

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 343

OCTOBER 1979

Hon. President:  
Hon. Vice President:  
Hon. Chairman:  
  
Hon. Secretary:  
  
Hon. Publications Officer:  
  
Bulletin Production Team:  
Hon. Editor:

### PERSONAL

[REDACTED] has been appointed Area Traffic Superintendent (East) following the secondment of [REDACTED] as Market Annaysis Project Leader with the company. [REDACTED] joins the Company from Eastern Counties, where his last appointment was District Traffic Superintendent at Peterborough. To both we extend our best wishes in their new posts.

### MEMORATE MEETING - Saturday 24th November, 6.30pm.

A meeting has been arranged for the above date, to be held at the Company's Training School at Moss Grange, with their kind permission. At this meeting, the Company's Traffic Manager, [REDACTED], will be giving a talk on a subject of his own choosing, and which may be illustrated with slides. Those who attended the talk that [REDACTED] gave last year will realise that this new talk will be of much interest and well worth making an effort to attend.

### FORTHCOMING EVENTS

MCVC YORKSHIRE SECTION The section AGM will be held on Wednesday 14th November at 7.45pm in the Metro Leeds Sports and Social Club, Concordia Street, Leeds 1.

PSV CIRCLE The next social meeting will be on Thursday 1st November in Meeting Room no 4, Bradford Central Library, Princes Way, Bradford.

PRESS DAY for the November issue will be on Saturday 3rd November and all items should be sent to arrive on or before that date to [REDACTED].

### 1. Fleet Changes

#### New Vehicles

2350 JUB 641V Leyland PSU3E4R ? Flaxton/7911LC024/C49F/9045 kg  
GWR 486T Ford Cortina Area Architect (Ilkley) New 6/79

#### Acquired Vehicles

1120 PHN201F Bristol	RESL6G	5/105	ECW	16395	B46F	7251 kgs
1121 ..202F	..	5/106	..	16396	..	7252 kg
1122 ..203F	..	5/107	..	16397	..	7252 kg
1124 ..205F	..	5/114	..	16399	..	7252 kg
1125 ..207F	..	5/116	..	16401	..	6552 kg

1126 PHN 617F	Bristol	RESL6G	5/144	ECW 16411	B46F	7723 kg
1127 .. 206F	..	..	5/115	.. 16400	..	7252 kg
1404 RHN 269F	..	RELL6G	3/228	.. 16512	DP50F	7747 kg
1405 RHN 272F	..	..	3/249	.. 16515	..	7747 kg

Rebuilt Vehicles

4063 GHD 725H (602WT)	ERF 66GX	17949	Towing Lorry	2
4068 MWW 114D Bristol	FS6B	230037	ECW 15463	?

Renumbering

1st October 1979:- 1115 to 2001, 2303 - 6 to 2521 - 4.

Additional Information

2350 was collected on 4th October and taken to Grove Park. It is the last of the six Leopard/Plaxton coaches on order and was to have been registered GWX 992T if it had arrived by 1st August.

1120-2/4-7, 1404/5 are 9 out of a batch of 10 vehicles bought from United Automobile Services on 12th September. The remaining one was outstanding on 4th October. All arrived ready licensed and the only work carried out to them has been the removal of various interior notices and adverts, alteration of legal ownership, fleetname and numbers and fitting up with WY OMO equipment. 1404/5 retain the illuminated PAYE signs with which they were fitted. The RESL'S differ from West Yorkshire 1101-11 in only having Gardner 6HLW engines instead of 6 HLX. 1120-2/4-7 were United 2801-3/5/7/17/06 respectively and 1404/5 were 6005/8.

4063 was acquired some time ago from James Austin Ltd (Steel Stockholders), Dewsbury. It was a six wheeler but has had the rear trailing axle removed. It was new 18/7/69 and has a Gardner 6LX engine, number 167871. It had the crane fitted in Central Works Body Shop but had not entered use at York by early October, where BRS are still carrying out towing work.

4068 was the former 3833 and has been rebuilt as with the other learner buses. It carries new logo and white fleetnames with large fleetnumbers.

The details of East Yorkshire Leopard 158, the loan of which was reported in the Stop Press page last month, are that it has chassis type PSU 3/3RT, number L22824, and has Alexander body number 47/Y3/2263/8.

The unladen weight of 4061 is 6-13-0.

Allocations and Transfers

4068	rebuilt	Harrogate	10/9/79
1125	(acquired)	to Keighley	18/9/79
1127	..	Bradford	..
1404	..	Bradford	..
1405	..	Leeds	..
1161	From CRW Spare	(Delicensed)	30/9/79
1209	CRW Spare	..	..
1772	Keighley	..	..
1782/5	Bradford	..	..
1814	Leeds	..	..
1827	Keighley	..	..
1122	(acquired)	Wetherby	1/10/79
1124	..	Skipton	..
1126	..	Keighley	..
4063	(rebuilt)	York	..

1160	Skipton	CRW Spare	1/10/79
2317	Harrogate	York	..
2507	Harrogate	CRW Spare	..
2510/1/2	Keighley	CRW Spare	..
2521(ex2303)	York	Keighley	..
2522/4(ex2304/6)	Leeds	Keighley	..
1271	Harrogate	Keighley	4/10/79
2322	Leeds	Harrogate	..
1120	(acquired)	Leeds	..
1121	..	Keighley	..
2350	(new)	Leeds	5/10/79

Notes:

1. The first four ex United vehicles entered service during September with the remainder following later. The allocations of all took effect from 1st October but we have tried to show the approximate dates of entry into service. The date of purchase for all 10 was 12th September.
2. The withdrawal of 1209 leaves 1206 as the only RELL with a manual gearbox and a single door, old style body. 1209 is believed to have spent its last days at Bradford but may have been off the road for some time. 1206, on the other hand, continues to receive extensive use.
3. There are now only 15 Lodekkas in the main fleet. 1827 was the last former Keighley-West Yorkshire Lodekka in stock.
4. 2322 makes its first move since new.

Withdrawals

30th September 1979:- 1161, 1209, 1772/82/5, 1814/27 to Held for Disposal.

Sales and Disposals

6th September 1979:- 1170, 1786/99, 1803, 3834 to W. Norths(PV) Limited, Sharncliffe in Elmet

28th September 1979:- 1158 to NBC Eastern Region Disposal Centre, Bracebridge Heath, Lincoln.

30th September 1979:- car MWU 995P to Central Motor Auctions, Rothwell, Leeds. Sold by auction to unknown owner.

Fleet Total

	WY	YWY	1.10.79.	1.10.78.
Licensed:-	436	84	520	526
Delicensed:-	1	-	1	7
	437	84	521*	533

\*The Fleet Total excludes 1161, 1209, 1772/82/5, 1814/27 and includes 1122/4/5/6/7, 1404/5. It does not include 1120/1 or 2350 which arrived after 1st October.

2. Vehicle Notes

Overhauls

September 1979:- 1374, 1115 (as 2001)

Repaints

January 1979:- 2306

September 1979:- 1258/88, 1394

LIVERY CHANGES

New logo:- 1258, 1373/94, 1427/42/55/66, 1901/5/12, 1452, 1425 does not have new logo as previously recorded.. The 2519-24 batch are now being repainted into dual purpose livery (ex National white) following demotion from coach to dual purpose. Details of individual vehicles will be given when available.

CERTIFICATES OF FITNESS

2335 - 16/10/85; 2560 - 23/11/85; 1120-3/10/80; 1125 - 6/3/80; 1126 - 1/11/80; 1404/5 - 9/1/81

PAINT DATE

3721 - W6/79

LARGE FLEET NUMBERS

1005/6, 3173, 1237/8/48/56/8, 1337/49/73/94, 1420/42/55/66, 3433/61, 1278 1416, 1901/5, 3796, 3916/22/61/4/70/85. Exceptions noted are 2514 (small front number, others large); 1464/80 (large rear number only), 1415/75 (large front numbers only); 1456 (large front and rear numbers; fuel number still 2"), and 1255/91 which carry their large rear numbers in the old position on the rear engine cover.

UNLADEN WEIGHTS

1244/7 - 7734 kgs; 2001 - 1956 kg; 3962 - 8902 kg; 1374 - 7658 kg; 1387 - 10-7-1 (ex 7-10-1).

CHECK LIST

The following are recorded as not having the new logo: 1150/3/4/5/60/3/9, 1257/9/62/7/8/72/7/81/4/91/3/4/5/8/9/300/1/3/5/6/8/9/71/2/5/80/1/2/95/6, 1399, 1400/1/2/3/18/25/34/5/6/7/43/50/3/4/62/3/4/5, 1776/7/84/7/9, 1800/1/2, 1902/4/6/10/35/7/8/9/40/1/4/7/65/6/71/2/3.

The following are recorded as not having large fleet numbers all round: 1001/7, 1101/2/3, 1105/6/7/10/60/79, 3176, 1260, 1281/6/93/4/5, 1300/8/9/15, 3328, 1334/5/8/40/1/6/58/60/2/95/6, 1402/18/26/7, 3430, 1434/6/7/44/6/7/50 3459 14056/4/5/6/7/8/1/2/3/5/6/90, 1795/6/7/10/1/2/3/4/5, 1776/7/84/7/8/9, 3794/5/7/8, 1800/1/6/12, 3818/9/20/8/9/30/1/6/7/8, 1902/4/6/8/10/15, 3917/20/3, 1925/6, 3929, 1935/8/44/5/7/8, 3955/6/7, 1966/71/2/3/80/1, 3984, 1987/9/90/1/2/3/4/5/6/7/8/9, 2105/6, 2311/3/4/6/7/35, 2507/9/10/3/9/20/3/8/60.

No doubt these lists are not 100% accurate, and any corrections to them would be welcome.

GENERAL NEWS

1249/64 and 1319 have all received reflective front number plates. The Lincolnshire Lodekkas at Leeds, 2385 and 2526, have each been fitted with a destination blind at the front only. 1912(L) retains a hinged PAYE board although no longer fitted up for OMO.

1467 went to Isles Ltd, Stanningly, for mechanical attention in September but has now returned to service.

Baby National 1006 now sports white bumpers at the back.

The engine and gearbox of 1771 (withdrawn from Leeds and later at Grove Park) were removed at York for use as spares.

3974/6/84/5 are further vehicles now converted to OMO (farebox) working.

ADVERTISTEMENT NEWS

Several adverts have recently ceased on the sides of York double deckers, as follows:-

"Marvellous Jeans and Jackets"; "Avon, you make me smile", "York Harness Racing Stadium"; "Marti Caine Show at the Futurist Theatre, Scarborough"; "Lena Zavoroni at Bridlington Spa Theatre"; "Waterhouses Sweets and Toffees"; on 3962 only, following overhaul. Inside panels to cease as "City Roamer Tickets", the afternoon out ticket that finished on 31st August.

Various saloons have received lower side adverts for "MGM Assurance for your money and your life", including Baby National 1001.

3 SERVICE CHANGES

In addition the following applications have been made:

STAGE CARRIAGE

S. 867 BW 25/963 New Service Leeds (Vicar Lane Bus Stn) - Yeadon (Airport Terminal Buildings).

via. Edward St. Templar St. Vicar Lane, Boar Lane, Wellington St. Kirkstall Road, Abbey Road, A65, Rawdon, A658 Victoria Avenue

To operate daily. On Grant BW 25/828 (X84) will be surrendered.

S868 BW25/655 780 Otley (Bus Stn) - Weston Estate

Mon-Sat To revise timetable

S869 BW 25/656 778/9 Otley (Bus Stn) - Newall Estate

Mon-Sat To revise timetable and route.

S870 BW 25/854 589 Keighley - Todmorden

To amend timetable.

Commencing 24 September 1979 extensive changes took place to services between Leeds- Otley, Ilkley and Skipton. They resulted in an increased frequency between Leeds and Otley, a new service from Leeds to Otley via Holt Park Shopping Centre and a new limited stop service from Addingham, Ilkley and Otley to Leeds for commuters. The Otley - Newall - Otley service becomes 778, whilst the Otley- Weston service is renumbered 779 from 780. The number 780 is now used for Leeds-Otley via Holt Park, with one journey an hour from mid morning until mid afternoon. Route 781 is unchanged (via Harewood and Pool). Route 782 (via Pool) is also retained. Routes 783/4 have an increased frequency and with route 780 give 4 buses per hour between Leeds and Otley and 2 buses per hour to Ilkley. Route X83 Leeds - Addingham is an express service with two journeys per day, at 0640 and 0740 from Addingham and 1650 and 1720 from Leeds. The service to Leeds/Bradford Airport is withdrawn (but see application S867 above).

The Bradford Telegraph and Argus of 27th September published details of proposals by Metro-National to reorganise services in the Bradford /Shipley area. West Yorkshire routes concerned are as follows:-

647 Bradford - Shipley Glan. Withdrawn

654 Bradford - Otley via Menston - diverted via Frizinghall Road, to replace 647

676 Hirst Wood - Shipley - Wrose-renumbered 363 to become Shipley-Wrose-Brighouse. Hirst wood covered by diversion of Metro Service 623.

- 677 Bradford - Shipley via Canal Road - extended to Shipley Glen to replace 647
- 690/1 Bradford - Eldwick - withdrawn and replaced by extensions of Metro 624/5 from Bingley to Eldwick.
- 76C Leeds-Keighley - diverted via Shipley Market Square and Kirkgate to cover withdrawal of 676.
- X67 Bradford - Keighley - withdrawn

No date has been set for the introduction of altered services and they are still under discussion with interested parties at present.

4. OPERATING NOTES

Bradford 2520 worked Baildon-Bradford (661) in the evening of 19/9. 1223 (H) was an unusual vehicle on the 1745 Harrogate-Bradford (653) on 18/9.

Leeds On Leeds-Scarborough (43) have been 3330 (YK) on 1/9; 1268 (M loan L) on 9/9, 3459 (YK) on 14/9 and 1012 (YK) on 23/9. On 9/9, 1010 (M loan L) worked 0810 York-Leeds (43) whilst also on this route, on 15/9 1813 (L) worked 1010 Leeds-York and on 27/9, 2304 (L) was on the 1210 Leeds-York. On 30/8 1240 (W loan L) was on Leeds-Bridlington (44) as was 1267 (YK) on 22/9. On 8/9, 1782 (B) worked Leeds-Bradford (670) as did 1181 (B) on 29/9. On 4/9, 2546 (L) was on Leeds-Wetherby (729) whilst on Leeds-Barwick (748) have been 1335 (M loan L) on 6/9, 2501 (CRW loan L) on 10 and 21/9, 1245 (B loan L) on 26/9 and 2308 (L) all day on 27/9. On Leeds-Aberford (748) have been 1239 (H loan L) on 3/9, 2516 (L) on 6/9, 2515 (L) on 12, 19 and 20/9, 2516 (L) on 26/9 and 1245 (B loan L) on 30/9. On Leeds-Scholes (749) have been 1150 (L) on 4 and 14/9, 2501 (CRW loan L) on 20/9 and 1245 (B loan L) on 29/9. On 17/9, 2546 was on Leeds-Scholes (750) as was 1702 (L) on the 1835 ex-Leeds on 21/9. Newly acquired 1405 covered service at Leeds on 18/9. 1813 arrived from York (44) on 27/9.

MALTON

On Leeds-Scarborough (43), Malton have used the following vehicles during September:- 1335/403 (M), 1004/11/296/313/4/5, 1370/2/96/7, 3432 (YK) and 1357 (W). 1370 has been a regular performer on most days during the month; 1357 appeared on 4/9 and 3432 on 29/9. On 24/9, 1165 (CRW loan M) was on the 1740 83 journey to Malton. A Survey on 1/9 found the following. 1340 to Harrogate (54) - 1298 (YK); 1410 to Bradford (43) - 1359 (B); 1410 to Scarborough (83) - 3328 (YK); 1440 to York (43) - 1268 (M), 1440 to Scarborough (43) - 1345 (YK loan M); 1510 to Leeds (43) - 1335 (M) - replaced on departure by 1011 (YK loan M); 1510 to Scarborough (54) - 1398 (H); 1510 to Howingham (94) - 1012 (YK loan M); 1530 to Driffield (34) - EYMS 973; 1540 to Harrogate (54) - 3331 (YK); 1540 to Scarborough (43) - 1370 (YK loan M); 1600 to Wintringham (95A) - 1313 (YK loan M); 1610 to Leeds (43) - 1396 (YK loan M); 1610 to Scarborough (54) - 1274 (H); 1610 to Nunnington (94) - 1012 (YK loan M); 1615 to Whitby (92) - UAS 1646; 1640 to Scarborough (43) - 1305 (B); 1640 to York (83) - 3328 (YK); 1710 to Scarborough (54) - 1267 (YK); 1740 to Scarborough (43) - 3330 (YK). 1003 was on Malton town service (93); 1011 was standing on the station park showing "95" 1155 (M) was away working Malton Car 6 on route 87 (York - Tadcaster) and 1005 (YK) and 1313 (YK) were initially in the garage but 1335 came in off 43 and 1313 pulled out into the station car park.

## YORK

On 1/9, 3329 (YK) was on York - Tadcaster (87) whilst on 15/9, 3461 (YK) was on York - Tadcaster (87M). On 25/9, 1358 (B) was on York locals but was noted on 29/9 returning westwards on the A64 near Bramham Cross Roads with blinds set to blank. 2320 was on the City Tour on 4/9, whilst 2545 has also worked this duty on several occasions. Noted on York-Leeds, (43A) recently have been 1806 on 21/9 and on 4 and 14/9, Ribble Leopard/Dominant 1102 on the 1410 ex Leeds, returning from York at 1525. Ribble 1102 is believed to be allocated to Morecambe and to have been used by West Yorkshire after working 1010 Morecambe-Leeds (289) before its return to Morecambe at 1725. Sighting of the month, however, was Royal Blue Leopard/Plaxton 2431 working the 1030 Bridlington-Leeds (44) for East Yorkshire on 19/9. Noted on Race Specials on 6/9 were 2303 (YK), 2305 (H), 1314 (YK) and 1013 (YK). With the extension of farebox operation at the beginning of September, the remaining Lodekkas are to be found mainly on services 10 and 11 with lesser numbers on 7/8 and 19/19A. Services 12/20, although in theory VR routes, also see Lodekkas at various times. Several changes were also made to the Out-District Routes from 2nd September and although we do not have full details of these a few interesting points are as follows:- the 1015 York-Thirsk (80) on Mon-Fri is now worked by a Wetherby SD with a York crew. The 1715 Leeds-Malton is worked by a YVR but only as far as York where a Malton OMO SD takes over. On 3/9, 3461 was on route 54. On 6/9, 3986 was on route 80 as was 3922 on 12/9 and 1370 on 8/9. On 10/9, 3176 was on Y19A and on 11/9, 1296 was on Y8. Also on Y8 were 3459 on 18/9, 3173 on 22/9 and 3457 on 26/9. On 20/9, 1268 was on Y19A and 3433 on Y11. 1237 was on Y19 on 21/9, as was 3956 on 22/9. 1367 was on Y3B on 25/9. On 26/9, 1335 was on Y13, 1338 on 82, 3433 on Y20 and 1290 (L) on 80, 1813 worked 1125 York-Leeds(43) on 27/9. On 28/9 3460 was on Y10 and 1155 on Y15.

## LONG DISTANCE

2303 (YK) was noted on 284 York-Blackpool on 21/9, the following day it worked the 0735 York-Wakefield feeder (223) and then returned to York from where it duplicated service 207 to London at 1155. On 1/9, 1241 (B) worked National Travel's route 291 to Whitby. On 10/10, Northern Leopard/Plaxton 7002 worked the 0745 Leeds-Newcastle (358) for West Yorkshire Leeds Depot, and with a Leeds crew.

## Loaned Vehicles

Trent 400 31/7 - on car 10 (0645 Wetherby 741) 3/8 - on car 40 (1445 Otley 735); 13/8 - on car 10 (1045 Wetherby 741).

Trent 734 31/7 - on car 17 (0715 Farsley 759); 1/8 - on car 6 (0615 Knaresboro 740); 3/8 - on car 6 (0615 Knaresborough 740) when car 20 (0845 Knaresboro 740); 4/8 - on car 9 (1306 High Royds 730); 8/8 - on car 38 (1715 Otley 736); 9/8 - on car 39 (1245 Otley 735 and 1455 Ilkley 733); 10/8 - on car 51 (0640 Crompton Parkinsons 655); 14/8 - on car 38 (0625 Ilkley 733); 0835 and 1045 Otley 732, 735; 1255 Ilkley 733); 16/8 - on car 39 (0615 Otley 736); 21/8 - on car 9 (1810 York 44).

Trent 735 3/8 - on car 8 (1245 Knaresborough 740); 10/8 - on car 50 (0640 Auro 735); 14/8 - on car 40 (0605, 0815 Otley 731, 736) then car 46 (1025 Ilkley 733); 16/8 - on car 31 (1136 Bradford 755); 20/8 - on car 41 (1525 Ilkley 733).

Trent 748 1/8 - on car 17 (0825 Red Hall 737); 3/8 - on car 18 (0700 Red Hall 737) then car 7 (0740 Knaresborough 740); 8/8 - on car 41 (1315 Otley 736, 1525 Ilkley 733, 1735 Otley 732); 17/8 - on car 31 (1436 Bradford 755); 23/8 - on car 41 (1525 Ilkley 733, 1735 Otley 732); 24/8 - on car 38 (0625 Ilkley 733, 0835, 1045 Otley 732 and 735, 1255 Ilkley 733) then car 40 (1655 Ilkley 733); 27/8 - on car 24 (0905 Airport X84) then on car 13 (1030 Harrogate 36) this duty then does 1230, 1430 to Harrogate and 1625 Keighley (760); 28/8 - on car 39 (0615 Otley 736; 0825 Ilkley 733; 1035, 1245 Otley 732 and 735; 1455 Ilkley 733); 4/9 - on car 31 (1136, 1436, 1736 Bradford 755); 5/9 - on car 46 (1755 Scholes 749).

Lincolnshire 2385 1/8 - on car 39 (1035 Otley 732); 3/8 - on car 36 (0710 Keighley 760); then off the road for some 4 weeks; 30/8 - on car 41 (0855 Ilkley 733); 5/9 - on car 12 (1130 Harrogate 36) This turn then does 1330, 1530 Harrogate and 1725 to Barwick.

Lincolnshire 2526 31/7 - on car 20 (0845 Knaresborough 740) then car 31 (1136 Bradford 755); 3/8 - on car 37 (0645 Knaresborough 740 and 0910 Keighley 760); 4/8 - on car 10 (1045 Knaresborough 740); 6/8 - on car 48 (1515 Boston Spa 742); 8/8 - on car 48 (1515 Boston Spa 742) then car 46 (1755 Scholes 749); 13/8 - on car 39 (1245 Otley 735); 14/8 on car 7 (1045 Knaresborough 740); 16/8 - on car 24 (1015 Thorner 742); 18/8 - on car 9 (1145 Wetherby 741); 20/8 - on car 6 (1445 Knaresborough 740); 27/8 - on car 7 (0740 Knaresborough 740); 29/8 - on car 8 (0945 Knaresborough 740) then 1336 High Royds 730.

5. SOLD STOCK NEWS

334 HAC (Ex 4031 Land Rover sold R.L. Diesels, Harrogate 6/72) As previously reported, this is now with Aldon's, Darley, as a recovery lorry. It was noted in Harrogate on 7th September towing a car transporter trailer. It is painted orange and running on trade plates 147 WY (previously on 352 WR).

6. TEN YEARSAGO

Only 3 new vehicles had entered service on 1st October, 1969 - SRG 86 at Skipton and KSRG94/5 at Keighley. SRG86 had enabled DX17 to be withdrawn whilst the two Keighley vehicles had replaced the last two Bristol K6B's in the fleet, KDB90/57. Also withdrawn and sold were the last two ex Ledgard vehicles, CF 1/2 which had both gone to Eddie Brown, Helperby. A large number of vehicles including a number of Ledgard AEC Regents had been sold for breaking. A large number of minor timing changes had been applied for.

SMP 17 the Perkins engined Bristol SUL had been seen at Clitheroe and was believed to have been going to Blackpool. A number of items of sold stock news are included and one of these was that CPI had been sold for preservation. Details were given of changes in the fleets of several companies who regularly hired to West Yorkshire and the 10 page issue ended with an article on Services 30/31 bringing details up to date from a previous article on the same subject.

7. OTHER INFORMATION

Study of 1470 Our request last month for comments on whether or not to continue this feature received as much response as the survey itself - absolutely none. We therefore have no alternative but to abandon what started out as a good idea - to document as fully as

possible the life of one particular bus from the day it was new until eventual withdrawal and sale.

#### Other Bristols

Noted on the York - Leeds road on 28th September was 826 SHW an ex Bristol Omnibus FLF, painted in virtually the old East Yorkshire colours of dark blue and primrose.

Also noted in Leeds recently has been a C registered ex Bristol Omnibus MW with bus body, painted dark blue but with a white band. Both vehicles were carrying passengers, but ownership is unknown - they could well be with contractors.

861 UAE is an RELH6G/ECW coach painted all yellow and with Compass, Wakefield. It is ex Bristol Omnibus.

The other NBC Company in Yorkshire running Bristol Lodekkas, West Riding, have now withdrawn their last examples of the type. Three of them, of course, are currently running from Bradford depot.

#### Charles H. Roe Ltd.

The recently published Part 1 Pictorial Survey of Charles H Roe Ltd, produced by the Transport Publishing Company Ltd raises 2 interesting points:-

1. a picture of 516 (WX 2102) shows the seating capacity as 26, and not 30 as has always been shown in records. It comments that the seating may have been altered at an early date.
2. a picture appears of four out of five Leyland Lionesses operated by York Corporation, taken of them whilst in service with the Corporation. The caption says that they had Roe bodywork to a design largely of Leyland origin. These bodies have always been recorded as being by Leyland, and no Roe body numbers are known for them.

Comments about these two points would be welcome.