

YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 226.

JANUARY, 1970.

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



EDITORIAL. We would like to take this opportunity of wishing all our Members and friends a Happy New Year.

We apologise for a later issue of this Bulletin, but there was some delay in receipt of some reports, and our typist being attacked by the 'flu.

SUBSCRIPTIONS. Members are reminded that these are now due, and no further copies of the Bulletin will be sent, after this issue, to Members who have not renewed their subscription for 1970.

FORTHCOMING EVENTS. W.Y.I.S. Members are invited to the P.S.V. Circle Social Meetings which are held on the last Thursday of each month. The next meeting will be on Thursday, 29th January, at the Bradford City Transport Staff Canteen, Forster Square, Bradford, from 7-0 p.m. There will be a slide show, with possibly, some films, and all Members will be welcome.

PRESS DAY, for the February issue will be Saturday, 31st January. Please note the date; this will enable us to publish the Bulletin in a reasonable time - the same situation will arise for the March issue. All items should be sent, to arrive on or before that date, to [REDACTED]

1. FLEET CHANGES.

RE-BUILT VEHICLES.

It is reported that CUG.9 has exchanged engines with EUG.84, making CUG.9 an LS5G, and EUG.84 an MW6G. This took place during December.

Renumbering.

1st December, 1969 - EUG.77/80 to SUG.76/9.

ADDITIONAL INFORMATION.

It will be noted that the six VR's referred to in Issue 220 have now arrived as VR.44-9, and the reason for the two YVR's being 42 & 43 in the middle of the batch remains a mystery. West Yorkshire almost certainly have the largest fleet of Bristol VRTSL's in the country - 49 out of the 200 odd built so far, i.e. nearly a quarter of the total production! During 1969, 96 new vehicles entered service, representing 17% of the Fleet. These were LH.1-26, VR.1-49, CRG.11-16, and SRG.32-90/3-8. At the same time 95 vehicles were withdrawn, and 10 classes have been eliminated. These are KSGL, SGW., SEW., CP., CP., KDB., YDG., DAW., DEW & DGW., and the only classes now likely to disappear completely in the next 5 years or so are the YDB, and (possibly) the SMP. In addition, the number of non-Bristols, which stood at 19 at the beginning of 1969, is now down to 4 (SML.1-4). As these are only 1967 vehicles, it seems that the Company is destined never to quite manage a 100% Bristol fleet, though it was down to one Bedford (CP.1) until SML.1-4 arrived. It will be many years before there is as much activity as we have seen during 1969, however. Trade Plate 599 WT was first seen in use on the 3rd January, on CUG.34 (B), (see Stored Vehicles), and 601 WT is in use on Leeds Lorry 1037. Presumably there are others in use elsewhere (eg. 600 WT.) - Can any member give details, please? We still require chassis numbers for 1035/6/9/40. In addition, can one of our York members please check YDX.231, and see if the chassis number is 230013 or 230016? (The chassis number is shown on the P.S.V. licence.)

ALLOCATIONS AND TRANSFERS.

SMG.30.	from SKIPTON	(delicensed)	31.12.69.
SRG.12.	" LEEDS	"	"
SUG.16/38.	" LEEDS	"	"
SUG.29.	" BRADFORD	"	"

1. Fleet Changes, Allocations and Transfers. (cont.)

EUG.76.	from YORK	(delicensed).	31.12.69.
EUG.82.	" HARROGATE	"	"
ERG.1/4.	" LEEDS	"	"
ERG.7.	" HARROGATE	"	"
CUG.24/8.	" YORK.	"	"
CUG.25/9/39.	" HARROGATE.	"	"
CUG.28/7/36.	" LEEDS	"	"
CUG.30/2/4/5/40/1.	" BRADFORD	"	"
CUG.31/3/8.	" KEIGHLEY	"	"
CRG.4/6/7/13/4.	" BRADFORD	"	"
CRG.8/9.	" LEEDS.	"	"
CRG.11/2.	" KEIGHLEY	"	"
CRG.15/6.	" HARROGATE	"	"
DX.98.	" KEIGHLEY	"	"
SRG.5.	(delicensea)	To LEEDS	1.1.70.
SUG.68.	"	" LEEDS	"
SUG.76.(ex.EUG.77).	"	" BRADFORD	"
SUG.79 (ex.EUG.30).	"	" LEEDS	"
EUG.85/8.	"	" HARROGATE	"
EUG.87.	"	" KEIGHLEY	"
EUG.89.	"	" YORK	"
DX.7.	"	" HEBBLE	"
SMA.6.	from KEIGHLEY	" SKIPTON	"
ERG.6/8.	" HARROGATE	" LEEDS	"
DX.33.	" OTLEY	" HEBBLE	"
DX.53/7.	" HEBBLE	" HARROGATE	"
DX.100.	" HARROGATE	" KEIGHLEY	"
DX.106.	" HARROGATE	" OTLEY	"

- Noted :
1. all vehicles are relicensed at their former Depots except SUG.76/9 (ex. York as EUG.77/80), EUG.88/9 (ex.Leeds), SRG.5 (ex.Harrogate) and DX.7 (ex.Leeds).
 2. This is the first move since new for SRG.5.
 3. For the first time for many years, there are no CUG's running, and there are fewer coaches licensed than at any time since 1961.

STORED VEHICLES.

- HARROGATE. YDB.85 was stored here on 1/11/69. It was there from mid-August until November, when it returned to York.
- KEIGHLEY. DX.18 had left for Skipton by the 2nd. December.
- LEEDS. DX.34/5, SUG.16/38, are all stored outside, and the remainder inside. DGW.4 left, probably for York, on either the 6th., or the morning of the 7th. January.
- SKIPTON. Outside are KDB.55/7, DX.18/21 & CUG.8, whilst inside was CUG.45(B); CUG.34(B), which was stored at Bradford initially, moved to Skipton on the 3rd. January, on new Trade plates 599 WT., and is now stored inside, with CUG.45.
- YORK. SEW.33 was moved to Harrogate on the 30th. December. In the field are SUG.34/7, SMG.50, YDG.85/6/9, YDB.85, DGW.8, DX.17/23/4/9/31/7, whilst inside are SMG.3/5/46/9/61, EUG.76/91 & CUG.24/8/42/3/4, although CUG.43 was in works on the 2nd. January.

FLEET TOTAL.

	C.	S.D.	D.D.	1.1.70.	1.1.69.
Licensed :	5	208	276.	489.	502.
Delicensed :	46	31	5.	82.	70.
	<u>51</u>	<u>239</u>	<u>281.</u>	<u>571.</u>	<u>572.</u>

3. VEHICLE NOTES.

OVERHAULS.

- May, 1964 - SMG.43/5.
- May, 1965 - SMG.46/7/9.
- June, 1965 - SMG.50.
- January, 1967 - KDX.43.
- April, 1967 - KDX.41.
- November, 1969 - DX.51/99/184.
- December, 1969 - SRG.5, & YDX.197.

DEPOT REPAIRS.

- September, 1969 - SUG.31 (Sale livery).
- November, 1969 - SMG.1/4, DAW.1/4, DGW.11 (all Sale livery), & SUG.76/9 (both at Works).
- December, 1969 - DGW.4 (Sale livery), & SRG.66.
- January, 1970 - CUG.43 (at Works).

PAINT DATES.

CERTIFICATES OF FITNESS.

Once again we are grateful to Mr. Mike Walker for supplying the following dates :-
 KSMA.1- 21/6/73; KSMA.2- 7/6/73; KSMA.3- 3/5/73; KSMA.4- 19/7/73; YSMA.8- 14/3/74;
 SML.1- 12/9/74; SML.2- 6/9/74; LH.1-3/7- 1/4/76; KIH.9/10- 26/3/76; LH.12- 21/5/76;
 LH.16/7- 7/5/76; LH.20- 25/6/76; YLH.21- 13/5/76; YLH.22- 13/8/76; YLH.23- 20/8/76;
 YLH.25/6- 22/10/76; SRG.6- 22/7/76; SRG.7/8- 8/4/72; SRG.9- 30/10/76; SRG.10- 9/5/72;
 SRG.12- 20/5/72; SRG.14- 10/8/72; SRG.16- 25/8/72; SRG.17- 31/8/72; SRG.19/20- 24/8/73;
 SRG.23- 10/8/73; SRG.26- 12/10/73; SRG.28/9- 26/10/73; SRG.31- 1/11/73; SRG.33- 19/10/73;
 SRG.34- 6- 21/6/74; SRG.37- 29/6/74; SRG.38- 2/7/74; SRG.44/6/8- 22/8/74; SRG.49- 31/8/74;
 SRG.53- 1/11/74; SRG.55- 21/11/74; SRG.57- 5/12/74; SRG.59- 15/11/74; SRG.60/3- 21/11/74;
 SRG.62- 29/11/74; SRG.65- 28/11/74; SRG.70/1- 6/12/74; SRG.72- 13/12/74; SRG.74- 27/12/74;
 SRG.75/6- 10/1/75; SRG.79- 6/2/75; KSRG.80- 20/3/75; KSRG.81- 26/3/75; SRG.82- 4- 23/4/76;
 SRG.85- 30/4/76; SRG.86- 15/9/76; SRG.87- 25/8/76; SRG.88/9- 29/10/76; SRG.90- 5/11/76;
 KSRG.93- 27/8/76; KSRG.94/5- 9/9/76; YSRG.96/7- 14/10/76; YSRG.98- 23/10/76;
 ERG.7- 11/4/73; ERG.8- 19/4/73; ERG.11- 14/6/73; CUG.44- 6/5/70; CUG.45- 23/5/70;
 CUG.46/7- 7/12/73; CUG.48- 14/12/73; CRG.1- 7/2/74; CRG.2/3- 25/4/74; CRG.4- 2/5/74;
 CRG.5/6- 9/1/75; CRG.7- 9- 16/1/75; CRG.10- 23/1/75; CRG.11- 1/4/75; CRG.12/4- 16/4/75;
 CRG.15/6- 23/4/76; KDX.166- 10/6/75; YDX.195- 9/9/76; DX.208- 8/2/73; KDX.222- 25/9/75;
 KDX.224/5- 23/6/73; KDX.226- 9/11/73; YDX.228- 7/10/76; VR.1- 9/12/75; VR.7/8- 17/12/75;
 VR.10- 12/1/76; VR.11/4- 7/1/76; VR.12/3- 8/1/76; VR.15/7- 14/1/76; VR.18- 22/1/76;
 VR.22- 5/2/76; VR.23- 28/1/76; KVR.25/6- 21/1/76; VR.38/9- 7/7/76; VR.40/1- 28/7/76;
 YVR.43- 3/6/76; VR.44/7- 15/10/76; VR.48/9- 22/10/76.

This completes the Certificates of Fitness for all current vehicles. It should be noted however, that many of these vehicles listed above and last month do not carry plates. It is of interest that LH.1- 5/7/8 at least, were submitted for Certificate of Fitness examination by the Company, instead of being dealt with at Eastern Coach Works, as usually happens.

GENERAL NEWS.

SRG.89, at least, of last month's SRG's, has fleet numbers only at front and rear, and has a new design of ticket machine mounting on the cab door, probably the same type as that referred to last month.

DX.170(L), which for some time had a Harrogate rear blind, now has a new Leeds one, of which the first few exposures (not necessarily in this order) are :- Private, High Rcysd Hospital; Calverley; Bradford; Keighley; Yeadon (Hawthorn Road); Yeadon; Menston; White Blank; Otley, etc., It will be noted that Yeadon (Shaw Estate); Guiseley and Greengates are omitted, but Menston is a new addition.

DX.104(O) has now received a new radiator grille with a "Bristol" script, but without chrome strips.

All old type SRG's now appear to have had their fog-lamps raised by a couple of inches, in order to clear the kerbs in Bus Stations, particularly at Leeds and Bradford. The new type SRG's appear to have higher-mounted spotlamps as standard. SUG.76/9 (ex.EUG.77/80) received an external repaint (into red with one cream band), and a cab interior repaint, but retain the old style upholstery.

DX.53, on hire to Hebble, carried a front destination blind that was narrower than standard, with taller lettering than usual.

VR.41(B) was noted on the 18th December, fitted with a 3 dial meter over the engine compartment, at the offside rear of the lower saloon.

VR.6(B) is fitted with a small interior mirror (noted 20th December).

ADVERTISEMENT NOTES.

"Hover to the Isle of Wight", the Leeds Depot VR side advert, has now ceased, and been removed from the vehicles concerned.

A new paper target advert for Tetleys' Light Peter Ale, in the shape of a crown cork, has recently appeared, and replaces both the Tetleys' Bitter and Tetleys' Brown Peter target adverts.

SRG.5(L) has all exterior adverts for Howdens', Harrogate - two side adverts above the windows, lower rear and target.

3. SERVICE CHANGES.STAGE CARRIAGE.

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

S.773. - 77. Harrogate - Wetherby.

To re-time the 17.00 Thursdays only from Harrogate to Sicklinghall to 17.30.

S.774. - 87. York - Tadcaster.

To amend the terminal point in York to read Tanner Row instead of Toft Green, and to retard the 10.10 (Saturdays only) Wighill to York to 10.20.

S.775. - 76. Tadcaster - Skipton.

To operate the 08.50 Harrogate to Wetherby and the 15.50 Follyfoot to Harrogate, (Monday - Friday) direct between Freeman's Corner and Woodlands instead of via Crossways.

Service Changes - Stage Carriage - (cont.)

S.776. - K.18. - Keighley - Denholme.

To increase all through fares to Denholme from points between Keighley and Cross Roads Inn.

S.777. - K.12. - Haworth - Ilkley.

To increase fares on the section of route between Bar House and Ilkley, and to introduce a monthly contract between Silsden, Dale View and Keighley, at a rate of 43/-.

S.778. - 71. - Skipton - Buckden.

To re-time the 21.00 Skipton to Grassington to 21.15 on Monday-Saturdays.

S.779. - 3. - Bilton/Bachelor Gardens - St.George's Road, (Harrogate Local).

To withdraw the 16.40 and 17.40 St.George's Road to Bilton.

To operate the 17.40 (N.F) St.George's Road to Bus Station on Monday to Friday.

To terminate the 17.25 (N.F) Bachelor Gardens to St.George's Road at Bus Station.

S.780. - 19. - Knaresborough - Scotton.

To retard the 08.30 Knaresborough to Scotton, and 08.45 Scotton to Knaresborough on Saturdays to 08.40 and 08.55 respectively.

S.781. - 56/57. - Bradford - Keighley - Haworth.

To redesignate fare stage Cullingworth Mill Street to Cullingworth War Memorial.

S.782. - 50. - Bradford - Westfield.

To redesignate the fare stage Apperley Bridge Station to Apperley Bridge, Queens Hotel.

S.783. - 51. - Bradford - Harrogate.

To redesignate the Apperley Bridge fare stage as above, and also the fare stage Yeaton Stoop to Yeaton Airport.

S.784. - Y.10/20. - Bishopthorpe/Woodthorpe - Wigginton, (York Local).

To retime the 08.35 (Monday-Friday) Railway Station to Haxby to 08.40, and to re-time the 08.59 (Monday-Friday) Haxby to Woodthorpe to 09.04.

S.785. - K.17. - Spring Bank - Oakworth, (Keighley Local).

To withdraw the 12.15 Keighley to Oakworth and the 13.10 Oakworth to Keighley (Monday-Friday), and to re-time the Keighley - Oakworth section of the 12.08 and 12.28 ex.Spring Bank to 12.20 and 12.40 ex.Keighley.

S.786. - 50. - Bradford - Yeaton.

To revise the terminal at Westfield to be Greenlea Avenue instead of Kirk Lane Bottom.

S.787. - 35A. - Leeds - Yeaton.

To withdraw the 08.26 Yeaton to Leeds on Monday - Saturday.

S.788. - 55. - Leeds - Bradford.

To withdraw the 07.45 additional journey from Leeds to Rawdon on Monday - Friday.

S.789. - 34. - Leeds - Ilkley.

To increase the running time allowance between Otley and Burley in both directions by 2 minutes, and in consequence, re-time all journeys ex.Leeds 2 minutes earlier. This came into effect on the 14th. December.

S.790. - 10. - Harrogate - Penny Pot Lane Camp.

To revise the terminal point at Penny Pot Lane to be Burley Bank Road, and re-time headway departures by 35 minutes past each hour, from Harrogate to 0.5 minutes past the hour. This came into effect on the 14th. December.

S.791. - 28. - Grassington - Hebden.

On Saturdays only, to re-time the 13.25 ex.Grassington, and 13.35 ex.Hebden to 12.40 and 12.50.

S.792. - 76. - Harrogate - Skipton.

To revise timetable to incorporate

- (1) an additional 5 minutes running time on the Otley - Ilkley section.
- (2) advance the standard departure time from Harrogate to 55 minutes past the hour instead of on the hour.
- (3) revision of timings at Draughton and Addingham on journeys ex.Skipton.

S.793. - Y.14. - York - Warthill (York Local).

On Tuesday and Thursday to introduce additional journeys at 11.35 York to Stockton and 12.05 Stockton to York.

On Monday - Saturday, from the 15th. December, the 05.28 Otley - Leeds (32) was withdrawn, whilst from the 20th. December, on Saturdays only, the 05.35 Ilkley - Leeds journey was withdrawn, from Ilkley to Otley, and now starts from Otley at 05.57.

The Leeds - Ripon (36) has been subjected to a few changes recently. As well as those mentioned in the Leeds Depot report, from the 14th. December, on Sundays, additional journeys at 08.02 (Leeds - Harrogate) and 08.50 (Harrogate - Leeds) were introduced, and the 08.15 Ripon - Harrogate, and 08.47 Leeds - Ripon were withdrawn.

On Monday - Saturdays, from the 15th. December, the 18.05 Harrogate - Leeds was withdrawn; on Saturdays, from the 20th. December, additional journeys at 06.50 (Harrogate-Leeds) and the 07.32 (Leeds-Harrogate) were introduced, and daily from the 14th. December, the 22.15 Ripon - Leeds terminates at Harrogate.

From Sunday, the 14th. December, revised timings were also introduced on the Leeds - Wetherby (41) and Leeds - Tadcaster (42) services. On 41/2, departure times from Leeds are 3 minutes earlier, though the timings from Thorne onwards remain the same. On inward journeys, arrival time is 3 minutes later, the extra 3 minutes being between Thorne and Leeds. This increased journey time has been necessary for some time, as previously there were only 2 minutes lay-over at Leeds.

S.733 was implemented from Sunday, the 14th. December, when through running on (76) Tadcaster-Harrogate-Skipton ceased. The Harrogate - Skipton section is re-timed and converted to OMO, whilst on the Harrogate - Tadcaster section the only alteration is that the 19.55 Harrogate - Tadcaster and 20.55 Tadcaster - Harrogate are discontinued. Both sections still use the number "76", so the service has not completely reverted to its arrangements before the Harrogate - Tadcaster (20) and Skipton - Harrogate (76) routes were linked on the 7th. July, 1957, to form the through 76 route.

4. OPERATING DETAILS.

DEPOT REPORTS.

BRADFORD. On Christmas Day, DX.183(B) was used on Bradford - Leeds (55). On the 4th. December an SKG., possibly 28, was on the 22.35 Bradford - Leeds (55), and on the following day SMG.19(B) was on the tea-time Haworth service. DX.57 worked Hebble route 19, Bradford - Wilsden - Bingley on the 2nd. December, and on the 20th. December, DX.53 was on 64 Bradford - Huddersfield. On the same day DX.48(B) was in Chester Street Bus Station, with "Bradford/64" on the blinds, and carrying an "On Hire to Hebble" sticker. On the following day, the 21st. December, DX.53 was on the 14.45 Bradford - Huddersfield (64) showing "Huddersfield/64" front and "64" rear, but was without an "on Hire sticker". Hebble 315 worked the 15.00 to Huddersfield on the same day. On the 27th. December, DX.48(B) worked the 14.45 Bradford - Huddersfield (64), showing "Blank/64" on both indicators, and, (to make up for DX.53 on the 21st.?), two On Hire stickers, one in the front bulkhead window, and the other in the last window on the nearside. On Christmas Day DX.48(B) was on 64. On the 14th. November, DX.35 (H.loan L.loan B)(!) worked the 08.20 Brown Cow Inn - Bradford (56 dup.). During November, prior to transfer to Leeds, DX.81(B) was used on learner duties, being seen on the 17th. and 18th. November, etc., On the 20th. November DX.151(K) with Bradford blinds, worked on Bradford - Coach Road (60). On the same day, SMG.32(0) was working 12.40 Bradford - Otley (53). On the 27th. November, SMG.3(Yk.) now delicensed, worked the 16.55 Bradford - Belmont Avenue (58). On the 1st. December, SUG.19(B) worked on X.67 (Bradford - Keighley), and EUG.82(H) operated a 50 dup. VR.3(B) worked Bradford-Yeaton (51 dup.) on the 2nd. December. On the 5th. December, SMG.19, newly relicensed, was operating OMO on Bradford - Denholme (56). CRG.4 & 6 (both B) were noted in Chester Street Bus Station on the 7th. December, carrying "On Hire to British Railways" labels, presumably on the Bradford - Leeds section. Also on the 7th. December, ERG.11(B) operated a Private Hire from Wibsey to Batley. On the 6th. December, SKG.86(Sk) operated the 13.45 Bradford - Skipton (67) in place of the usual DX. or VR. The 08.20 Brown Cow Inn - Bradford (56 dup.) is operated by various vehicle types, and buses noted include: - 9th. Dec. - DX.11(K.loan B); VR.1(B) - the first time a VR has been noted; 19th. Dec. VR.3(B); 29th. Dec. - SUG.65(B); On the 10th. Dec. SMG.32(0) was again noted on the 12.40 Bradford - Otley (53), and it would appear that this is an Otley turn - on the 27th. December, DX.82(0) was on the 15.40 Bradford - Otley (53) with an Otley crew; there is a regular Otley working on the 07.25 Otley - Bradford (53) on Monday-Friday, but it is not known whether this also applies on Saturdays. On the 20th. December SKG.4(B) was on Forster Square - Shipley (66 dup), VR.41(B) was on Bradford - Shipley dups, and ERG.9(B) was on Yorkshire Services. On the 23rd. December, DX.11(K.loan B) worked the 18.20 Bradford - Denholme (56), and on the same date, DX.204(L) was on 55, instead of the usual VR. VR.13(B) worked the 17.50 Bradford - Haworth (56) on the 30th. December, the first time a VR has been noted on the through Bradford - Haworth service. On the 31st. December, SUG.29(B) worked the 12.45 Bradford - Menston (65) with a 2-man crew, and VR.37(L) worked the 17.45 Bradford - Leeds (30). On the 2nd. January, SUG.76 worked the teatime Bradford - Horsforth (30A). On the 21st. December, DX.184(B) was seen at Charlestown at 14.00 showing "Middleton Hospital/EXP"; on the same day a KDX was seen at Shipley at 14.07 on Keighley - Leeds (31), KDX.224 was on the 14.20 Eldwick (68), KDX.227 on the 16.15 Eldwick (68), and DX.155(B) was on the 16.10 Baildon (59). On the day following, SHG.84(B) was used as a changeover on the 17.35 Bradford - Leeds (55), an unusual vehicle for this route. On the 27th. December, SMG.18/25 (both I) were on 63. On the 3rd. January, EUG.83 was on Otley - Bradford, passing Charlestown at 07.10, probably as a duplicate to the 06.55 Otley - Bradford. On the same day, DX.16 without discs, was seen on 63 in the afternoon with a Bradford crew, and DX.4(B)

One
Issue
about

Operating details, Depot Reports. (cont.)

Bradford, (cont.)
was noted on Bailoon (58). On the 5th. January, Sheffield Corporation 1129 was noted on its way to Hammerton Street, and on the following day Yorkshire Woollen lorry HD 7348 was so noted. Vehicles used from the Mecca Locarno, Bradford, for late transport to Keighley, Halifax, Huddersfield and Bradford districts after the New Year's Eve dance, at 1.15 am, ex. Mecca on the 1st. January included two Yorkshire Woollen Coaches, one Hebble coach, one Bronte coach, SRG.74/9/84 (all B), KSRG.93/4, and an old type S&G (possibly 15) from Bradford Depot.

HARROGATE. On the 27th. December, an unusual vehicle on the 12.15 Harrogate - Pateley Bridge (24) with SMG.22(H) was SRG.14(H).

KEIGHLEY. On Christmas Day, KDX.143(K) was working on Bradford- Keighley (57). On the 4th. November, SMG.27 (L.Loan B) worked on X.67 in the morning, and KDX.41 (K.Loan I) was operating on K.12 Ilkley - Haworth - quite rare for such an old vehicle to operate as a service car on this route. On the 7th. November, VR.40(B) was noted on Bradford - Keighley - Skipton (67), and was unable to show "Skipton", and carried a sticker. On the 24th. November, LH.19(Sk) was seen operating the 13.05 Keighley - Skipton (K.10) - KDX.138 normally works this duty. On the 11th. December, KVR.25 was noted working on Keighley - Oxenhope (18) at teatime. KDX.77 worked 15.30 Keighley - Oxenhope (K.18) on the 31st. December, a saloon duty, whilst a West Yorkshire VR. was noted working as one of the three extra lunchtime vehicles on the Bracken Bank (K.21/2) services, and on the 1st. January, KVR.25 worked one of the above duties, which are normally now KDX. operated. In the Depot the same day were SRG.48, DX.215 (both I), and VR.11(Sk).

LEEDS. The note in Issue 223, regarding the Leeds - Wike service was not strictly true, though the writer did not know it, in that the same vehicle works the 13.00 Leeds - Ainsty (39), a duty that is frequently observed. Both are part of Car 70, as follows :- 05.45 Vicar Lane - Hepworth & Grandage (35 dup.); 07.20 Hepworth & Grandage - Hawthorn Road (NOS); 07.26 Haworth Road - Vicar Lane (35A); 08.05 Vicar Lane - Scholes (48A); 08.30 Scholes - Vicar Lane (48A); Then (Thursdays only) 09.10 Vicar Lane - Wike (36B); 09.40 Wike - Vicar Lane (36B); (Daily) 13.00 Vicar Lane - Ainsty (39); 13.59 Ainsty - Vicar Lane (39). Thursdays only, 15.00 Vicar Lane - Wike (36B); 15.30 Wike - Vicar Lane (36B); Daily, 16.00 Leeds - Ainsty (39); 16.59 Ainsty - Leeds (39A); 18.00 Leeds - Ainsty (39) and 18.59 Ainsty - Leeds (39A). On the 24th. December, SRG.1(H) returned to its original route, Leeds - Harrogate - Ripon (36), the first route to be SRG. operated, and SUG.19(B) was used by Leeds Depot staff; it was also used on Leeds - Coronation Tree (47) during its stay. On Boxing Day, VR.16(L) was used on Bradford - Leeds (55). On the 29th. December, EUG.79(L) worked a Leeds - Otley (34) duplicate; the service car on the through Ilkley service at the same time was SRG.44(I). At 5.15 pm., on the last day of December, SRG.29(L) worked on Rawdon on 55 in place of the usual DX. Until the introduction of the revised service on Leeds - Tadcaster (42), vehicles remained on that route, and the vehicle arriving from Tadcaster at 12.23 returned there at 12.25. Now, however, the vehicle from Tadcaster does not arrive until 12.26, but the Tadcaster departure is at 12.22, and the 42 service is now interworked with the Leeds - Ripon (36) service. The vehicle on Car 22 arrives on 42, and then works the 12.32 Leeds - Harrogate (36). The 12.47 Leeds - Ripon, however, which was formerly worked by Uniteu, is now part of Leeds Car 26, from the 24th. November. Some of this, (possibly all) is 06.37 Leeds - Harrogate (36), 07.35 Harrogate - Ripon (36); 08.15 Ripon - Leeds; 09.47 Leeds - Ripon; 11.15 Ripon - Leeds; 12.47 Leeds - Ripon; 14.15 Ripon - Leeds; 15-47 Leeds - Ripon; 17.15 Ripon - Leeds; 18.47 Leeds - Ripon, and 20.15 Ripon - Leeds. The United vehicle now works the 11.47 Leeds - Ripon instead. The 12.22 Leeds - Tadcaster (42), referred to above, is part of Leeds Car 25, which includes the 06.35 Leeds - Scholes (48A); 07.00 Scholes - Leeds (48A); 07.45 dup. Leeds - Alwoodley Gates (36); 08.03 duplicate Alwoodley Gates - Leeds (36); 08.22 Leeds - Boston Spa (42); 09.10 Boston Spa - Leeds (42); 10.32 Leeds - Harrogate (36); 11.35 Harrogate - Leeds (36); 12.22 Leeds - Tadcaster (42); 13.25 Tadcaster - Leeds (42), then probably 14.32 Leeds - Harrogate (36). Also working on 36 is Harrogate Car 40, which works the 12 17 Leeds - Ripon (36), and is on 36 all day. Car 25, it will be noted, includes the Alwoodley Gates duplicate often referred to in these pages in the past. This was always worked by vehicles older than those currently in use on 36, so DB's, DEW's & DGW's were used when DX's operated the through service, and DX's used until last month. Now the journey is part of the Harrogate and Tadcaster rota, SRG's have at least appeared. Noted on Leeds - Knaresborough (38), on the 23rd. December, was SMG.60(L), whilst on Leeds - Tadcaster (42) on the 6th. December was VR.17(L). On the 20th. December, SRG.53, (L.Loan East Yorkshire Motor Services, Bridlington) was on Leeds - Bridlington (44). On Christmas Day, SRG.28(L) was used on Leeds - Harrogate (36). A visitor to Vicar Lane Bus Station on the 5th. January, was West Riding A.4 (2890 HL), a Beauford TK lorry (similar to 1034). On the 15th. December, SUG.30/62/6/71 were all on services 38/39. On the same day VR.44/5/6/7 were all in Vicar Lane - VR.44 was on 32A, but it is not certain what the others were on. On the 15th. December, at 17.30 a BWR registered SMA (presumably either 5 or 6), was seen travelling along Wellington Street from City Square. An old type SUG, presumably one of the 16/21/38, was noted coming down Hull Road, York, at approx. 17.30 on the 31st. December, on a

coastal from Bridlington. Leeds towing lorry 1037 was used on the 3rd. January, at about 11.30 a.m., to tow-start Hebble 280 (PCP 406), in Queen Street, Leeds. It is understood that 1037 was also used to attend to Yorkshire Traction 627 in the Leeds Central Bus Station, on the 13th. October. SUG.79 was in Roseville Road on the 7th. January, showing "Service 33". KDX.70 worked the 12.40 Leeds - Keighley (31) on the 6th. January, such an early DX being rare on that route.

WETHERBY.

On the 6th. December, SRG.30 (H.loan W) was on 76, but later that day Wetherby used SRG.53(L), which was used until at least the 12th. Since the revised service started on the 14th. December, the following vehicles have been noted :- SRG.3/26/30 (all H); SRG.9/13/19(W); SRG.11/24/29 (L.loan W); and, on the 21st. December, SUG.67(H). SRG.88(Sk) & 89(H) were also used several times during the first week of operation, but not since.

YORK.

Noted on Leeds - Scarborough (43) have been: 3rd. December, SRM.20(Yk); 10th. December, SMG.21(Yk); 13th. December, LH.15(Yk); 28th. December, SMG.20(Yk); 29th. December, YLH.24 (Yk.loan M); On Leeds - York (43) have been: 9th. December, VR.37(L) on an EUG turn; 29th. December, YLH.25(Yk). Noted on York - Tadcaster (Woodlands Avenue) (43), have been 8th. December, YLH.25(Yk); 24th. December, this turn was worked by a YSRG; on the 30th. December, SMG.35(L.loan Yk). On the 23rd. December, YLH.24 was on York - Wetherby (79) and YLH.22 was on Y.L. On Christmas Day, YLH.221 worked on York - Haxby and York - Strensall (Y.10/12). On the 28th. December, SMG.21(Yk) was used on Y.5. On the 11th. December, VR.24(L) was on Leeds - York (43), and a YSRG was on York - Thirsk (80). YLH.21 was used on Leeds - York (43) on the 12th. December. On the 22nd. December, YDB.88 was on the 21.00 Dringhouses - Elmfield Avenue (Y.5A), and on the following day a YDB was noted at 22.40 in Blossom Street on Y.6. SRG.87(Yk) was seen in Dringhouses with 3 passengers, at about 15.00 on Christmas Day, showing /5A/York". On the 29th. December, SMG.14(Yk) was on Leeds - York (43), and on the 31st., SMG.21 was in York at 09.00 on Leeds - York (43), and in the afternoon was in Kougier Street on Thirsk (80). On the same day, YDB.89 was on Y.2, and YSMA.8 was on Y.9A at lunch-time. On the 1st. January, YSRG.96 was observed several times on the evening working on Y.10. On New Year's Day at 12.30, about 10 double deckers and 5 saloons were parked outside the Railway Station, due to an acute staff shortage caused by the 'flu epidemic. On the 2nd. December, YSRG.98 was in the Depot in the evening showing "Leeman Road" on the indicator, but no service number, possibly having been on a Works Special. On the 3rd. December, YDB.86 was on Y.9/9A, YDB.91 on Y.3/3A/11/11A, and a further YDB was on Y.5/5A/6, and on the same day a YLH had worked on one of the 80/1/2. The 4th. December saw YDB.91 on Y.9/9A and YDB.82 on Y.1/3, whilst on the 5th., LH.6(M.loan Yk) was on York - Sheriff Hutton (82 OMO). On the 8th. December, a YSRG worked on 82, whilst SRG.43 was on York - Thirsk (80). On the 17th. December, LH.13 was on Y.17 York - Heslington and LH.5 on Elmfield Avenue - Foxwood Lane (Y.5), as was a YVR. On the following day a YVR was on Y.1/8 Tang Hall - Beckfield Lane - Burton Store Lane. In snow and during the regulators' strike, a YDX (older type) worked York - Scarborough (43) at 16.45 on the 19th. December, whilst YSRG.96 worked a Rowntrees Works Special. On the following day, the 20th. December, SMG.26(H) worked on Harrogate - Scarborough (84) and two YVR's were on Y.9/9A (Tang Hall Lane - Clifton - Heslington). On the 22nd. December, a YVR worked the 17.03 Rowntrees Works Special, having worked on Y.15 previously; YLH.21 was working on Y.7 that day. LH.13 worked 16.33 Rowntree - Tadcaster Works Special (OMO) on the 23rd. December, whilst on the following day this duty was worked by a YSRG. On the 24th. December, an LH worked the Rowntrees - Malton Works Special at either 16.33 or 17.05. On the 27th. December, YVR.42 was on Y.4/4A, and an SRG was on Y.14. On the 31st. December, one of YSMA.10/11/12 worked on Y.9/9A. Although there are another six WYV single deckers, West Yorkshire LH's and SMA's still appear on Y.14/15/16/17 and Works Specials, duplicates, etc., as do SRG's, whilst the YLH's appear on 43/80/81/82, etc. YLH.26 was in Leeds City Square, heading towards Wellington Street at about 21.30 on the 16th. December. East Yorkshire Fleetline 834 was noted in Leeds on the 12.05 Leeds - Hull (46) on January 3rd.

LONG DISTANCE.

Noted on hire on Christmas Eve day were Balmes YWV 128 G (Blackpool); Hutchinson's XVN 551 (Newcastle); Eddie Brown DAO 906 C (Scarborough); Longster's 300 DWU (Newcastle) and Lunn's OYG 653 E (no sticker). All these were in Wellington Street at 12.50, as were ERG.2 (Liverpool/X97); East Yorkshire Motor Services 842 (Bridlington/44); SMG.15(Yk) ("Blank/EXP", sticker Bridlington); SRG.27 (Hull/46); Northern 2644 (Leeds/X97); 2648 (Newcastle/X97), and Ribble 706 (a toilet coach), 713 & 924. On Boxing Day, SRG.30(H) was noted in City Square, Leeds, and was probably on X97/9. A most unusual vehicle on X99, with a sticker "Middlesborough" was SRG.23 (H), the 1966 dual entrance KE, which was seen in Wellington Street, Leeds, at 1.45 pm. on the last day of the year, having probably worked from Harrogate on 36. Noted in Harrogate on X97 or X99 to Leeds, on the 24th. December, was SRG.5(H).

5. SOLD STOCK NEWS.

MCY.4C5/8, MCY.453/5 (ex.DAW.1-4, A.E.C.Regent V, sold Norths, Sherburn, 11/69.)

All resold to Smith, Reading, as P.S.V's, 12/69.

UUA.795, (Leyland PSUC.1/2, sold Clayforth, Guiseley, 3/60.)

To Gorman, Dunoon, Scotland, 11/69, (Private sale).

SDU.711, (ex.DGW.11, Daimler CVG.6, sold Norths, Sherburn, 11/69.)

Sold for scrap to unknown breaker, probably Johnson, Rayston, and awaiting collection from Norths on the 15th. December, and gone by 2/1/70. It is a great pity that this much travelled vehicle, which dated only from 1956, could not find a buyer.

XUG.141, (ex.DGW.12, Daimler CVG.6, sold Norths, Sherburn, 11/69.)

Gone by 3.1.70.

NLP.599, (A.E.C.Regent III, sold Norths, Sherburn, 11/63.)

Gone by 3.1.70, presumably for scrap.

LLU.803, (A.E.C.Regent III, sold Norths, Sherburn, 4/68.)

Still at Norths, 2.1.70, in a partly dismantled condition.

OWX.148, (ex.SUG.36, LS5G, sold Norths, Sherburn, 6/69.)

To George Armitage, Ltd., Brick Manufacturers, Robin Hood Wakefield, 12/69. First taxed on 1/1/70, and noted at the Robin Hood premises two days later, still in Sale livery, and with West Yorkshire blinds set to "Private/EXP". Believed to have replaced ONO.994, an ex.United Counties L5G, it is used for staff transport between the Robin Hood headquarters and Swillington brickworks.

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

Both to Hedingham & District, 12/69, but still at Norths 3/1/70. (SMG.44 has not left, as reported last month.)

CWX.142, (ex.SUG.30, LS5G, sold Norths, Sherburn, 6/69.)

Gone by 3/1/70.

YJG.732/5, (ex.SIW.17/20, LWL6B, sold Norths, Sherburn 11/68 & 6/69.)

SIW.17 to be used for spares, and SIW.20 already in use for such, 12/69. SIW.20 has not left as previously reported.

WU.392 (ex.SIW.32, LWL6B, sold Norths, Sherburn, 11/68.)

Gone by 2/1/70.

WU.394, (ex.SIW.34, LWL6B, sold Norths, Sherburn, 11/68.)

To be used either for spares or sold for scrap, 1/70.

LWU.434, (ex.SMG.4, LS5G, sold Norths, Sherburn, 11/69.)

Believed sold, awaiting collection from Norths, Sherburn, 2/1/70.

OWX.152, (ex.SMG.40, LS5G, sold Norths, Sherburn, 6/69.)

Sold, awaiting collection from Norths, Sherburn, 2/1/70.

OWX.153, (ex.SMG.41, LS5G, sold Norths, Sherburn, 11/69.)

To be used either for spares or sold for scrap, 1/70.

HWY.213/9/20, (Ex.SMG.7/8/9, LS5G, sold Norths, Sherburn, 6/69.)

In use for spares, 2/1/70.

HWY.225, (ex.SUG.14, LS5G, sold Norths, Sherburn, 6/69.)

To be used either for spares or sold for scrap, 1/70.

HWY.233/5, (ex.SUG.22/4, LS5G, sold Norths, Sherburn, 11/63.)

Both gone by 2/1/70.

JWU.898, (ex.KSGL.21, LL5G, sold Norths, Sherburn, 6/69.)

Gone by 2.1.70, possibly as a "runner".

Still at Norths on 2/1/70 were: SIW.16/7/9/20/2/5/34, SMG.1/4/7/8/9/40/1/2/4,

SUG.14/5/28/32/3, KSGL.20, DAW.5, DX.26, PNW.93, LLU.803 and MXX.137.

JWU.886, (ex.SGL.16, LL53, sold Norths, Sherburn, 1/67.)

To Buxted Chickens, Thirsk, 7/67.

Still with Buxted, painted grey, 12/69, and parks each night behind the the Shoulder of Mutton, Malton Road, York.

HWY.883, OWT.201/4, (ex.KDB.56, YDG.88/91, sold Yorkshire Woollen District, 8/69.)

All still running for Yorkshire W.D., in Dewsbury, 3/1/70, still in full West Yorkshire livery, with West Yorkshire legal ownership panel.

LYR.916, (A.E.C.Regent III, sold Norths, Sherburn, 1/68.)

To Boakes, Sevenoaks, 2/68.

Still in Ledgerd livery, this vehicle is used on School Specials, etc.,

TEN YEARS AGO.

The January, 1960 Issue began with a message from the Chairman, in which it was commented upon that the "Service" was then entering its tenth year of existence.

DG.1) had been renumbered 1025, but at that time was only a snowplough, not being altered to a tree lopper until November, 1960.

Sold Stock News reported on eleven vehicles, one of which was DG.4, which had passed to F. Knowles, Oulton. The 5-page Bulletin ended with a 2-page Allocation List.

7. OTHER INFORMATION.

FARES INCREASES.

A general fare increase came into effect on Sunday, the 4th. January, 1970, the same date as Leeds City Transport fares were also increased.

The last general increase in West Yorkshire fares was on the 1st. December, 1968.

RECENT WITHDRAWALS.

The march of standardisation has struck hard in recent months, as a result of which several classes are now extinct.

YDG.85/9 were the last two K5G's in the fleet. The 1955 YDG's were unique in their own right. Bases on the 1939 K5G's, YDG.66-76, they were virtually new in 1955, and were still "K" types, although new production of that model had finished about 1950. The bodies too were unusual - the standard highbridge seating was H30/26K for a 26-ft "K" type or H.32/28K for a 27'-6" KS or KSW. YDG.82-92, however, had either an H.29/26R or H.20/28K arrangement. As little as 12 years ago there were 31 K5G's in the fleet, but YDG.85/9 were the last survivors. They were also the last buses in the operational fleet with Gardner 5LW engines, a power unit which first made its appearance in 1933, in Leyland TD2's K.453/4.

DAW.1-4 were the last of the DAW class, and the last vehicles of A.E.C. manufacture. These four however, had a short life with the Company of almost exactly two years, as lack of reliability sealed their fate. They were the only ex-Leardard double deckers to be allocated to a Depot other than Otley.

D GW.11 had the honour, by five days, of being the last Leardard vehicle in stock. It was the last Daimler in the fleet, the last with Willowbrook body, and the last with pre-selector gearbox. When new, it toured the country on demonstration work, and it was the only "low-height" bus acquired from the Leardard fleet.

DGW.4/8 were the last KSW's in stock, though DGW.4 had not run since 28/2/69, and DGW.8 since 30/4/69. DGW.8 moved to York quite soon after delicensing, but DGW.4 had remained at Leeds, ready for service, until withdrawal, and was therefore, the last "K" class vehicle in the main fleet to remain at its former running Depot, a Garage at which it had been maintained all its life. These two were the last vehicles with exposed radiators in the main fleet, and the last in the entire fleet with lowbridge bodies, having a side upper deck gangway, a design of body which first made its appearance in 1928 on Leyland TDL chassis. As recently as 1953-7, there were 161 vehicles in the fleet with this style of body, but since then the numbers have steadily fallen, as deliveries of Lowdekkas proceeded. With the departure of DGW.4/8, the DGW class is now extinct, and only one Gardner 6LW engined bus (DX.4) remains.

OTHER HISTORIES.

Several changes have now taken place since the last in Issues 186 & 190.

HEE 509, which was owned for a time by Archbishop Holgate's Grammar School, was sold by Bradleys of York to Norths, Sherburn, and then to Johnson, Goldthorpe, for scrap.

JHN.374 & NIN.161, of Cooper and Woods, have also gone to Norths and been sold for scrap.

NNO.110, of Irwin's, "disappeared" from their yard about 1967/8, and has not been seen since; previously, it had been stored for about 9 months.

FMO.957, an LL5G, now owned by Peter Devine, Ltd., of Osetet, was used to transport workmen to the Y.T.V. studios in Leeds for about a fortnight in April, whilst the car park there was being surfaced. It has also been seen in the Headrow, Leeds, during November, carrying workmen.

HMO.371, an LS6B, formerly with Thames Valley, is now owned by E.J. Arnold, Ltd., the Leeds printers.

ONO.995, an LL5G, formerly with N.B. Bell, was sold to Norths, Sherburn in 10/67, and scrapped.

In addition, near Baildon, is FHP.827, an ex-United Counties LL5G, now without an engine, and in use as a site hut, whilst on St. George's Field, York, during August, was JHT 115, an ex. Bristol Omnibus Co. K6A, now owned by Stepney, (Contractor), Beverley, but now believed to be withdrawn.

As is now well known, West Riding now have a large fleet of Lodekka's, and for those who are interested these are:- 400-9 (XNU 423-32); 410-2 (VRB 522-4); 413-7 (RAL 974-8); 418-21/57 (SNN 73-7); 422-8 (KFW 312-8); 440 (213 NAE); 441-3 (EHT 106/7/16 C); 445 (EHU 584 C); 446 (GAE 881 D); & 454 (JAE 630 D).

Also jumping on the Bristol "bandwagon", "Yorkshire Woollen District now have six United KSW6L/H60K in service. These are 164/5 (SHN 710/3); 166 (UHN 642); 167 (SHN 703); 168 (VHN 850) & 169 (WHN 54).

DEPOT ALLOCATION, as at 1st January, 1970.

The allocation of stored vehicles is as accurate as possible, but where we have no information to the contrary, vehicles are shown as being at the depot from which they were last licensed; the allocation of stored vehicles at Ilkley, Keighley, Leeds, Pateley Bridge, Skipton and York is correct, that at Bradford and Harrogate is unconfirmed.

BRADFORD

	C	SD	DD
Licensed:-	1	27	54
Delicensed:-	7	2	-
Total =	<u>91</u>	<u>29</u>	<u>54</u>

SMG 19/52
 SRG 4/6/15/32/9-42/56/62/9/74/8/9/82-5
 SUG 19/26/65/70/6
 ERG 9/11
 CRG 3
 DX 4/13/4/6/25/48/50/79/83/97/9/103/9/10/5/7-9.
 122/4/6/7/50-2/4/5/9/67/9/80-4/7-9/207/14
 VR 1-6/12-5/22/39-41
 Service Vehicle - 1029
 Stored (Delicensed) - SUG 29, EUG 93, CUG 34/5/40/1,
 CRG 7/13/4

GRASSINGTON

	SD
Licensed:-	4
Total =	<u>4</u>

SMA 14
 LH 1/2/19

HARROGATE

	C	SD	DD
Licensed:-	2	44	28
Delicensed:-	10	11	1
Total =	<u>96</u>	<u>55</u>	<u>29</u>

SMG 22/6/33/4/7/56
 SML 1/2
 LH 17/8
 SRG 1-3/14/20/1/3/5/6/30/1/4-8/51/5/72/7/89/90
 SUG 64/7/9/72/4
 EUG 81/3-3/8/95
 ERG 10
 CRG 1/2
 DX 2/51-8/60-3/113/20/1/5/203/8
 VR 48/9
 On loan to Hebble M.S. - DX 7/33
 Service Vehicles - 1022/5/8/31/4/9/40, TWW 804,
 192 DWY, 8718 WVI, SBW 21 (chassis only),
 Cars 2/4/6/8/10/2/4/6 and 12 GWW.
 Stored (Delicensed) - Grove Park:- SUG 18, SRG 17,
 SMG 2/4/7, EUG 82, ERG 7, CUG 16/25/9/37/9,
 CRG 15/6. Myrtle Road - SMG 30/8, SRG 16,
 CUG 9/23/43, EUG 86/94, DX 201
 Stored (Awaiting Disposal) - Grove Park:- SBW 33,
 DX 20

ILKLEY

	C	SD	DD
Licensed:-	-	9	5
Delicensed:-	5	-	-
Total =	<u>19</u>	<u>9</u>	<u>5</u>

SMG 18/25
 SMA 15
 SRG 44/8/59/63/70/5
 DX 168/215, KDX 140
 VR 44/5
 Stored (Delicensed) - CUG 15/30/2, CRG 4/6

KEIGHLEY

	C	SD	DD
Licensed:-	2	16	55
Delicensed:-	6	2	1
Total =	<u>82</u>	<u>18</u>	<u>56</u>

SMG 6/24/9
 KSMA 1/3/4
 KLH 9/10, LH 20
 SRG 71, KSRG 80/1/93-5
 EUG 87
 CRG 5/10
 DX 6/11/22/38/45/9/78/100/5/11/211/2
 KDX 39-43/69-71/5-7/93-6/133-7/9/41-5/62-6/222-7
 VR 7-10, KVR 25/6
 Service Vehicles - 1033/6, Cars 22/4
 Stored (Delicensed) - SMP 17, LH 3, CRG 11/2,
 CUG 17/31/3/8, DX 98.

LEEDS

	C	SD	DD
Licensed:-	-	36	43
Delicensed:-	9	7	2
	9	43	45
Total =	<u>97</u>		

SMG 27/35/6/51/7/8/60
 SRG 5/7/10/1/22/4/7-9/33/49/53/4/64
 SUG 21/61-3/6/8/71/9
 EUG 78/9
 ERG 2/3/5/6/8
 DX 5/9/10/2/36/59/80/1/107/12/6/23/53/7/60/1/70-2/4,
 176-9/85/6/99/200/2/4-6/9/13
 VR 16-8/23/4/35-8
 Service Vehicles - 1030/7, TWW 802/5, Car 20.
 Stored (Delicensed) - SUG 16/38, SRG 12, EUG 90/2,
 ERG 1/4, CUG 18/9/21/2/6/7/36, CRG 8/9, DX 34/5.
 Stored (Awaiting Disposal) - DGT 4, DX 32.

MALTON

	SD	
Licensed:-	<u>11</u>	SMA 5
Total =	<u>11</u>	SML 3/4 LH 4-6 SRG 43/5/52/8/67

OTLEY

	SD	DD	
Licensed:-	6	16	SMG 32 LH 16
Delicensed:-	6	16	SRG 60/1/5/73
Total =	<u>22</u>		DX 8/15/27/82/101/2/4/6/8/73/5 VR 19-21/46/7

PATELEY BRIDGE

	C	SD	
Licensed:-	-	5	SMG 13/31 SMA 18
Delicensed:-	3	-	LH 7/8
	3	5	Stored (Delicensed) - CUG 46-8
Total =	<u>8</u>		

SCARBOROUGH

	SD	
Licensed:-	<u>1</u>	SRG 68
Total =	<u>1</u>	

SKIPTON

	C	SD	DD	
Licensed:-	-	6	2	SMG 23/8 K SMA 2, SMA 6
Delicensed:-	2	-	1	SRG 86/8
	2	6	3	KDX 138, VR 11
Total =	<u>11</u>			Stored (Delicensed) - CUG 8/45, DX 21. Stored (Awaiting Disposal) - KDB 55/7, DX 18.

WETHERBY

	SD	DD	
Licensed:-	7	4	LH 11/2 SRG 9/13/8/9
Delicensed:-	7	4	SUG 73
Total =	<u>11</u>		DX 19/44/6/7

YORK

	C	SD	DD	
Licensed:-	-	36	69	SMG 14-7/20/1/48/55 YSMA 7-12, SMA 13/6
Delicensed:-	4	9	-	LH 13-5, YLH 21-6
	4	45	69	SRG 8/47/50/7/66/76/87, YSRG 96-8
Total =	<u>118</u>			EUG 89 YJB 82-4/6-9/91 YDX 72-4/84-92/128-32/46-9/90-8/216-21/8-38 DX 114/56/8/210 YVR 27-34/42/3

Service Vehicles - 11032, 1035, TWW 803, Car 18.
 Stored (Delicensed) - SMG 3/5/46/9/50/61, SUG 37,
 EUG 76/91, CUG 24/8/42/4.
 Stored (Awaiting Disposal) - YDG 85/6/9, YDB 85,
 DGW 8, DX 17/23/4/9/31/7, SUG 34.

