

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 214.

January, 1969.

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.

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 1969.

PRESS DAY for the February issue will be Saturday, 1st. February, and all items should be sent by that date to [REDACTED], [REDACTED], [REDACTED].

### 1. FLEET CHANGES.

#### NEW VEHICLES.

VR 1.	XWW 471 G	Bristol	VRTSL6G.	104	ECW 17276	H39/31FD.	8-8-2.
VR 2.	XWW 472 G	Bristol	VRTSL6G.	105	ECW 17277	H39/31FD.	8-8-2.
VR 3.	XWW 473 G	Bristol	VRTSL6G.	106	ECW 17278	H39/31FD.	8-8-2.
VR 4.	XWW 474 G	Bristol	VRTSL6G.	107	ECW 17279	H39/31FD.	8-8-2.
VR 5.	XWW 959 G	Bristol	VRTSL6G.	108	ECW 17280	H39/31FD.	8-8-2.
VR 6.	XWW 969 G	Bristol	VRTSL6G.	109	ECW 17281	H39/31FD.	8-8-2.

#### Additional Information.

The new double-deckers are the first production examples of the Bristol VRTSL6G to enter service in the country. A full description of these vehicles appears under other information.

The numbering of these vehicles departs completely from the numbering scheme at present in use, and instead of the expected and more appropriate "DRG" (Double-deck, rear-engined, Gardner), they are numbered "VR" (Vertical Rear?). It remains to be seen whether the LH's on order are numbered in the appropriate "SML" class, or receive a different code.

The VR's were delivered during December, and were stored for most of the time at Grove Park. VR 1/2 were used on the 10th-12th. December at Bradford for driver training, running on Trade Plates, returning to Harrogate each night. VR 3/4 were moved to Bradford on Friday, the 27th. December, and VR 5 followed on the 31st.

#### RENUMBERING.

1st. January, 1969 - CUG 6/10/11/20 to EUG 90/91/92/95.  
EUG 71/72/74/75 to SUG 70/71/73/74.

#### ALLOCATIONS AND TRANSFERS.

CUG 44 was the vehicle that was not delicensed on 31.10.68. (1).

	from KEIGHLEY	(Delicensed)	31.12.68.
SMG 24	" HARROGATE	"	"
SMG 59	" LEEDS	"	"
ERG 6/8/9	" KEIGHLEY	"	"
ERG 7	" HARROGATE	"	"
ERG 10	" BRADFORD	"	"
ERG 11	" LEEDS	"	"
CUG 3/21/26/27/36/42/43	" KEIGHLEY	"	"
CUG 17/38	" HARROGATE	"	"
CUG 24/25/39	" BRADFORD	"	"
CUG 28/30/32/40/41/44/45	" OTLEY	"	"
CUG 29	" ILKLEY	"	"
CUG 31	" KEIGHLEY	"	"
CRG 3	" BRADFORD	"	"
CRG 6/7	" LEEDS	"	"
CRG 8/9	" BRADFORD	"	"
DBW 21	" LEEDS	"	"
DX 36/176	" BRADFORD	"	"
DX 180	" BRADFORD	"	"
✓ R. 1/2/3/4/5/6	(New)	to BRADFORD	1.1.69. p.t.o.

Val

Fleet Changes (cont.)			
SMG 56.	from YORK	to KEIGHLEY	1.1.69.
SRG 9	" LEEDS	" YORK	"
SRG 26	" LEEDS	" HARROGATE	"
ETG 78	" LEEDS	" HARROGATE	"
DX 160/61/200/202	" BRADFORD	" LEEDS	"

- Notes:-
1. The delicensing of DW 21 is due to the expiry of its 'C' of F on the 24th. January.
  2. This month sees the withdrawal of the first DGW, and the first normal withdrawals from the SMG class. The number of SEW's still in stock is now down to five.
  3. These are the first moves since new for SRG 8, DX 160/1/202. It is interesting to note that SUG 14, withdrawn this month, was at Bradford all its life.

STORED VEHICLES.

BRADFORD. VR 2 was in Chester Street, from Harrogate on the 17th. December, using Trade Plates 478 C. VR 4 was similarly noted on the 31st. December on Trade Plates 039 C.

HARROGATE. EUG 87/90/1 & SUG 71/3/4 were at Grove Park towards the end of December.

YORK. The chassis of SEW 23 had moved to Works by the 25th. December.

WITHDRAWALS.

31st. December, 1968 - SEW 30, SMG 7/8/9/10/12, SUG 14/27 & DGW 9.

FLEET TOTAL.

	C	SD	DD	1.1.69.	1.1.68.	1.1.59.
Licensed :-	15	199	288	502	521	425.
Delicensed :-	35	26	9	70	55	101.
	<u>50</u>	<u>225</u>	<u>297</u>	<u>572</u>	<u>576</u>	<u>526.</u>

\* The Fleet total excludes SEW 30, SMG 7/8/9/10/12, SUG 14/27 & DGW 9, but includes VR 7/9/10.

1969 Orders.

The 1969 orders for the Tilling Group were announced recently :-  
 WEST YORKSHIRE have ordered 13 VRTSL6G/H70FD, 11 REL6G/B53F, 6 REL6G/C47F and 16 LH6L/B45F. It is understood that the LH's are to be fitted with synchromesh gearboxes, unlike the 1968 orders, which should have fully automatic gearboxes (when they arrive).

KEIGHLEY-WEST YORKSHIRE - have ordered 3 REL6G/B53F.  
 YORK - WEST YORKSHIRE - have ordered 2 VRTSL6G/H70FD and 3 REL6G/B53F.  
 All except the LH's have the same specifications as the 1968 vehicles.

SALES AND DISPOSALS.

December, 1968 :- Bodies of SEW 21/3 sold for scrap, probably to F.W. Robson (Scrap merchant), Leeman Road, York.

2. VEHICLE NOTES.

OVERHAULS.

August, 1968 : KDX 222 (Poly.)? (See below).  
 November, 1968: YDG 89.  
 December, 1968: SMG 15, DX 97/173 & YDX 191.  
 KDX 222, although carrying an 'overhaul date' of "Poly. 8-68", still carries a paint date of "V. 2-66".

DEPOT REPAIRS.

November, 1968 : DX 177 & SMA 13. SUG 17 (Sale livery).  
 December, 1968 : EUG 87/90/91, SUG 71/73/74, 1001 (partial), DX 9 and YDX 123/30/232.  
 January, 1969 : YDX 132.

PAINT DATES.

VE 1/6, -H.12/68; KDK 222 - V.2/66; SRG 51 - W.10/67.  
 With regard to our query in Issue 210, it has been suggested that G = General and Industrial Paints, Ltd., and H = Hadfields (Weston), Ltd., as both are suppliers of paint and varnish to PSV operators.

REBUILDING.

SEW 23 has now had its body removed, the chassis overhauled, shortened and repainted, and a Gardner 6LW engine substituted for its Bristol AVW. It is now in Works awaiting the building of a lorry body on it. SEW 21 had its body removed at York during December, leaving only the cab and front bulkhead intact. It is still at York at the time of writing.

GENERAL NEWS.

EUG 97/89 have been repainted in a new livery of all cream, with the exception of a single red band below the windows.

SUG 72 has also been repainted, into the exact opposite of the new livery, and is now all red with a single cream band below the windows.

1001, the Leeds towing lorry, has been dooked in Works, and has had its yellow/black hatching repainted. The green has not been touched, and the vehicle retains its large fleet number.

DX 177 lost its large fleet numbers on repaint.

CUG 18/9 & SMG 51/8 all carry fleet numbers in four positions.

DX 63 (L) has now received Leeds blinds, in place of the Harrogate ones previously fitted.

DX 9 (L) on repaint retains black outlining.

DX 171 (L) on overhaul lost its Cave Browne Cave heating, the first vehicle from a Depot other than Bradford to do so. It has not been previously mentioned that the upper beading has not been altered, and the upper cream band still does not continue round the front, although the air intakes have, of course, been panelled over.

DAW 8/10 now have standard ECW roof ventilation.

SEW 30 still carries a white steering wheel.

KDX 222 is now without Cave Browne Cave covers of the usual type, but has vertical slats, painted black, fixed in the front air intakes.

DX 97 (B) on recent overhaul retains CBC heating.

It has recently been noted that DEW 5 is now upholstered with LTE moquette, probably on overhaul in 10/65.

The rear fleet number of SMG 57 is now carried on the nearside boot lid, instead of in the middle of the boot.

YDG 39 is the first of this class to be overhauled for about a year. It received fleet numbers in the four positions described last month for YDB 37, but was not fitted with flashers.

ADVERTISEMENT NOTES.

SRG 51 (H) has a painted "Countdown Discotheque" advert. on the nearside, above the windows.

DX 109 (B) now has an illuminated advertisement for the new London Service via the Motorway.

3. SERVICE CHANGES.

STAGE CARRIAGE.

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

S.620 - New Service: Bradford (Chester Street) - Leeds (Vicar Lane).

Via A6037, Shipley, A6038 Guiseley, A65 Shaw Estate, Yeadon, Rawdon, Horsforth, A65. Subject to grant -- Licenses for 33, 55, 78, 78A & 78B surrendered. This has now appeared as the revised route 55.

S.621 - New Service: Leeds (Vicar Lane) - Otley (Bus Station).

Via A65, Horsforth, Rawdon, A658, Yeadon, Shaw Estate, Unclass. road, Chevin Inn, Buckles Lane, A65, A6038, A660, Otley Bus Station. Alternative route from Yeadon via Henshaw Lane, A6038, A660, Otley Bus Station. Subject to grant - Licenses for 33, 73, 70A & 70B surrendered.

S.622 - New Service: Leeds (Vicar Lane) - Otley (Bus Station).

Via A65, Horsforth, Rawdon, Guiseley, Bingley Road, Menston, A6038, West Bask Lane, A660, Otley Bus Station. Subject to grant, Licenses for 32, 52, 78, 78A & 78B surrendered.

S.623 - 46, Leeds - Hull (joint with East Yorkshire Motor Services).  
To amend the route through Beverley on Saturdays only.

S.624 - K.17: Oakworth - Spring Bank (Keighley Local).

To reduce the running time between Oakworth and Exley Head from 8 to 6 minutes.

S.625 - K.18, Keighley - Denholme.

To delete the ordinary return fare of 3/3 between Keighley and Denholme.

## 3. Service Changes (continued).

S.626 - 7A. Cornwall Road - Pannal (Harrogate Local).

On Monday-Friday to delete the 08.25 Harrogate-Pannal, and return.

S.627 - 34A: Leeds - Arthington.

To amend the timetable.

S.628 - Y.10: Bishopthorpe - Wigginton (York Local).

On Monday-Friday to amend the 08.10 ex. Haxby to start from Wigginton at 08.00; Haxby at 08.03, and then 7 minutes later throughout.

EXPRESS CARRIAGE.

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

E.85 - X.91: Keighley - Skegness.

To revise the timetable and route.

E.86 - J.16 - Harrogate - Blackpool.

To amend the Summer timetable.

E.87 - J1/J2: Leeds - Blackpool/Fleetwood.

To delete the 14.40 Leeds to Blackpool, and introduce an additional journey at 14.40 Leeds to Fleetwood. To delete the 08.30 Blackpool to Leeds, and introduce an additional journey at 08.00 Fleetwood to Leeds. To start the 12.40 Blackpool to Leeds at Talbot Road Bus Station at 12.30.

## 4. OPERATING DETAILS.

DEPOT REPORTS.BRADFORD.

Here, as at Leeds, the KSW's have been putting in some good work again. DW 21 (B) worked one return trip on Bradford-Otley (50) as a change-over on the 28th. December; it worked the 12.10 ex. Bradford, returning at 13.05 from Otley. DGW 1 (B) was noted on the 20th. December, working a Leeds turn on Leeds-Keighley (31). This was quite an unusual appearance now-a-days, and the day following it was in Leeds Depot in the morning, whilst later on it worked a Leeds-High Royds Hospital Special, where it joined DGW 2 (B), which had worked there from Bradford. On the 23th. December, DGW 10 (B) worked the Bradford-High Royds journey. On Christmas Day, SRG 22 (B) worked at least one return trip on Leeds-Bradford (55), and DX 184 (B) was noted at White Cross at 14.55, possibly duplicating on 55 from White Cross (High Royds Hospital). On Bradford-Otley (50) was SRG 56 (B), on Keighley-High Royds Hospital and return was SRG 80 (X), and on Bradford-Woodlands Hospital and return was SRG 4 (B).

On the first day of the year, the new double-deckers were working as follows :- VR 1 on Baildon (58), VR 2/3/4 on Bradford-Keighley (67), VR 5 on Baildon (61) and VR 6 on Baildon (59/61). The following day VR 3/4/6 were on similar routes to the 1st., and all have remained on Baildon/Keighley routes since. Working on Leeds-Bradford (55) on the first day of operation, 1st. December, were SRG 22/5 (B), DX 170 (L loan B or K) was noted on Bradford-Keighley (67) on the 28th. December.

HARROGATE.

On Christmas day, all the duties worked by the Depot were covered by SRG's, including SRG 72 (H) on Harrogate-Bradford (53) and SRG 61/77 (both H) on Harrogate-Knaresborough (16). SRG 51 (H) was used from Grove Park to the Bus Station and return, during the afternoon. DX 61 (H) was used on Leeds - Harrogate (36) on the 6th. December, such an old double-decker being unusual on this route. SMA 18 (PB) was noted on Harrogate-Pateley Bridge (24) on the 26th. December.

KEIGHLEY.

DX 157 (K loan Sk) worked SRG 6's duty on 76, being noted at 20.30 at Otley. Noted on Leeds-Keighley (31) recently have been KDX.134/40/2/4/62 & 222/4.

LEEDS.

On the 6th. December, EUG 77 (L) was used on 12.30 Leeds-Wetherby (39A), whilst on the 19th. December EUG 79 (L) worked on 38A and 42. DX 47 (L) was used on Leeds-Knaresborough (30) the same day, double-deckers being unusual on this route now a-days. On the 24th. December, the number of prospective passengers for SRG 47 (Sc), which was working the 12.35 Leeds-Scarborough (43) resulted in LWU 355  $\mu$ , a Bedford Duple of Lunn, Rothwell, being hired as a duplicate. DX 101 (B loan L) was working on Leeds-Otley (34) the same day, whilst SUG 68 (W), having worked on 38A, should have continued to Thorner (42) at 12.55, but was replaced by SRG 65 (L). SRG's are very unusual on this route. On the 30th. Dec. EUG 77 (L) worked on 38A and 42, and SMC 57 (L) was on Guiseley-Leeds (32) at lunchtime. DX 170 (L) worked the first Leeds-Bradford (55) journey on the 1st. December. On Christmas Day, SRG 46 (L) worked on Leeds-Wetherby (38) and return, SRG 64 (L) was on Leeds-Aberford (48) and return. DX 174 (L) was on Leeds-Ilkley (34) and return, and on Leeds-Yeadon (35), DX 171 (L) did one return trip, and

Operating Details (continued).

Leeds (continued) -

DX 172 (L) did two. DX 205 (L) was used on the Leeds-High Royds Hospital Special. On Leeds-Ilkley (32a) and return, was DX 82 (L).

The six surviving KSW's have been working hard again during December. DBW 5 worked on 38A/42 on the 6th, December, and on the 9th, December, DBW 29 worked to Barwick (48), and DGW 7 was standing spare showing "Barwick/48A", as was DGW 3, showing "Leeds/38". On the 11th, December, the first sighting of this type on the new 55 Service was made, when DGW 4 worked through to Rawdon. On the 10th, December, DGW 3 was seen returning to Leeds at 16.35 on 32, probably from Benton Park. On the 11th, December, DBW 5 was noted in the Depot showing "Leeds/55", whilst on the following day DGW 5 did at least two trips on Leeds-Guiseley (32) and probably more. On the 19th, December, DBW 29 was on Leeds-Yeadon (35), and on the following day DBW 29 or DGW 7 worked Leeds-Rawdon (55), DGW 5 on 38A/42, DGW 3 on Leeds-Otley (34) and DBW 29 was on Leeds-Otley (34) at lunch-time, and later on Leeds-Guiseley or Leeds-Rawdon. On the 21st, December, DGW 7 worked on 32, and DGW 3/4 on Leeds-Yeadon (35). DGW 7 worked on 38A/42 on the 18th, December, and DGW 5 was spare, showing "Private", as was DBW 29 ("Leeds 31"). On the 28th, December, DBW 29 worked on Leeds-Yeadon (35A), DGW 3 also on Leeds-Yeadon (35A), and DGW 7 worked Leeds-Rawdon (55 duplicate) and 13.40 Rawdon-Leeds (55 duplicate) the same day. On Monday, the 30th, December, DGW 3 worked on 48, and DBW 29 on Leeds-Yeadon (35), whilst DGW 7 worked a Leeds-Yeadon (35 duplicate) in the evening. On the last day of the year, DBW 29 was still on full-day service, and was on 48/35 at lunch-time. Although the demise of this class was sadly awaited at the end of December, this did not occur, and a very welcome sight indeed on the first day of the New Year was DBW 29 still "knocking-up" its mileage on Leeds-Yeadon (35). One hopes that such a sight will be with us for some time to come! The disposition of these vehicles on the 1st, January was DBW 5 on 38A/42; DBW 29 on 35, and DGW 3/4/5/7 in Depot. An unidentified DBW/DGW later worked on 55, 16.06 ex, Leeds, and may have worked through to Bradford, as this was the only 55 vehicle noted during a 15-minute period of observation at West Park. On the 2nd, January, DBW 5 worked on 38A/42, and the following day was standing spare, showing "Leeds 35A". This vehicle is beginning to "roam" nearly as much as its sister, DBW 29, and worked 12.10 Leeds-Keighley (31) on the 30th, December, a very unusual route for this type of vehicle now-a-days, though DBW 29, not to be outdone, had also worked through to Keighley on the 17th, December. DBW 29 has also been to the other side of the Leeds Depot area, and worked a Tadcaster-Boston Spa School Special, probably on loan to Wetherby, on the 13th, December. On the 6th, January, DGW 5 was in Vicar Lane, showing "Leeds/55", and on the following day DGW 4 worked on 35/49 during the day. On the 8th, January DBW 5 worked to Otley (34) at lunch-time.

DX 160, newly transferred, was working on 35/48 on the 2nd, January, still with Bradford blinds, adverts, etc. SRG 66 (W loan L) worked on Leeds-Ripon (36) on the 21st, December. On the 7th, December, SMG 57 (L loan W) worked on Leeds-Tadcaster (42) in place of an SRG. On the same day, SMG 35 (Yk loan Sc) worked on Leeds-Scarborough (43) in place of an SRG. SRG 10 (L) was also used on Leeds-Scarborough (43) in place of a newer type SRG on the 27th, December. SMG 58 (L) was used on Leeds-York (43/45) in place of the usual EUG on the 9th, December. On the 21st, December, EUG 76 (L) was used in place of a DX on the same route. On the 28th, December, in place of the East Yorkshire Bridlington-Leeds, due to heavy snow, SMG 21 (Yk) was used. Recently used on Woodlands Avenue (Tadcaster)-York (43), on the 23rd, and 24th, December respectively, were SMG 36 (Yk) and SMG 50 (Sc. loan Yk). On Leeds-Hull (46), East Yorkshire 835, a one-man-operated "Atlantean", was used on the 27th, December. An unidentified SMA worked on Leeds-Ilkley (32A) on the 10th, December, at about 21.30. On the 29th, December, the 18.05 Leeds-York (46) was worked by CUG 21 (L) in place of the East Yorkshire Motor Services vehicle which could not get through due to h-eavy snow. The CUG only worked as far as York. An unusual sight on the 6th, January was SUG 16 (L) working the 12.32 Leeds-Harrogate (36), and on the same day DX 105 (K loan L) was working on Leeds-Guiseley (32). On the 7th, January, DX 81 (B loan L) was on Leeds-Yeadon (35), showing plain "Yeadon", as "Yeadon, Shaw Estate" does not appear on Bradford blinds. On the 1st, January, SRG 63 (I) was noted in West Street, Leeds, showing "Leeds/32a", and carrying a sticker "Via Canal Road".

OTLEY.

On the 22nd, December, SMG 2 (O) was on 78A all day, and SMG 51 (O) was on 78. Saloons are unusual as service cars on these routes. On Christmas Day, Otley Depot had no duties, and vehicles noted that day were DX 8/53/56/78, DX 80/100/175, DGW 11, & SMG 2 in the yard behind the Depot, and SMG 51 and DGW 12 in front of the Depot; of these, DX 56 is H, and all others are Otley. Inside the Depot should have been DAW 2-10 (all O), whilst DAW 1 (O) was at

Operating Details (continued).

Otley (continued) -  
 Grove Park. On the 7th. December, EUG 61 (H) worked on Otley-Arthington (34B), carrying a paper sticker. On the 6th. December, DAW 7 (O) was working on Leeds-Ilkley (32A) and DAW 8/10 (both O) were on Leeds-Otley (34). DX 78, mentioned last month, is at Otley, not Bradford, as stated. Also, as mentioned last month, EUG 84 (H) has been on 32A, and on the 31st. December, EUG 83 (H) was behind Otley Depot showing "Otley/34A", with a card showing "Arthington". An interesting point is that, whilst Otley had one SD (SMG 51), two were often noted (SMG 51 and one EUG). Now they have two SD's, three were noted on the 31st. December (SMG 2/51 & EUG 83). On December 21st., DAW 1, SMG 2 and DX 78 were in Otley Depot at 20.20, whilst behind the Depot were DAW 2/3/5/7/8/10, DX 104/75, 105 (L), SMG 51 and EUG 83. DX 175 went out to work 20.25 Otley-Leeds (34). SMG 51 replaced DX 56 (H loan O) on 20.25 Yeadon (78A). Also noted were DGW 11 (75/75A), DX 80/100 (78) & DAW 9 on the Leeds-Ilkley section of 34, and DX 8 on 34/52. One vehicle on 32A was not seen, presumably DAW 6. DGW 12 was on the forecourt of the Depot, and DAW 4, DX 53 and GUG 29 were not seen. DX 185 (L) and DX 56 (H) had probably replaced DAW 4 and DX 53.

YORK. ERG 6/9 and CRG 9 (all L) were in York Depot in the evening of the 16th. December, ready for the Ampleforth College end-of-term transport duties. An unusual working at 12.45 on the 24th. December was SMG 4 showing "Works Special", which worked Monkgate roundabout-Malton Road-Heworth Road-Melrosegate-the full length of Tang Hall Lane-Hull Road to City, and was dropping passengers en route. It was not on a normal Works route. The two SBW's, 22 & 25, have been in regular use again during December, having been noted every day on Rowntrees' Works Specials. Both were out on Sunday, the 29th. September, one of them being in Station Rise, York. Christmas Day duties were the same as last year, with two vehicles on circular Y1/8, one on Y4, one on Y9, giving an hourly service, one on Y10/12, giving a two-hourly service, one on a trip to Leeds, followed by 3 hours on Y5A, and one on Y24, the Hospital service. SUG 72 (ex. EUG 73) worked on 84 on the 2nd. December, and later in the month was seen on 43. A YSMA was seen on the 26th. December on the new Y27 (Leeman Road-Ashley Park (Stockton Lane) service, whilst SMG's appear fairly regularly now on Y7. The SML's find themselves on Y14/15/16/17 and Works service. A very rare event was the sight of a YDG on Y16, on the 28th. December, a route which should negotiate the low arch of Walmgate Bar on the return run. It is presumed that it returned to the City via the Y3A route. It is understood that a Works Service is now operating between York and Boston Spa Trading Estate at various times during the day. Both SBW 22/25 were used on journeys to the football match in York on the 4th. January, together with a couple of YDB's.

LONG DISTANCE. On the 21st. December, Southdown 1198 was in Roseville Road. On the 24th. December, hirings included DPY 660 C of Dobson, Bedale ("Blackpool"), 300 DWU of Longsters, JKY 597 of Wray, and XAK 678, also of Wray, which was working with a Wray's driver and a West Yorkshire conductor. ERG 1 (L) was noted in Roseville Road on the 1st. January, showing "Blank/34A", an unlikely destination for this type of vehicle. CUG 16 (H) was used in Middlesbrough (X.99) on the 22nd. December.

5. SOLD STOCK NEWS.

- EWY 419 (Ex. SG. 103, Bristol L5G, sold Fowlers, Harrogate, 1/63).  
 Still running for Fowlers and noted twice in Leeds on December 6th.
- KWU 373 (Ex. DEW. 17, Bristol KSW6B, sold Norths', 1/67.)  
 To Jewitt, Spennymoor, 3/67.  
 Norths, Sherburn, 1/68.  
 Johnson, Breaker, Goldthorpe, for scrap, 29/11/68.
- KWU 375 (Ex. DEW. 19, Bristol KSW6B, sold Norths, 4/68.)  
 To Johnson, Breaker, Goldthorpe, for scrap, 11/12/68.
- LWR 413 (Ex. DEW. 27, Bristol KSW6B, sold Norths, 4/68.)  
 Loaned to Rigby, Patricroft, 5/68.  
 Returned to Norths, 7/68.  
 Johnson, Breaker, Goldthorpe, for scrap, 23/11/68.
- LWR 416 (Ex. DEW. 30, Bristol KSW6B, sold Norths, 4/68.)  
 To Johnson, Breaker, Goldthorpe, for scrap, 26/11/68.
- LWR 420 (Ex. DEW. 34, Bristol KSW6B, sold Norths, 11/68.)  
 To Johnson, Breaker, Goldthorpe, for scrap, 11/12/68.
- KWU 384 (Ex. SEW. 24, Bristol LWL6B, sold Harrogate High School, 1/60.)  
 Withdrawn 11/60, and advertised for sale in the "Commercial Motor".
- MFY 223/31 (Ex. SUG. 17/20, Bristol LS5G, sold Norths, 11/60.)  
 To Ascough, (Dealer), Belfast, 12/68.

Sold Stock News (continued).

Law 494, LTR 915/26. (Ex. Ledgard, A.E.C. Regent III.)

All now with Isleworth Coaches.

Full details are now to hand of these vehicles. KXW 494 has now had an almost complete repaint into blue/cream, leaving only the downstairs window pillars grey. The side indicator has been painted out; the front one is painted "Private, Isleworth & District Luxury Coaches", and the vehicle also carries "Isleworth and District" fleetnames on each side. LTR 915, as described last month, has received a blue painted roof, and has also had the side panels, which carry the fleetnames, the front and cab, and rear panel repainted, but no more. This, too, has a painted front indicator, but has an empty side box. LTR 926 is exactly as it came from Ledgard, except for the "Isleworth and District" fleetnames on the side, and a painted front indicator. The rear panel still has the "Samuel Ledgard" painted out in pale blue. In all cases where the blue has been repainted, the shade used is very close to that used by Ledgard. All three vehicles are used, together with LUC 154 and OLD 725, similar vehicles bought direct from London Transport, on School contracts in the Hounslow, London Airport and Brentford districts, together with a Works contract in either Brentford or Baling.

JYG 718 (Ex. SGW 3, Bristol LL5G, sold Norths, 1/67.)  
To F.G. Minster, Contractor, Eastburn, Keighley, 2/67.  
J. Dove (Engineers), Plaistow, Sussex, 4/68.

MLL 907/10/20 & PDV 726/32. (Ex. Ledgard A.E.C. Regent III, sold H. & C. Garston, 1/68.)  
All the three RT's and one of the Devon General's were noted on H. & C's premises, Garston, on the 24th. December. All have been repainted in the Ledgard livery of Blue/Grey, although the grey is a slightly darker shade. The lay-out of the colours is exactly the same.

GUY 3. (Ex. Ledgard, Guy Arab, UF.6HLW, sold Norths, Sherburn, 11/68.)  
To Johnson, Breaker, Goldthorpe, for scrap, 12/68.

6. TEN YEARS AGO. The six-page January, 1959 Bulletin began with a message from the Chairman, in which it was stated that the 'Service' had 88 members.

The 'CB' class, 1-6, had been demoted to EB.11-16, whilst EG.1/2/4-6 had become SG.151/2/4-6.

Amongst Tilling Group vehicles working for West Yorkshire over the Christmas holiday had been Tilling PYO 757/8, now better known as CUG.42/43.

Operating details reported that SG 153, originally EG.3, had been duplicating to Bradford during the holiday period.

Various changes had been made to York Local Services, whilst details were given of the "Loadmeter".

The final two pages were devoted to the customary Depot allocations as at the 1st. January. It is interesting to see the vehicles operated in those days, which included such veterans as 965 and DG.1-37, together with all the post-war 15G's (SG.101-56), 16B's (EB.1-16), and K6B/KS6B's (DB.1-63, YDB 64-91). Even the Service vehicles were historic - 3 Leyland TD2's 'K1003, 1004/03', 2 Bristol G05G's (Y.1005/19), and 3 J05G's (1013/20 & 989). Would that those days were still with us!

7. OTHER INFORMATION.

NEW DOUBLE-DECKERS. The VR's are the first examples of the transverse-engined Bristol VRTSL's to enter service anywhere in the country, and represent Bristol's entry into the market for rear-engined Double-deckers, hitherto dominated by the Leyland "Atlantoon" and Daimler "Fleetline".

They are of similar basic design to these competitors, but benefit from having a flat back, and do not have the 'bustle' associated with the Leyland and Daimler models.

The red livery is relieved by only one cream band, above the lower deck windows, although the rubberwork is also cream. The front windscreen may be of SRG origin, but otherwise there is little similarity; certainly they could not be accused of being "Double-deck SRG's". The front is gently curved, and contrasts with the rather severely vertical rear. The body is of five-bay construction downstairs, and six-bay on the upper deck, with a small additional window on the latter. The rear fleet number is in the centre of the back panel, near the bottom, and the rear registration number is on the cream band, in a glass plate. The offside fleet number is behind the driver's cab window, and the nearside one is in a similar position, behind the door. The front fleet number is on the offside front corner panel below the windscreen.

(. Other Information. New Double-deckers. (continued).

Technically, the Gardner 6LX is stowed away behind the rear seat downstairs, being at right-angles to the frame. The gearbox is unit mounted immediately to its right, and a train of gears on the output end, on the right-hand side of the chassis, takes the drive to a short shaft parallel to the gearbox centre line, but on the forward side of it. Bevel gears connect this to the propeller shaft, which is similarly placed to that on the longitudinal-engined VRL, as the rear axles are identical. A semi-automatic five-speed gearbox completes the transmission arrangements; the VRT is the first transverse-engined double-decker to be offered with a five-speed gearbox unit. A battery of warning lights in the cab warns the driver of everything from low air pressure to the rear engine inspection flap being unfastened. The handbrake is much shorter than usual, and is more a "parking brake", as it is either fully on, or fully off; there is no ratchet. It cannot be released until the low air pressure warning light goes out.

The seats are fitted with the new type upholstery. Upstairs, the lay-out is basically the same as on DX 32, except that there are three single seats, one in front of the other, at the nearside. At the extreme front, forward of the stairs, is a seat for three on the offside, with a single seat at the nearside. Behind the stairs, both upstairs and down, seats are conventional "two and two" with a full-width seat for five at the extreme rear. There is an emergency exit upstairs of the usual type, and an emergency exit at the offside rear downstairs. There is no provision for a rear indicator, and these are the first double-deckers since DX 1 (322) without this. A "Bristol VR" plate on the front, and one at the bottom of the back panel complete the "picture". They are 30ft. 3ins. long, 8ft. 2 1/2 ins. wide, and 3" higher than a DX. The extra height is not reflected in the saloons; if anything, the headroom in both decks seems marginally less than in a DX.

Generally, however, Bristol and E.C.W are to be congratulated on the design and construction of these vehicles, which should prove to be worthy successors to the highly successful "Lodekka". It is interesting to note that West Yorkshire was probably the only Tilling Group Company to decline to purchase the Bristol FLF, probably in the light of the dislike of DX 32 by both passengers and staff, and since the departure of the latter vehicle, had been without any front-entrance double-deckers. They were probably the last Tilling Company to run an entirely rear-entrance double-deck fleet.

The VR's are the first entirely new double-deck class for 19 years, the previous one being DX 1, the first "Lodekka", which entered service in 1950!

CERTIFICATES OF FITNESS. SRG 51 - 24/10/74; KDX 134 - 19/10/72; DEW 5 - 13/10/69; DEW 29 - 1/4/69, DGW 4 - 4/5/70; DGW 5 - 14/9/69; SMG 1 - 24/1/70 & KDX 142 - 1/6/74.

VICAR LANE BUS STATION. The 32/55 Stand 8, now reads "55-dorsforth, Rawdon, Bradford; 32N, Guiseley, Menston; 32, Guiseley". As the 32/55 are both due to depart at 06 and 36, the last vehicle to arrive has to use either the 49 or 35 Stand, whichever is empty at the time.

During December, each Stand was fitted with a hose-pipe for topping-up radiators. This should eliminate the "watering-can trudge" across the Bus Station previously necessary.

HIRED VEHICLES.

Wray & Sons, Summerbridge.

VMA 622 was ex. Baildon Motors 12/62.

XwY 340 is a Bedford SRL/Yeates Europa C41F, new 1959, not a Bedford SRL/Duple C41F.

2050 WY was new 4/61, and did not come via Baildon Motors.

VAK 777 is at present owned by Myers, Winhill, Shipley, and is a Bedford SRL/Plaxton C41F, which came from Boyes, Low Moor, Bradford, in 3/65. It does not appear to have ever been owned by Wrays, although if it is still in its Baildon Motors' livery of red/grey, this could account for the confusion, as Baildon and Wray's liveries are very similar. This information completes the fleet list given in Issue 211, and qualified in Issue 212.

We have received further information on hired vehicles, including several fleet lists; these will be given when space permits.

FLEET LIST. The original Straohan bodies of DG 30-42 were of UL 27/20 R lay-out after all! (see last month). We apologise for the slip.

DEPOT ALLOCATIONS, as at the 1st January, 1969.

Note :- The allocation of delicensed vehicles may not be 100% accurate; where we have no information to the contrary, vehicles are shown as being at the depot from which they were last licensed. Several, however, will be in the Works, undergoing attention.

<u>RUDFORD.</u>	C.	SD.	DD.	
Licensed:	2	23	56	SMG 17/52.
Delicensed:	13	6	2	SRG 3/4/15/21/2/5/32/9-42/56/62/9/74/8.
	15	34	58	SUG 19/26/9/30/3/6/65/7.
	==	==	==	ERG 4/5.
Total	107.			CUG 9/23.
				DEW 14 & DGW 1/2/10/10.
				DX 3/4/11/3/6/25/30/4/3/50/1/79/31/3/97/9, 101-3/9,
				110/5/7-9/22/4/6/7/50/2/4/5/9/67/9/01-4/7-9/201/7/14.
				VR 1-6.
				Service Vehicles - 1002/29.
				Stored (Delicensed) - SGW 6, SB, 33, SRG 79, EUG 90/1,
				ERG 11, CUG 13/4/23/30/2/4/5/40/1/4/5, CRG 6/7,
				DEW 21 & DX 130.

<u>GRASSINGTON.</u>		SD.		
Licensed:		4		SMA 14.
Total		4		SMA 30-2.

  

<u>HARROGATE.</u>	C.	SD.	DD.	
Licensed:	7	41	29	SMG 19/22/6/33/4/7/43/5/54.
Delicensed:	6	12	3	SML 1/2.
	13	53	32	SRG 1/2/5/14/20/3/6/30/1/4-3/51/5/60/1/72/7.
	==	==	==	SUG 13/23/31/64/6.
Total	90.			EUG 70/31-4.
				CF 1/2.
				CUG 16/37.
				CRG 1/2/10.
				DX 2/7/14/20/3/6/9/32-4/45/9/52/4-6/3/60/1/2,
				64-8/113/21/203/8.
				Service Vehicles - 1022/5-3/31/4, SBW 23 (Chassis only),
				TW 804, 192 DWY & 3713 W.V.
				Stored (Delicensed) - SBW 19, SMG 59, SUG 70/1/3/4,
				EUG 70/05/7/92/5, ERG 10, CUG 24/5/39/46-3 & VR 7/9/10.
				Stored (awaiting disposal) - SBW 30, SMG 3/9/10 &
				SUG 14/27.

<u>ILKLEY.</u>	C.	SD.	DD.	
Licensed:	1	6	0	SMG 13.
Delicensed:	1	6	0	SMA 15.
	==	==	==	SRG 59/63/70/5.
Total	15.			DX 22/31/3/151/3/215.
				KDX 139/40.
				Stored (Delicensed) - CUG 31.

<u>KEIGHLEY.</u>	C.	SD.	DD.	
Licensed:	3	19	52	KSGL 20/1.
Delicensed:	4	2	1	KSMA 1/3/4, SMA 16 & SMP 17.
	7	21	53	SMG 16/29/55/6/60.
	==	==	==	SRG 44/5/54/7/5. KRSG 90/1.
Total	91.			CUG 15 & CRG 4/5.
				KDB 30/54-7.
				DX 13/20/90/105/20/5/56-3/211/2.
				KDX 39-43/69-71/3-7/93-6/133-7/41-5/162-6 & 222/7.
				Service Vehicles - 1033/6.
				Stored (Delicensed) - SMG 24, ERG 7, CUG 17/33/8,
				CRG 3 & DX 173.

<u>LEEDS.</u>	C.	SD.	DD.	
Licensed:	3	37	47	SMG 25/7/57/8.
Delicensed:	9	4	3	SRG 7/9/10-2/7/9/24/7-9/33/46/9/53/64/5.
	12	41	50	SUG 16/21/32/7/3/61-3.
	==	==	==	EUG 7/7/9/88/9.
Total	103.			ERG 1-3.
				CUG 18/19/22.
				DEW 5/29 & DGW 3-5/7.
				DX 5/6/9/10/2/5/21/4/7/35/44/7/59/63/82/106-8/11/2/6,
				123/60/1/70-2/4/7-9/85/6/99/200/2/4-6/9/13.
				Service Vehicles - 1001/30 & TW 802/5.
				Stored (Delicensed) - SUG 15, ERG 6/8/9, CUG 8/21/6/7,
				CUG 36/42/3, CRG 8/9, LGW 6 & DX 36/176.
				Stored (awaiting disposal) - DX 9.

Depot Allocations (continued).

MALTON.		C.	SD.	DD.	
Licensed.	-	9	-	-	SMA 5.
Tot <sub>1</sub>	=	9.			S&L 3/4. SMG 14/20. SRG 43/5/52/67.
-----					
OTLEY.		C.	SD.	DD.	
Licensed.	-	2	19	-	SMG 2/51.
Delicensed:	1	-	-	-	DAW 1-10. DGW 11/12.
Total	=	1	2	19	DX 8/55/78/80/100/4/75. Stored (delicensed) - CUG 29.
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PATELEY BRIDGE.		C.	SD.	DD.	
Licensed.	-	5	-	-	SMA 18. SMG 1/13/47.
Delicensed:	1	1	-	-	SUG 34.
Total	=	4	-	-	Stored (Delicensed) - SMG 15.
-----					
SCARBOROUGH.		C.	SD.	DD.	
Licensed.	-	4	-	-	SMG 50.
Total	=	4.			SRG 47/58/68.
-----					
SKIPTON.		C.	SD.	DD.	
Licensed.	-	6	2	-	KSMA 2. SMG 23/8/42/4. SRG 6.
Total	=	6.			KDX 138 & DX 168.
-----					
WETHERBY.		C.	SD.	DD.	
Licensed.	-	7	2	-	SMG 40. SRG 13/6/8/66/73. SUG 68.
Total	=	10.			DX 17/9/46.
-----					
YORK.		C.	SD.	DD.	
Licensed.	-	31	72	-	SEW 22/5.
Delicensed:	1	1	-	-	SMG 3-6/21/35/6/8/9/41/6/8/9/53/61. YSMA 7-12 & SMA 13. SRG 8/50/7/76. SUG 72. EUG 80/6. YDB 82-92. YDB 82-91. DX 37/57/114/210. YDX 72-4/84-92/128-32/46-9/90-8/216-21/8-38. Service Vehicles - Y1032,1035,SEW21 (Chassis only) & TW 803. Stored (Delicensed) - SEW 20 & CP 1. Stored (awaiting disposal) - SMG 7/12.
Total	=	105.	72	72	

SUMMARY OF VEHICLE TYPES.

	Total.
Bedford OB : CP 1.	1
Bedford VAM 14: SML 1-4.	4
Bristol LL5G: KSG 20/1 & SCW 6.	3
Bristol LWL6B: SEW 19/20/2/5/33.	5
Bristol LSG: CUG 8/9/15/2/42/5 & EUG 90-2/5.	17
Bristol MW5G: EUG 70/6-89 & SUG 70-4.	20
Bristol MW6G: CUG 21-41/6-8 & SMG 13-38.	50
Bristol SUL4A: SMA 1-16/8.	17
Bristol SUL6P: SMP 17.	1
Bristol RELL6G: SRG 1-81.	81
Bristol RELH6G: CRG 1-10 & ERG 1-11.	21
Ford Thames : CE 1/2.	2
Bristol K5G : YDB 82-92.	11
Bristol K6B : KDB 30/54-7.	5
Bristol KS6B: YDB 82-91.	10
Bristol KSW6B: DEW 5/14/21/9.	4
Bristol KSW6G: DGW 1-8/10.	9
Bristol LD6B: DX 2/5-47/9-81/3.	78
Bristol LD6G: DX 3/4/48.	3
Bristol FS6B: DX 82/4-238.	156
	<u>551</u>

Summary of Vehicle types (continued) -

Bristol VRTSL6G:	VR 1-7/9/10.	9
A.E.C.Regent:	DAW 1-10.	10
Daimler CVG 6:	DGW 11/12.	2
		<u>21</u>
		<u>572.</u>

SUMMARY OF FLEET AS AT 1ST.JANUARY,1969.

West Yorkshire :	50 Coaches.	211 Single-deckers.	185 Double-deckers.	446.
Keighley-West Yorkshire:	- " "	8 " "	44 " "	52.
York-West Yorkshire:	- " "	6 " "	68 " "	74.
	<u>50</u>	<u>225</u>	<u>297</u>	<u>572.</u>

SERVICE STOCK.

Fleet No.	Regn.No.	Trade Plates.	Make.	Chassis No.	Former Running	Into Service.
						1/1/47.
1001.	Fww 765	100 C.	Ford (Canada)	201694	-	1/1/47.
1002.	Fww 766	089 C.	Ford (Canada)	197874	-	1/2/58.
1022.	Tww 133	477 C.	A.E.C.Matador.	08539533	DG 13	1/1/60.
1025.	BwY 991	-	Bristol K5G.	42.41	-	1/3/62.
1026.	8579 YG	-	Commer 15 cwt.	?	-	1/3/62.
1027.	8580 YG	-	Commer 15 cwt.	?	-	1/8/63.
1028.	(8579 YG)	-	Peak Trailer Co.	3636989	-	1/6/64.
1029.	Bww 346 B	-	Land Rover.	?	-	1/6/64.
1030.	Bww 347 B	-	Land Rover.	28600316B	-	1/1/65.
1031.	334 HaC	-	Land Rover.	28600283B	-	11/11/64.
Y1032.	Fwx 820	024 C.	Bristol L5G.	67067	YSG 130	1/8/65.
1033.	Fwx 818	113 C.	Bristol L5G.	65197	YSG 128	1/8/65.
1034.	Gwx 189 C	-	Bedford TK.	121644	-	1/4/66.
1035.	Kwu 405 D	-	Commer 15 cwt.	?	-	1/4/66.
1036.	Kwu 406 D	-	Commer 15 cwt.	?	-	-/58.
-	Tww 801	-	Barford 'Atom' 15.	-	-	-/58.
-	Tww 802	-	Barford 'Atom' 15.	-	-	-/58.
-	Tww 803.	-	Lewin.	-	-	-/58.
-	Tww 804.	-	Lewin.	-	-	-/58.
-	Tww 805	-	Lewin.	-	-	-/60.
-	8718 ww	-	Stakstruk.	-	-	-/63.
-	192 Dwy	-	Barford 'Atom' 15.	-	-	-/66.
2	JCY 747 D	-	Vauxhall Viscount.	-	-	1/4/68.
4	Uww 730 F	-	Ford Zephyr V6.	-	-	1/4/68.
6	Uww 731 F	-	Ford Zephyr V6.	-	-	1/4/68.
8	Uww 732 F	-	Ford Corsair V4.	-	-	1/1/65.
10	EWU 110 C	-	Vauxhall Victor 101	-	-	1/1/64.
12	12 Gww	-	Vauxhall Victor.	-	-	1/3/66.
14	Kwu 814 D	-	Ford Anglia.	-	-	1/3/66.
16	Kwu 816 D	-	Ford Anglia.	-	-	1/3/66.
18	Kwu 818 D	-	Ford Anglia.	-	-	1/1/64.
20	20 Gww	-	Ford Anglia.	-	-	1/1/64.
22	22 Gww	-	Ford Anglia.	-	-	1/1/64.
24	EWU 124 C	-	Ford Anglia.	-	-	1/1/65.

Notes: 1001/2/33, Y1032 are Towing Lorries.  
 1022 is a Crane Lorry.  
 1025 is a Tree Lopper.  
 1026 is a Traffic Dept.Van.  
 1027 is an Engineering Dept.Van.  
 1028 is a Booking Office Trailer.  
 1029-31/5/6 are Depot pick-ups.  
 1034 is a Stores Lorry.  
 Tww 801/2, & 192 Dwy are Snowploughs.  
 Tww 803-5 are Sweepers.  
 8718 ww is a Fork-lift Truck.  
 2/4/6/8/10/12/14/16/18/20/22/24 are private cars.