y13A; 5/6/70: 50 on Y9/9A, 51 on Y10; 13/6/70: 50 on Y9/9A. 1/6/70: DX.156 on Malton duty in the morning, but later on 14.05 Rcwntrees-Woodthorpe (Y20); 2/6/70: SMG.5 on Y9/9A; 6/6/70: YSMA.7 on Y9/9A; 22/6/70: YLH on Y9/9A; 2/6/70: DX.153 on Y10/10A; during the week ending 22/6/70, DX.210 on Rcwntrees Specials and DX.158 on Y5/5A/6. 7/6/70: SMG.35(L) on Leeds-Whitby, LH.5(M) on Leam Road-Huntington(Y7) "York/7". 13/6/70: SMG.48 on Race Specials, from Piccadilly, ERG.8 on Hull Road, heading coastwards "Private/4"; 14/6/70: SRG.17(L) on "Service/X.78" in Hull Road (X.78 does not run on Sundays) SMG.37 on Heslington (Y17 OMO); 11/5/70: SMG.37 on Y4/4A, LH.5 (M.loan Yk) on 82; 6/5/70: VR.16(L) on 45 in Rougier Street.

LONG DISTANCE. 7/6/70: VR.39(B) worked the Bradford-London (YS) service as far as Leeds, where the passengers were transferred to CHL.6. CHL.2 also was on London on the same day. The borrowing of a Wilts and Dorset on Saturdays reported last year continues this Summer, and is usually used on Leeds-Bridlington.

23/5/70: CRG.2/3/15/6 all on morning London via M1 service. 7/6/70: 08.40 Leeds - Fleetwood (J1) dupl. from Bradford at 9.20 by SUG.77, 08.00 to Blackpool (J3) by ERG.6, CRG.11 08.15 Leeds-Ambleside (X.87), CUG.16, 08.55 Bradford-Keswick (X.87), ERG.11, 07.30 Bradford-Birmingham. 22/5/70: at Chester Street: CRG.5(K), ERG.11(B), 08.00 London, 08.35 Blackpool (J3), CUG.9(L), EUG.87(Yk) & CUG.35(B); 08.50 Whitby (X.91) CUG.23(B); 08.55 Scarborough (43) SRG.42(B) & CUG.34(B); 08.55 Keswick (X.87) ERG.2(L) & CUG.30(B); 09.10 Fleetwood (J.1) Ribble 717; 09.10 Blackpool (J.1 dupl.) CUG.43(B); 09.30 London CHL.6(B); 09.30 Birmingham YWD 444 with Hebble crew; 09.40 Morecambe (X.88) Ribble 879, CUG.38(K) & Baildon Motors KAK 871 F; 13.55 Scarborough (43) SRG.41(B) & Baildon Motors GKY 886 E; 13.52 Liverpool (X122) ERG.8(Yk.); 14.40 Morecambe (X.88) Balmes YWW 128 G. 23/5/70: CUG.23(B) & Eddie Browns JAJ 664 on 10.35 Newcastle (X.97). 24/5/70: CHL.4 & CUG.36(H) at West Cliff coach park, Whitby, on Harrogate day excursion. 23/5/70: 11.10 Blackpool worked by at least two Eddie Browns. 13/6/70: CUG.38(K) on Bradford 10.55 "Newcastle/Express". 20/6/70: Southdown 1158 on 09.15 Bradford-Scarborough (X.75).

#### 5. SOLD STOCK NEWS.

LWL434, OWX.152. (ex.SMG.4/40, LS5G, sold Norths, 11/69 & 6/69.)

Exported to Hong Kong, 4/70.

LMY 220, (ex.SMG.9, LS5G, sold Norths, Sherburn, 6/69.)

Used for spares by 10/69.

Gone from Norths, presumably for scrap, by 5/70, as it was in poor condition.

KWU.391, (ex.SBW.31, LWL6B, sold Norths, Sherburn, 11/68.) (5/69.)

To the Duxford & Sunderland Shipbuilding & Engineering Co.Ltd., Wolsingham Steel Works, Returned to Norths, Sherburn, 5/70. Painted Royal blue all over, with "Wolsingham Steel-works" across the back, and has been fitted with flashers.

JWU.897, (ex.KSGL.20, LL5G, sold Norths, Sherburn, 6/69.)

Licensed to Costain, Contractor, 7/69.

Returned to Norths by 10/69.

Gone from Norths by 2/70, possibly back to Costain.

Returned to Norths by 3/70, and still there 5/70, with a tax disc expiring on 30/6/70.

LMY 234, (ex.SUG.23, LS5G, sold Norths, Sherburn, 11/68.)

To Ascouagh, Dealer, Dublin, 1/69.

Back at Norths, Sherburn, by 5/70, having been towed back. As there was an Irish cigarette packet inside, it is presumed that it did in fact reach Ireland, but it is not known who, if anyone, ran it whilst it was there.

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

Gone from Sherburn by 5/70, presumably to Hedingham and District, for whom they were earmarked.

1949 U, (ex.DAW.5, A.E.C.Regent V, sold Norths, Sherburn, 11/69.)

This was not sold to Smith, Reading, and was still at Sherburn 5/70. We apologise for this incorrect information, which came from a hitherto reliable source.

#### 6. TEN YEARS AGO.

No new vehicles entered service during July, 1960, with the result that none had been withdrawn.

SUG.12 had been used as a Mobile Office at Saville Street, Leeds, during Whitsuntide.

Depot reports listed vehicles used on Wetherby Race specials, from Leeds, and these included: YSG.124, SGL.16, YDB.75, DBW.9/14, LGW.9/10, DG.9/11/12/28/37/45 & DG.31, thus affording an interesting comparison with this year, when YDX's were used.

The Yeadon Air Pageant had also resulted in interesting vehicles :- SG.113, SGL.1, DBW.16/30, SBW.28, & DG.11/31 had been used, as well as nineteen Leeds Corporation vehicles on hire.

The four-page issue was completed by Sold Stock News, which reported on 999 with a Contractor, and SG.17/65, both with Showmen.

Due again to lack of space, some Sold Stock News and Other Information has again to be held over, but will be continued as opportunity arises.

TML/RJ. 10/7/70.