

- Hon. President :
- Hon.Vice-Presidents :
- Hon. Chairman :
- Hon.Secretary :
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- Hon.Tours Secretary :
- Hon. Editor :



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

This month is of special significance in that it marks not only the 250th. issue of the "Bulletin", but also the 21st. Anniversary of the founding of the "W.Y.I.S.", which we hope to duly celebrate in the new future.

Over the years, an excellent relationship has grown up between the "Service" and the Company, and without their help we would be unable to give such a comprehensive coverage of West Yorkshire news. For the balance of notes, however, we are still dependent on members' reports, and we would like to thank all our contributors, but in particular those who regularly commit their notes to paper for publication.

For the forthcoming year we have a number of items in hand for publication, and have no doubt that the "Service" will go from strength to strength in the years that lie ahead, despite the uncertainty surrounding passenger transport in this area.

(T.M.L.)

SUBSCRIPTIONS. Members are reminded that these are now due, and no further copies of the Bulletin will be sent to those who have not renewed their subscriptions for 1972.

FORTHCOMING EVENTS.

H.C.V.C., YORKSHIRE SECTION.

Future meetings will be held on the second Tuesday of each month, at 7-30 p.m., in the Leeds City Transport Social Club, Concordia Street. The next two meetings will be on February 7th. (a talk by [redacted] on early Bedford vehicles) and on March 14th., (a talk by [redacted] on the West of England Transport Museum, Winkleigh, Devon.)

P.S.V. CIRCLE.

The next Social Meeting will be on Thursday, 3rd. February, from 7.0 p.m., in the Bradford City Transport Staff Canteen.

W.Y.I.S. Members are welcome at all the above meetings.

PRESS DAY for the February Issue will be on Saturday, 5th. February, and all items should be sent, to arrive on or before that date, to [redacted]

I. FLEET CHANGES.

NEW VEHICLES.

| | | | | | | | | | |
|-------|-----|-----|------------|--------|--------|-----|-------|------|---------|
| 3104. | MW | 761 | K. Bristol | RESL6G | 8/301 | ECW | 19563 | B47F | 7- 7-2. |
| 3105. | MW | 762 | K. Bristol | RESL6G | 8/302 | ECW | 19564 | B47F | 7- 7-2. |
| 3106. | MW | 763 | K. Bristol | RESL6G | 8/303 | ECW | 19565 | B47F | 7- 7-2. |
| 1354. | LWU | 544 | K. Bristol | RELL6G | 3/1588 | ECW | 19094 | B53F | 7-10-3. |
| 1355. | LWU | 545 | K. Bristol | RELL6G | 3/1589 | ECW | 19095 | B53F | 7-10-3. |
| 1356. | MW | 749 | K. Bristol | RELL6G | 3/1637 | ECW | 19096 | B53F | 7-10-3. |
| 1357. | MW | 750 | K. Bristol | RELL6G | 3/1638 | ECW | 19097 | B53F | 7-10-3. |

ADDITIONAL INFORMATION.

1354/5 were delivered in late October, probably as SRG.154/5; 1356/7 arrived in early December; 1357 arrived un-numbered, and 3104/5 came on the 17th. December. All were delivered to Grove Park. 1354 was moved to Bradford on the 21st. December, and 1355, 7 were at Leeds by December 22nd.

The General Manager's car, KWW 130 K, is a Ford Zodiac Automatic, and not a Zephyr, as stated in Issue 246.

VEHICLE NOTES
1023-4

1. FLEET CHARGES, (cont.)

ALLOCATIONS AND TRANSFERS.

| | | | | |
|-------------------|---------------|--------------|--------------|-----------|
| 1814 | | (Delicensed) | to BRADFORD. | 1.11.71. |
| 1002/3/4 | from LEEDS | | (Delicensed) | 31.12.71. |
| 1006 | " BRADFORD | | " | " |
| 1007 | " HARROGATE | | " | " |
| 1014 | " YORK | | " | " |
| 1017/8 | " KEIGHLEY | | " | " |
| 1019/20/6/7 | " BRADFORD | | " | " |
| 1021/2 | " LEEDS | | " | " |
| 1033 | " HARROGATE | | " | " |
| 1050 | " WETHERBY | | " | " |
| 1061/6/7/9/72 | " LEEDS | | " | " |
| 1064 | " YORK | | " | " |
| 1071/3 | " KEIGHLEY | | " | " |
| 1074/5/80/1 | " BRADFORD | | " | " |
| 1076/7/8/9/86/7/8 | " HARROGATE | | " | " |
| 1235 | " HARROGATE | | " | " |
| 1243 | " LEEDS | | " | " |
| 1644/6/54 | " LEEDS | | " | " |
| 1651 | " BRADFORD | | " | " |
| 1655/6 | " HARROGATE | | " | " |
| 3188/90/2 | " YORK | | " | " |
| 1208/32 | (Delicensed) | to LEEDS | | 1.1.72. |
| 1225 | " | " BRADFORD | | " |
| 1354 | (New) | " BRADFORD | | " |
| 1355/6 | " | " LEEDS | | " |
| 1357 | " | " WETHERBY | | " |
| 31.04/5/6 | " | " YORK | | " |
| 1023 | from KEIGHLEY | " YORK | | " |
| 1702 | " OTLEY | " HARROGATE | | " |
| 1707 | " LEEDS | " HARROGATE | | " |

- Notes :-
1. All vehicles are relicensed at their former Depots except 1232 (ex.Bradford).
 2. These are the first moves since new for 1232 and 1707.
 3. With the wholesale delicensing of "RVY" Lodekkas, the only ones of this batch still in traffic are 1657/8.
 4. 3188/90/2 had given continuous service from new on 1/7/63, 1/8/63 and 1/8/63 respectively. With their withdrawal, there are now no SUL4A's in the York fleet.

STORED VEHICLES.

- BRADFORD. Outside on the entrance ramp at Hamerton Street on January 2nd., were 1027/81/4.
- LEEDS. Inside, as well as the usual coaches, was 1050 on January 5th., in Sale livery. By that date, all of 1644/6/54 had left Leeds, and no vehicles are at present stored in the yard.
- YORK. Of the vehicles stored here, CUG.19, YSMA.7/9, SUG.21 and SMC.55/6 are in the field, with 3188/90/2, 1014/64, 1149/50 (SML.3/4) inside.

WITHDRAWALS.

31st. December, 1971 :- 1042/3/6/50, 3188/90/2.

FLEET TOTAL.

| | | | | | | | |
|---------------|-------------|-------------|-------------|----------------|----------------|----------------|----------------|
| | <u>W.Y.</u> | <u>KWY.</u> | <u>YVY.</u> | <u>1.1.72.</u> | <u>1.1.71.</u> | <u>1.1.61.</u> | <u>1.1.51.</u> |
| Licensed :- | 345 | 55 | 80. | 480 | 493 | 428 | 427. |
| Delicensed :- | 67 | - | - | 67 | 79 | 98 | 25. |
| = | <u>412</u> | <u>55</u> | <u>80.</u> | <u>547</u> * | <u>572</u> | <u>526</u> | <u>452.</u> |

* The fleet total excludes 1042/3/6/50 & 3188/90/2, but includes 1358/9.

2. VEHICLE NOTES.

OVERHAULS AND HEAVY DOCKS.

- January, 1970 :- 1801.
- December, 1971 :- 2280, 3747 & 1232.
- January, 1972 :- 1066.
- 1222, which was shown as both 5/71 & 8/71, was in fact docked in 8/71.

REPAIRS AND TUV'S.

- December, 1971 :- 1916, 1018/24/8/9/85/7, 1713, 1253, 1777 (TUV), 1810 & 3830.
- January, 1972 :- 1776 (TUV) & 1050 (Sale livery).

2. VEHICLE NOTES, (cont.)

PAINT DATES.

1023 -W.1/60; 3104 -W.Poly 11/71; & 3105/6 -W.Poly 12/71.

GENERAL NEWS.

1707 (then L) was recently seen showing "Red Hall" at front and rear, in place of "Red Hall Lane", and evidently had new blinds.

1909/10/5/44 were all fitted with periscopes, and had their driver's partition modified during December. 1944, at least, was fitted with a reversing light at the same time.

The repainting of 1005, one of the two ex-Eastern National coaches, is surprising; it presumably means that this vehicle, probably 1004, will run for another season. If so, they will be the only Bristol L5's in use with West Yorkshire this year.

1716/27 now have seats with new-style upholstery.

1005 (L) now has a front grille made out of "SRG" mesh.

The sliding learner window removed from 1659 (L) has now been fitted to 1805. 1651 (B), also equipped with this device, is delicensed this month.

ADVERTISEMENT NOTES.

1701 (B), which formerly had all external painted adverts. for Askrigg, Bradford has now had these painted out.

The latest "Racing at Wetherby" target adverts. are for 27/20th. December.

A new version of an existing paper side advert. appeared just before Christmas, reading "Send Flowers, the nicest gift of all. Order now from Interflora shops". The wording leaves one to wonder whether the "Give Flowers, Make Friends", etc., adverts. were originated by Interflora.

Both 1644 and 1654 received painted "Wallace Arnold" lower rear adverts. during November, though both are now delicensed!

Several Leeds Lodekkas now have nearside paper adverts. for "Darnips quick cough relief".

A new, but temporary, side advert. at York, is for Hunter & Smallpage January Sale.

3. SERVICE CHANGES.

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

STAGE CARRIAGE.

S.02. - NEW SERVICE - BRADFORD (Chester Street) - BRIGHOUSE (Bus Station).
(Joint with Halifax Joint Omnibus Committee).

via Little Horton Lane, St. Enoch's Road, Wibsey Park Avenue, Farfield Avenue, Carr House Lane, Wadehouse Road, Bradford Road, Brighouse & Denholme Rd., Culey Lane, Hipperholme, Wakefield Road, Storey Lane, Smith House Lane, Bonegate Road, Waterloo Road and Halifax Road.

S.03. - K.10. - KEIGHLEY - DENHOLME.

Monday-Saturday: To introduce additional journeys at 10.10 Keighley to Oxenhope, and 10.30 Oxenhope to Keighley.

Monday - Friday: To re-time the 16.30 Keighley to Oxenhope to 16.15.

S.04. - 20 - KNARESBOROUGH - BREARTON.

Monday - Friday: To re-time the 10.00 Knaresborough - Scriven to 10.10. the 10.10 Scriven - Knaresborough to 10.15, and 11.35 Knaresborough - Scriven to 11.40.

S.05. - 32M. - LEEDS - OTLEY.

Monday-Saturday: To re-time the 22.22 Otley-Rawdon to 22.40, and extend this to Leeds. This came into effect on 3/1/72.

S.06. - 35. - LEEDS - OTLEY.

Monday-Saturday: To withdraw the 05.39 Otley - Leeds. This came into effect on 3/1/72.

S.07. - NEW SERVICE - BRADFORD (Chester Street) - BINGLEY (Rly. Station).

via Thornton, Denholme, Cullingworth & Harden.

Alternative route via Harecroft.

Halifax will surrender their Licence for their 1.

A short term Licence has been granted from 1/12/72.

S.08. - 79. - WETHERBY - YORK.

(1) Monday-Saturday: To re-time the 06.45 York - Wetherby to 06.40.

(2) Monday - Friday : To re-time the 16.15 York - Tockwith to 16.20, and to extend it through to Wetherby.

To withdraw the 18.30 Tockwith to Wetherby journey.

To extend the 17.55 Wetherby - Tockwith journey to York.

To withdraw the 16.20 Wetherby - York, and

introduce an additional 15.25 Wetherby - York.

(3) Saturdays :

3. SERVICE CHANGES
CHRISTMAS
These

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

S.39. - 56. - BRADFORD - KEIGHLEY.
To revise timetable.

KEIGHLEY - WEST YORKSHIRE have withdrawn their applications for Licenses for STOCKBRIDGE (Grange Road) - IRAITHWAITE (Braithwaite Avenue), and THWAITES - CLDFIELD (Mean Lane).

EXPRESS CARRIAGE.

E.110. - NEW SERVICE. - YORK (Station Avenue) - SKIPTON (Bus Station).
via Tadcaster, Boston Spa, Wetherby, Collingwood, Harewood, Arthington, Yeadon, Guiseley, Burley, Ilkley and Addingham.
On grant, the Leeds - Skipton Feeder will be surrendered.

E.111. NEW SERVICE. - YORK (Station Avenue) - SHIPLEY (Market Place).
via Tadcaster, Boston Spa, Wetherby, Collingham, Harewood, Arthington, Yeadon, Guiseley, Shipley.
On grant, the Leeds - Shipley Feeder will be surrendered.

E.112. - NEW SERVICE. - HARROGATE (Bus Station) - SKIPTON (Bus Station).
via Otley, Burley, Ilkley and Addingham.
to operate as a Feeder Service on Summer Saturdays.

E.113. - HARROGATE - BLACKPOOL.
To revise timetable, fare table and route schedule.

- E.114. - X.192. - LIVERPOOL - FILEY, (Joint with Ribble).
- (1). Saturdays only: The 07.10 St.Helens - Filey to start from Wigan at 7.40.
 - (2). Fridays only: The 09.20 Liverpool - Scarborough and 12.00 York - Liverpool journeys to be withdrawn.
 - (3). Saturdays only: The 10.00 Filey - Liverpool to be withdrawn.
 - (4). Saturdays only: The 9.20 Liverpool - Filey retimed to 09.05 and split to operate into separate journeys, one to Scarborough and the other to Filey.
 - (5). Saturdays only: To introduce an additional journey at 15.00 from Scarborough and Filey to Liverpool.
- Journeys to and from Liverpool to be re-routed via M.63/M.62.

Application S.20 (246).

A reshuffle of services in the Wetherby/Tadcaster areas took place on the 2nd January, 1972, and two leaflets were issued to cover this.

The Harrogate - Tadcaster section of 76 was renumbered 70, last used for the ex-Ledgard Horsforth - Otley services. 73 operates via Moor End & Follifoot; 70A via Thorp Arch; 70B via Ridding Park and 70M via Main Road.

Leeds - Red Hall (30A) became route 30, and now operates in early morning and evenings only.

Leeds - Wetherby - Knaresborough. This was previously 30 (via Main Road), 39 (via Linton) and 39A (via Collingham). Now service 39 (via Linton and East Keswick), 39A (via Collingham) and 40 (via Main Road). The latter number was last in use for the Leeds - Seacroft route. Only some 40 journeys work right through to Knaresborough, while the 39 continues as far as Kirklington on some journeys. Only journeys from Wetherby - Leeds via Collingham and East Keswick show 39A. A half-hourly service on 39/40 on Sundays only operates from the 2nd April to 24th September, 1972, being hourly at other times.

Leeds - Boston Spa - Wetherby/Tadcaster (Routes 41/2). Both routes are re-routed between Thorner and Seacroft to serve Red Hall Estate. Route 41 now operates all day to give through journeys from Bramham and Clifford to Wetherby (previously peak hours only). Route 42, which generally gave an hourly service to Tadcaster now has only five through journeys - two in the morning, one at lunchtime and two at teatime. Passengers wishing to go to Tadcaster can of course, use service 43; the 42 route is still followed as far as Boston Spa by route 41. The service revisions result in the operation of a frequent service all day between Wetherby and Boston Spa via Moor End.

As well as this, further applications introduced include S.69 (3/1/72); S.70 (after 31/12/71), and S.71 (3/1/72).

Service 47L. After 31/12/71, the 12.35 Leeds - Scholes & 13.02 Scholes - Leeds were withdrawn.

Service 43. (TN 71/157). On Monday-Friday from 3/1/72, the 06.20 Leeds - York was curtailed to Tadcaster to York, departing at 06.56, and the 07.35 York - Leeds was re-routed in Tadcaster via Woodlands Avenue instead of Union Corner. On Saturdays from 0/1/72, the 06.20 Leeds - York and the 07.35 York - Leeds were withdrawn.

3. SERVICE CHANGES, (cont.)

- 5 -

CHRISTMAS TRAFFIC ARRANGEMENTS.

These were as follows :-

December 24th. - Normal Service.

Christmas Day. - No Service.

December 26th & 27th. - Sunday Service.

December 28th. - Sunday Service, except Services 44/5/6, which had a normal service. (The 05 60 Leeds-Hull started from York at 06.54).
In addition, certain workpeople's services operated in York.

SERVICES 56/7.

Revised services are to be introduced on these routes, but the date of introduction has been postponed for the time being. The new routes will be

Service 56 : Bradford - Denholme - Cullingworth - Harden - Bingley.

56A : Bradford - Denholme - Cullingworth - Harecroft - Wilsden - Bingley.

57 : Bradford - Denholme - Keighley.

57A : Bradford - Denholme - Haworth.

4. OPERATING NOTES.

BRADFORD. Lodekkas have made occasional sorties on to Bradford - Leeds (55) recently - on December 14th., two were noted: 1724 at lunchtime, and an unidentified one with new type grille was in Yeaton at 19.45. On December 15th., 1352 (B) worked the 13.55 Bradford - Scarborough (43) in place of the usual 1338 or 1339, and on the 28th. December, 1239/58 (B) worked the two through journeys to Scarborough.

HARROGATE. On December 13th., 1195 (H) was on 16.

ILKLEY. On December 14th., a Keighley Lodekka in the 2822-7 batch was on 32M/33, on loan to Ilkley. This may have been 2827, since this vehicle was on 32/32M/33 on December 24th. 1644 (L), the oldest Lodekka in the main fleet, was working an Ilkley turn on 32M/33 (with an Otley crew) on December 22nd. On December 27th., 2294 (K.loan Sk.) was on Harrogate - Skipton (76) and 2329 (K.loan Sk.) was so noted on the 30th., and also January 3rd. 1130 (I) was on Otley - Leeds (32M) on December 31st., in place of the usual Lodekka or VR.

LEEDS. 1146 (L) was noted on 55 in Yeaton, heading towards Leeds at 19.45 on December 14th. The appearance of VR's on Leeds - Keighley (31) has hitherto been regarded as unusual; however, Leeds Car 36, which works on 31 from 07.10 to 23.25, is a VR duty (1936 on Dec. 15th.) High Royds Hospital Specials on the 18th. December comprised 1651 (B), 1774/1809 (both L), 2301 (K) and 1126 (B). 1161 (W.loan L) worked Leeds - Farsley (49) at 16.50. Early Lodekka 1646 (L) worked an all day turn on 32M/33 on December 23rd; 1644 (L) was on this route on December 20th. Working on Leeds - Wetherby (38) on December 18th., was 1654 (I). On December 18th., 1923 (L) was on Leeds - Tadcaster (42). The last weekday of operation of service 38A, December 31st., found 1805 on the route, which now operates at peak hours only as route 38. On January 3rd., the first weekday of the re-hashed Wetherby area services found 1290 (L) on Leeds - Kirk Deighton (39) at 12.30, 1771 (L) on Knaresborough (40), and 1208 (L) on Leeds - Wetherby (41) at 12.50, which probably arrives from Wetherby (40) at 12.40. 1727 (B.loan O) was on Otley - Leeds (32M) on December 31st. 1341 (L), a dual purpose RE, was an unusual vehicle on Leeds - Scholes (47A) at 12.25 on December 20th.

OTLEY. 1240 (H.loan O) was on Leeds - Otley (34) showing "Blank/34" on Dec. 14th.

YORK. On December 11th., 1213 (Yk.loan M) was on Leeds - Scarborough (43), and also on this route have been 1250 (Yk.loan M) on December 13th., 1252 (M.loan Yk.) on December 2nd., 1276 (Yk.) on December 24th., 3102 (Yk.loan M) on December 27th., and 1276 (Yk.) & 1245 (M.loan Yk.) both on December 28th. On December 28th., 1333 (Yk.) was duplicating 1351 (L) on the 09.05 Bridlington, as far as York. There were three days of Sunday services in York on the 26/27/28th. December. The 26th. was officially OMO day, with REL's & RESL's working the OMO services. The 27th. and 28th., were Sunday services with normal double-deckers and two-man crews, but a few were changed to OMO during the day. On December 19th., an MW worked on Y.3 (OMO) in place of an REL or RESL. Vehicles due to be booked out for OMO duty on Sunday, January 2nd., were 3101/3/4/5/6, 1219/54 (the latter L.loan Yk.), 1266/7/8, 1345 & 3298. On January 1st., 3104/6 spent their first day of service on Y.7, and 3105 on Y.13. Others on the same day included 3101 on 82, 1219 on 82, 1254 (L.loan Yk.) on 85, 1266/7 on 79, 1268 on Y.15, 1345 on 84, 3298 on Y.13 and 3101 on "Hull Road/EXP".

LONG DISTANCE. 1007 (H) was used on the Harrogate - London (Y.S) journey, in Leeds at 08.25 on December 7th., in place of the usual coach type RELH. On hire to move the crowds on Christmas Eve were Eddie Brown's SVN 551 H, Hutchinsons' XVN 551 "Newcastle" and TUP 6 E, Wray's GKY 886 E "Bridlington", and Balme's HWV 534 J "Birmingham". At the same time 1009 was on Coventry (Y.S.) 1097 (L) spent Christmas away from home; it was working on Tyne-Tees-Mersey to Liverpool on Christmas Eve, on the duty that involves a sleep out. Christmas Day having no service, it remained with Lancashire United until the 26th.

p.t.o.

SOLD STOCK
JUN 228
BY

4. OPERATING NOTES, (cont.)

LONG DISTANCE (cont.) Further to last month's notes, York Depot have been working on London ever since CRG.1 (1014) & ERG.8 (1008) were allocated to York, and this is the only reason why 1014 (now 1023) is at York.

5. SOLD STOCK NEWS.

PYO 757 (Ex.Cug.42, LS6G, sold Norths, Sherburn, 9/71.)
To L.F. & J.M.Duncan, T/A Thistle Coaches, Doncaster, 10/71.

KWU 382 (Ex.SBW.22, LWL6B, sold Norths, Sherburn, 11/69.)
This was used by Sadler Brothers, Newcastle, (Builders), from 11/70 to 4/71.
Returned to Norths, and still there 20/11/71.

Still at Norths on 20/11/71 were SBW.17/22, SMG.1/2/5/58/61, EUG.93/4,
SUG.15/9/22/3/5/8/9/33/4/7/61/2/3/4/7, DX.2/4/6/8/11/3/4/9/25/30/6/50 (note that DX.30 was ex.Clayforth, Guiseley). This means that the following vehicles have now gone since our last report, besides those for which we have disposals, SMG.7/41/52/60, SUG.26/36, CUG.43 & DX.10/8/27. Of these, SMG.7/41, SUG.38 & DX.18 had been used for spares, and DX.27 was engineless, so may be presumed to have gone for scrap. SUG.26 was also in poor condition, and probably went for scrap. The others were substantially intact, and may have been re-sold. Also at Norths is UUA 796 (ex.Ledgard, Clayforth and Gorman) and the two Bristol AWW engines, No.172 (overhauled 5/8/62) & No.2469 (overhauled 29/12/61). Both probably came out of scrapped DEW's.

KWU 393 (Ex.SBW.33, LWL6B, sold Norths, Sherburn, 1/70.)
In Scrapyard, Carlton, 1/71.

KWU 360 (Ex.YDB.87, KS6B, sold Norths, Sherburn, 9/70.)
In Scrapyard, Carlton, 1/71.

OWT 202 (Ex.YDG.89, K5G, sold Norths, Sherburn, 9/70.)
In Scrapyard, Carlton, 1/71.

OWX 137 (Ex.EUG.95, LS5G, sold Norths, Sherburn, 9/71.)
To Williams, Llangollen, 11/71.

CRN 852 (Leyland PD2, sold P.V.S., Canvey Island, 3/68.)
To P.V.S.Contracts, No.57 or 58, 7/68.
Out of use by 5/71.

LWR 410 (Ex.CUG.5, LS6G, sold Archbishop Holgate's Grammar School, York, 3/67.)
Still with this owner; the vehicle has recently been fitted with RELH type chrome wheel trims (from ECW), and is in excellent condition for a vehicle which celebrates its 20th birthday next year.

RWW 977/85 (Ex.SMG.52/60, LS5G, sold Norths, Sherburn, 9/71.)
Both to Ezra Laycock, Barnoldswick, 10/71.
Believed to have fleet numbers 94/5, though not necessarily in that order.

YWT 290/2/3/4 (Ex.SUG.75/7/8/9, MW5G, sold Norths, Sherburn, 9/71.)
All believed to be in Hedingham & District, 10/71.
YWT 290/2/4 confirmed as being with Hedingham, though none in service by 12/71.
YWT 294 has been re-certified and gained a 4 1/2 year Certificate of Fitness.

OWT 196/204 (Ex.YDG.83/91, K5G, sold Yorkshire Woollen District, 155/4, 8/69.)
Sold Norths, Sherburn, 12/70 & 1/71.
To Scrapyard, Carlton, 1/71.

OWX 179 (Ex.DX.35, LD6B, sold Norths, Sherburn, 9/70.)
To A.A.(Tumilty), Irvine, Scotland, 11/70.
A photograph of this vehicle, smartly repainted in A.A.livery appears in the January, 1972 issue of "Buses", and it is apparently the first Bristol Lodekka with a Scottish Independent.

MWY 621 (Ex.CUG.15, LS5G, sold Norths, Sherburn, 9/70.)
This is now reported as being owned by Newbold Green School, Chesterfield by 9/71 (previously given as being with West, Morley.)

TWT 120 (Ex.SUG.67, LS5G, sold Norths, Sherburn, 9/71.)
To Thistle Coaches, Doncaster, 11/71.

MLL 838 (A.E.C.Regent III, sold P.V.S., Upminster, 4/68.)
To City Coaches, Waltham Cross, No.101, 4/68.
P.V.S., Silver End, 11/68.
City Coach Lines, London, W.L., by 7/71.
Repainted with a livery of "Uni n Jack" each side, and used on sightseeing tours of Central London by 8/71.

Gone from Norths, 12/71 :- SUG.62 and EUG.94.

JWY 228 (Ex.DB.60, KS6B, sold Norths, Sherburn, 1/67.)
To Harris (Progressive), Cambridge, 2/67.
Apparently withdrawn by Harris about 3/71. The Certificate of Fitness with Harris expired 16/10/71.

5. SOLD STOCK NEWS, (cont.)

JWY.228 (cont.) To G.R.Mills (enthusiast), Colchester, 9/71. This was purchased with a view to combining the best parts with JWY 225 (ex.DW.2, withdrawn by Partridge, Hadleigh, 2/71), to make one good vehicle. At the present time it is not known which vehicle is likely to be kept, but whichever it is, this brings the number of genuine West Yorkshire vehicles preserved to nine, viz. 316 (KW 474), 1927 PLSC1; 321 (KW 1961), 1927 PLSC3; K.451 (YG 2058/JUB 29), 1928/32 Leyland TDL2; 999 (BWT 794); 1937 J05G; K.383/KDG.26 (CWX 671), 1938 K5G; 646/CP.1 (FWW 596), 1947 Bedford OB; K.768/KDB.30 (GWX 125), 1949 K6B; 427/SGW6 (JYG 721), 1951 LL5G, and either 807/DW.2 (JWY 225), 1951 KSW6B, or 810/DB.60 (JWY 228), 1950 KS6B.

KW 474 (Ex.316, Leyland PLSC)

Now owned by the Lincolnshire Vintage Vehicle Society.

It is understood that this vehicle, which was painted in Lincoln Corporation livery, is to be, or already has been, repainted into Elythe & Berwick livery.

TRADE PLATES. Of dealers/breakers, the following Trade Plates are known to have been used recently, though they may use others :-

Askin, Barnsley, - 26 HE, 228 HE & 408 HE.

Barracough, Royston, - 459 HE & 512 HE.

Hartwood Finance (P.Sykes), - 458 HE.

D. Higgs, Monk Bretton, - 23 HE.

Norths, Sherburn, - 657 WR, 711 WR & 965 WT.

Pickersgill & Laverick, Cudworth, - 188 WR, 502 WR, 859 WR & 456 WR *

* This was used by Johnson to take DW.19 from Norths. -

Pickersgill, Royston, - 662 WT.

Wombwell Diesels, - 186 WT.

?, Royston, - 430 HE.

?, Royston, - 468 HE.

Johnson, Royston, - 437 HE.

The above list may assist in identifying breakers of particular buses, and we would be grateful for any more trade plates used by breakers locally. All the above are red on white "Limited" Trade Plates used by breakers or "Trade Plates" issued from 1/1/70. So far as we know, none are of the old "General" trade plate category (i.e. white on red) since all these were withdrawn from use on 31/12/69.

6. TEN YEARS AGO.

The January, 1962 Issue ran to just over 4 pages, and began with a message from the Chairman.

Only one new vehicle had entered service, this being DX.120, which was allocated to Harrogate.

KDG.51/2 had re-entered service on 1./62, having been off the road since 31/10/59!

Service 64A (Shipley - Wrose, Plumpton Lea), which had been introduced on 3/12/61 had been withdrawn again after 19/12/61.

30/11/61 had been the last day of DG operation in Harrogate, and a survey had revealed :-

| Route. | 30/11/61. | 1/12/61. |
|------------------------------------|------------------|------------------|
| 1/2 (Harrogate - Starbeck) | DG.30,33 & DB.5. | DB.46,52 & DX.2. |
| 3 (Bachelor Gardens - Harlow Park) | DB.39 & 43. | DB.5 & 63. |
| 9 (New Park - Oatlands) | DB.47 & 63. | DB.41 & 43. |
| 11/2 (Bilton - Woodlands) | DG.34,37 & 43. | DB.39,47 & 53. |

Other Information recorded that Western National 651 (420 HDV), an SUL4A/B36F had been on loan to West Yorkshire for about a week at the beginning of December, and had been to York and probably Grassington. On October 8th, Tilling 5 BXB, an MW with new style ECW coach body, had also been at Grove Park.

7. OTHER INFORMATION.

BRADFORD BUS STOPS. Three new bus stops have recently been erected on Manningham Lane, and although these are of the previous design for joint ECT/WY bus stops, the West Yorkshire colour, instead of being red, is now Green! The Bradford colour, as before, is blue.

REGISTRATION NUMBERS.

- JWY 229 J is a blue Austin Morris J4 van (JWY 229 was DB.61).
- HWW 876 J is a Renault car (HWW 876 was DB.49.)
- JWU 891 J is a dark green Rover 3500 (JWU 891 was CB.3.)
- 103 GWX is a two-tone Triumph 2,000 (GWX 103 was DB.18.)
- GWX 139 J is a blue Ford Escort (GWX 139 was EG6/SG.156.)

VICAR LANE BUS STATION.

The additional room over the steps, mentioned in Issue 240, is not an extension to the Detailer's room, but apparently houses the telephone switchboard and operator.

DEPOT ALLOCATION, as at 1st January, 1972.

As usual, the allocation of stored vehicles is as accurate as possible,

BRADFORD

| | <u>SD</u> | <u>DD</u> | |
|--------------|------------|-----------|---|
| Licensed:- | 34 | 53 | 1011/28/9/63/70 |
| Delicensed:- | 11 | 2 | 11 22/3/6/7/33 |
| | 45 | 55 | 1201/2/6/25/39/41/2/56/7/8/62/9/74/9/84/92 |
| Total = | <u>100</u> | | 1302/3/4/14/38/9/52/4 |
| | | | 1678/9/80/97/8/9 |
| | | | 1700/3/9/10/5/7/8/9/21/2/4/6/7/50/1/2/4/5 |
| | | | 1757/8/9/67/8/9/80/1/2/3/4/5/6/7/8/9/11 |
| | | | 1801/7/14 |
| | | | 1901/3/4/5/6/22/39/40/1 |
| | | | Service Vehicles - 4029, TWW 801, 191 DWY, cars 16/22. |
| | | | Stored (Delicensed) - 1006/19/20/6/7/74/5, 1080/1/4/5, 1609/51. |
| | | | Held awaiting Disposal - 1042/3. |

GRASSINGTON

| | <u>SD</u> | | |
|------------|-----------|--|---------------------------|
| Licensed:- | 3 | | 1151/2/69 |
| | | | Service Vehicles - UYG 7. |

HARROGATE

| | <u>SD</u> | <u>DD</u> | |
|--------------|------------|-----------|--|
| Licensed:- | 47 | 23 | 1010/5/34/5/65/91/2/3 |
| Delicensed:- | 27 | 7 | 1134/5/6/41/2/6/53/67/8/70/95/8 |
| | 74 | 30 | 1205/14/20/6/7/8/30/1/6/7/8/40/51/5 |
| Total = | <u>104</u> | | 1305/6/9/10/1/2/6/8/9/20/42/3/7 |
| | | | 1657/8/60/1/2/3/4/6/7/8/82 |
| | | | 1702/7/13/4/20 |
| | | | 1800/2/3/8 |
| | | | 1938/48/9 |
| | | | Service Vehicles - 4022/5/6/7/8/31/4/9/40, TWW 804, 192 DWY, 8718 WY, cars 2/4/6/8/10/2/4/24. |
| | | | Stored (Delicensed) - Grove Park - 1007/33/47/76/7/8/9/86/7/8, 1147/8, 1221/3/34/5, 1358/9, 1649/52/5/6/65. Myrtle Road - 1045/8/9/51/3/66/96, 1243, 1659, 1902. |
| | | | ECW, Lowestoft - 1278. |
| | | | Held awaiting Disposal - 1046, 1638, DX 53, DGW 4 (40/1). |

ILKLEY

| | <u>SD</u> | <u>DD</u> | |
|------------|-----------|-----------|-----------------|
| Licensed:- | 9 | 4 | 1130/94 |
| Total = | <u>13</u> | | 1204/18/63/4/75 |
| | | | 1313/7 |
| | | | 1815 |
| | | | 1937/44/5 |

KEIGHLEY

| | <u>SD</u> | <u>DD</u> | |
|--------------|-----------|-----------|---------------------------------------|
| Licensed:- | 28 | 49 | 1016/31/2/6/94 |
| Delicensed:- | 4 | - | 1131/2/7/93/7, 2159/60/81/2/3/4 |
| | 32 | 49 | 2280/1/93/4/5/9 |
| Total = | <u>81</u> | | 1346, 2300/1/28/9/30 |
| | | | 2639/40/69/70/1/5/6/7/93/4/5/6 |
| | | | 1705/99, 2733/4/5/6/7/ 9/40/1/2/3/4/5 |
| | | | 2762/3/4/5/6 |
| | | | 1811/2, 2822/3/4/5/6/7 |
| | | | 1907/8/9/10/2/3/4/5, 2925/6 |
| | | | Service Vehicles - 4033/6, TWW 806. |
| | | | Stored (Delicensed) - 1017/8/71/3. |

Licensed:-
 Delicensed:-
 Total

LEEDS

| | <u>SD</u> | <u>DD</u> | |
|--------------|-----------|-----------|---|
| Licensed:- | 44 | 25 | 1001/5/8/9/24/5/57/8/62/8/95/7 |
| Delicensed:- | 9 | 3 | 1143/4 |
| | <u>53</u> | <u>28</u> | 1203/7/8/11/2/22/4/9/32/3/47/8/53/4/9, |
| Total = | <u>81</u> | | 1261/77/85/90 |
| | | | 1307/8/40/1/8/9/50/1/3/5/6 |
| | | | 1712/6/23/5/53/61/70/1/2/4/6/7/8/9 |
| | | | 1804/5/6/9 |
| | | | 1916/7/8/23/4/35/6 |
| | | | Service Vehicles - 4030/7, TWW 802/5, |
| | | | car 20, |
| | | | Stored (Delicensed) - 1002/3/4/21/2/61, |
| | | | 1067/9/72, 1644/6/54. |
| | | | Held awaiting disposal - 1050 |

MALTON

| | <u>SD</u> | |
|------------|-----------|-------------|
| Licensed:- | 9 | 1154/5/6/63 |
| Total = | <u>9</u> | 1245/52 |
| | | 1335/6/7 |

OTLEY

| | <u>SD</u> | <u>DD</u> | |
|------------|-----------|-----------|--------------------------|
| Licensed:- | 11 | 14 | 1140/66 |
| Total = | <u>25</u> | | 1249/60/5/70/1/2/3/89/91 |
| | | | 1701/4/6/8/56/73/5/810/3 |
| | | | 1919/20/1/46/7 |

PATELEY BRIDGE

| | <u>SD</u> | |
|------------|-----------|-----------------------------|
| Licensed:- | 4 | 1121/39/57/8 |
| Total = | <u>4</u> | Service Vehicle - NWU 177 D |

SCARBOROUGH

| | <u>SD</u> | |
|------------|-----------|------|
| Licensed:- | 1 | 1268 |

SKIPTON

| | <u>SD</u> | <u>DD</u> | |
|------------|-----------|-----------|---|
| Licensed:- | 5 | 2 | 1138/86 |
| Total = | <u>7</u> | | 1244/86/8 |
| | | | 2738 |
| | | | 1911 |
| | | | Held awaiting disposal - YSMA 11, KDX 41/2/3. |

WETHERBY

| | <u>SD</u> | <u>DD</u> | |
|------------|-----------|-----------|------------------|
| Licensed:- | 9 | 2 | 1161/2 |
| Total = | <u>11</u> | | 1209/15/6/7/82/3 |
| | | | 1357 |
| | | | 1681/3 |

YORK

| | <u>SD</u> | <u>DD</u> | |
|--------------|------------|-----------|---|
| Licensed:- | 38 | 66 | 1023 |
| Delicensed:- | 4 | - | 1124/5/8/9/45/64/5/85/96, 3101/2/3/4/5/6, |
| | <u>42</u> | <u>66</u> | 3171/2/3/4/5/6 |
| Total = | <u>108</u> | | 1210/3/9/50/66/7/76/87, 3296/7/8 |
| | | | 1315/33/4/44/5 |
| | | | 3672/3/4/84/5/6/7/8/9/90/1/2 |
| | | | 1760, 3728/9/30/1/2/46/7/8/9/90/1/2/3/4 |
| | | | 3795/6/7/8 |
| | | | 3816/7/8/9/20/1/8/9/30/1/2/3/4/5/6/7/8 |
| | | | 3927/8/9/30/1/2/3/4/42/3/50/1/2/3/4/5/6/7 |
| | | | Service Vehicles - 4032/5, car 18 |
| | | | Stored (Delicensed) - 1149/50, 1014/64. |
| | | | Held awaiting disposal-YSMA 7/9, 3188/90/2, |
| | | | SMG 55/6, SUG 21, CUG 19. |

SUMMARY OF FLEET AS AT 1ST JANUARY 1972.

| | <u>C</u> | <u>SD</u> | <u>DD</u> | <u>Total</u> |
|---------------------------|-----------|------------|------------|--------------|
| WEST YORKSHIRE:- | 48 | 217 | 147 | 412 |
| KEIGHLEY-WEST YORKSHIRE:- | - | 17 | 38 | 55 |
| YORK-WEST YORKSHIRE:- | - | 15 | 65 | 80 |
| | <u>48</u> | <u>249</u> | <u>250</u> | <u>547</u> |

SUMMARY OF VEHICLE TYPES

| | Total |
|--|------------|
| Bedford VAM 14 : 1147-50 | 4 |
| Bristol LS6G : 1045 | 1 |
| Bristol LS6G : 1084/5 | 2 |
| Bristol MW5G : 1047-9/51/3 | 5 |
| Bristol MW6G : 1057/8/61-81/6-8/91-7/121-46 | 59 |
| Bristol SUL4A : 1185/6/93-6/8, 2181-4 | 11 |
| Bristol SUL6P : 1197 | 1 |
| Bristol REL16G : 1201-45/7-79/82-92/302-17/33-59, 2280/1/93-5/9-301/28-30, 3296-8 | 146 |
| Bristol REL16L : 1318-20 | 3 |
| Bristol RESL6G : 3101-6 | 6 |
| Bristol RELH6G : 1001-11/4-29 | 27 |
| Bristol RELH6L : 1031-6 | 6 |
| Bristol LH6L : 1151-8/61-70, 2159/60, 3171-6 | 26 |
| Bristol LD6B : 1609/44/6/9/51/2/4-68/78-81/3, 2639/40/69-71/5-7, 3672-4 | 37 |
| Bristol FS6B : 1682/97-727/50-61/7-89/99-815, 2693-6/733-45/62-6/822-7, 3684-92/728-32/46-9/90-8/816-21/8-38 | 156 |
| Bristol VRTSL6G : 1901-24/35-41/4-9, 2925/6, 3927-34/42/3/50-7 | 57 |
| Total = | <u>547</u> |

HELD AWAITING DISPOSAL

| | | |
|---|---------|-----------|
| YSMA 7-12 (3187-92), SMG 55/6, SUG 21, 1042/3/6/50, CUG 19, DGW 4, DX 38/53, KDX 41-3 | Total = | <u>20</u> |
|---|---------|-----------|

SERVICE STOCK

| Fleet No. | Regn. No. | Trade Plates | Make | Chassis No. | Body Type | Unladen Weight | Into Service |
|-----------|-------------|--------------|-------------------|---------------|-----------------|----------------|--------------|
| 4022 | TWV 133 | 598 WT | ABC Matador | 08539533 | Towing Lorry | 7-14-0 | 1/2/58 |
| 4025 | BWY 991 | - | Bristol K5G | 4241 | Tree Lopper | 6-6-0 | 1/1/60 |
| 4026 | OWX 176 | - | Bristol LD6B | 108232 | Learner Bus | (7-14-1) | 1/7/71 |
| 4027 | OWX 181 | - | Bristol LD6B | 116057 | Learner Bus | 7-9-2 | 6/11/70 |
| 4028 | (BWR 285 H) | - | Peak | 3636989 | Booking Office | 1-18-3 | 1/8/63 |
| 4029 | BWV 346 B | - | Land Rover F/c | 28600315 B | Pick-up | 1-17-3 | 1/6/64 |
| 4030 | BWV 347 B | - | Land Rover F/c | 28600316 B | Pick-up | 2-1-2 | 1/6/64 |
| 4031 | 334 HAC | - | Land Rover F/c | 28600283 B | Pick-up | 2-10-0 | 1/1/65 |
| 4032 | FWX 820 | 602 WT | Bristol L5G | 67067 | Towing Lorry | 5-10-0 | 11/11/64 |
| 4033 | FWX 818 | 600 WT | Bristol L5G | 65197 | Towing Lorry | 6-7-0 | 1/8/65 |
| 4034 | GIX 189 C | - | Bedford TK | 121644 | Stores Lorry | 3-9-3 | 1/8/65 |
| 4035 | KWU 405 D | - | Commer 15cwt | 002899 | Pick-up | - | 1/4/66 |
| 4036 | KWU 406 D | - | Commer 15cwt | ? | Pick-up | - | 1/4/66 |
| 4037 | K B 383-1 | 601 WT | Bristol L16G | 87007 | Towing Lorry | 8-14-1 | 1/7/69 |
| 4039 | BWR 284 H | - | Ford Transit | BC05/JR/50868 | Engineering Van | - | 1/8/69 |
| 4040 | BWR 285 H | - | Ford Transit | BC05/JA/53613 | Traffic Van | - | 1/8/69 |
| (4041 | LWR 424 | 599 WT | Bristol KSW6G | 94023 | Towing Lorry | - | - |
| 2 | KWV 130 K | - | Ford Zodiac V6 | - | Car (green) | - | 1/8/71 |
| 4 | UWV 730 F | - | Ford Zephyr V6 | - | Car (black) | - | 1/4/68 |
| 6 | UWV 731 F | - | Ford Zephyr V6 | - | Car (black) | - | 1/4/68 |
| 8 | UWV 732 F | - | Ford Corsair V4 | - | Car (blue) | - | 1/4/68 |
| 10 | CWY 642 H | - | Ford Corsair V4 | - | Car (blue) | - | 1/3/70 |
| 12 | BWR 375 H | - | Ford Corsair V4 | - | Car (blue) | - | 1/9/69 |
| 14 | KWU 814 D | - | Ford Anglia | - | Car (black) | - | 1/3/66 |
| 16 | KWU 816 D | - | Ford Anglia | - | Car (black) | - | 1/3/66 |
| 18 | KWU 818 D | - | Ford Anglia | - | Car (black) | - | 1/3/66 |
| 20 | YWX 530 G | - | Ford Escort | - | Car (blue) | - | 1/5/69 |
| 22 | YWV 315 G | - | Ford Escort | - | Car (blue) | - | 1/4/69 |
| 24 | CWY 641 H | - | Ford Escort | - | Car (blue) | - | 1/3/70 |
| - | TWV 801 | - | Lewin | - | Sweeper | - | 1957 |
| - | TWV 802 | - | Barford Atom '15' | - | Snowplough | - | 1957 |
| - | TWV 804 | - | Lewin | - | Sweeper | - | 1957 |
| - | TWV 805 | - | Lewin | - | Sweeper | - | 1957 |
| - | TWV 806 | - | Lewin | - | Sweeper | - | 1957 |
| - | UYG 7 | - | Barford Atom '15' | - | Snowplough | - | 1958 |
| - | 191 DWY | - | Barford Atom '30' | - | Snowplough | - | 1963 |
| - | 192 DWY | - | Barford Atom '30' | - | Snowplough | - | 1963 |
| - | NWU 177 D | - | Barford Atom '30' | - | Snowplough | - | 1966 |
| - | 8718 WY | - | Stakatrak | - | Fork Lift Truck | - | 1960 |

Notes:- 1. 4025 formerly ran as 359/DG 13; 4026 as DX 32; 4027 as DX 37; 4032 as Y 245/YSG 130; 4033 as Y 243/YSG 128; 4037 as 446/SBW 23 and 4041 as 858/DGW 4. 4041 is not yet in service.

2. We still need the chassis number of 4036 to complete our records.