

WEST YORKSHIRE

INFORMATION SERVICE

ISSUE NUMBER 211.

OCTOBER, 1968.

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

EDITORIAL.

As from this month, the Bulletin will be typed by our new typist, [REDACTED], and we are most grateful to him for very kindly taking on this duty. Members will recall the very interesting talk which [REDACTED] gave us in October, 1963.

(T.M.L.)

NEW PUBLICATION.

We are pleased to announce that a re-issue of Part 1 of the Fleet List will be ready for distribution shortly. This brings up-to-date the information previously given in the last issue of Part 1, which was dated December, 1961, and gives details of all vehicles in stock at the re-numbering in 1954, with additions and withdrawals to 1960. All members wishing to purchase copies of this useful publication should forward their remittances (3/- post free) to [REDACTED], and the Fleet List will then be forwarded to them immediately it is available. Copies will also be available at the Leeds Meeting on the 26th. October.

FORTHCOMING EVENTS.

LEEDS MEETING, SATURDAY, 26th. OCTOBER, 1968.

As announced in the last issue, a Meeting has been arranged at Wellington Street Coach Station Cafe on the above date. The meeting will commence at 7.00 p.m., and the speaker will be [REDACTED], one of the founder members of the Service, whose talk, illustrated with colour slides, will cover various subjects.

PRESS DAY, for the November issue will be Saturday, 2nd. November, and all items should be sent to arrive on or before that date to [REDACTED].

1. FLEET CHANGES.

Correction. SUG 23, shown in issue 160 as being relicensed to Leeds on 1.3.66 should read SUG 33.

Additional information: the unladen weight of DAW 7 is now 7-3-0 (ex. 7-6-3.)

ALLOCATIONS AND TRANSFERS.

ChG 5.	from BRADFORD	to KEIGHLEY.	12.9.68.
CRG 7.	" KEIGHLEY	" BRADFORD.	"
SMG 11.	" BRADFORD	" (delicensed)	14.9.68.
SRG 44/48/54.	" LEEDS	to KEIGHLEY.	20.9.60.
DX 9/11/16.	" KEIGHLEY	" LEEDS.	"
SGW 6.	" BRADFORD	" (delicensed)	30.9.68.
SEW 30.	" HARROGATE	"	"
SMG 28.	" SKIPTON	"	"
EUG 71.	" YORK.	"	"
EUG 72/75.	" HARROGATE	"	"
EUG 73/74.	" BRADFORD	"	"
EUG 87.	" SKIPTON	"	"
EUG 89.	" LEEDS	"	"
ERG 1/2.	" LEEDS	"	"
CP 1.	" YORK	"	"
CUG 6/10/11/13/14/35.	" BRADFORD	"	"
CUG 17/33.	" KEIGHLEY	"	"
CUG 18/26/27.	" LEEDS	"	"
CUG 20.	" YORK	"	"
CUG 29.	" OTLEY	"	"

ALLOCATIONS AND TRANSFERS (cont.)

CUG 31.	From ILKLEY	(delicensed).	30.9.68.
CUG 39/46.	" HARROGATE	"	"
DX 171/72.	" LEEDS	"	"
DX 174.	(delicensed)	to LEEDS.	1.10.68.
DX 175.	"	" OTLEY.	"
SMG 23.	From YORK	" SKIPTON	"
SMG 55/60.	" LEEDS	" KEIGHLEY	"
SUG 65/67.	" KEIGHLEY	" BRADFORD	"
EUG 81.	" KEIGHLEY	" HARROGATE	"
CUG 23.	" SCARBOROUGH	" BRADFORD	"
CUG 44/45.-	" YORK	" BRADFORD	"
DX 35.	" OTLEY	" LEEDS	"

NOTES.

- Both the vehicles concerned are relicensed at their former depots.
- Once again there are no SGW's running, and no half-cab saloons at Bradford.
- There are now no LS5G type SMG's at Leeds, and only two SMG's (25/27) altogether at that depot.
- This month sees the first move since new for SMG 60 (new as EUG 60 on 17.7.56; SRG 44 and CRG 5/7).
- These are the first SRG's ever to be transferred away from Leeds.
- SMG 11 is the first SMG to be withdrawn, and the first LS5G to be sold.
- The delicensing of SEW 30 is due to the expiry of its C of F. on the 28th. October.

STORED VEHICLES.

BRADFORD. SEW 23/32 moved to York during September (possibly via Harrogate).
 ILKLEY. SEW 15 left here during September.
 LEEDS. DEW 24 appeared to have left by the 30th. September.
 SKIPTON. SEW 31 left here during September. BCK 621 is now stored at the rear of the depot, with BCK 633. Both are understood to have been here for some time.
 Y-ORK. SEW 23/32 are now stored here, and are at present having their bodies removed, for probable conversion into towing lorries.

WITHDRAWALS.

14th. September, 1968 - SMG 11, after accident.

SALES AND DISPOSALS.

27th. September, 1968 - SMG 11 to W. Norths (P.V) Ltd., Sherburn-in-Elmet.

FLEET TOTAL.

	C	SD	DD	1.10.68.	1.10.67...
Licensed :-	37	209	284	530	519
Delicensed :-	17	20	5	42	52
=	54	229	239	572	571

* The fleet total excludes SMG 11.

TEMPORARY LOANS.

BRADFORD. DX 54 (H) was on loan during the week 30th. September to 5th. October.

VEHICLE QUERIES.

- Can any member supply :-
- The Chassis numbers of 1026/27/29/35/36 ?
 - The correct chassis number of YDX 231 (Is it 230013 or 230016 ?)
 - The unladen weight of CUG 28 ?

2. VEHICLE NOTES.

OVERHAULS.

July, 1968 : SUG 62.
 August, 1968: KDX 139, DX 170.
 September, 1968: DX 174/75.

DEPOT REPAIRS.

July, 1968: SMG 53, YDX 235.
 August, 1968: YDX 238.
 September, 1968: DX 105/07, 213 (all TUV), YDX 218/28, DX 210, SGW 6/TUV.

GENERAL NEWS.

SRG 6 (Sk) is now fitted up for OMO, and all SRG's are now therefore now equipped.

SRG 61(H) has now the top and bottom thirds of the destination box blacked out, and the blind is therefore, only visible in the middle third. It is not yet known whether the blind is a standard SUG type or a new one with altered spacing, (a standard 41" double deck blind will not fit into the 30" SUG type box.)

SUG 62(L) is now in the new style SUG livery (as SUG 63, and still carries the fleetname in the usual position.

Of the Bradford DX's from 79 upwaras, DX 159/61/67/69/80/81/82/84,187/88/89 have had their CBC heating removed, and the present position of DX 160 is not yet known. All others are still fitted with CBC heating (it will be noted that DX 183 is definitely still fitted with CBC equipment.

DX 170 on overhaul was completely unaltered in physical appearance, and still has CBC heating and long front wings. DX 161 now has the shorter wings fitted to the earlier DX's, with straight edges, as distinct from such as DX 179, which has curved edges, as on DAW 1-4.

DX 173/212 are now without black outlining, but DX 105/07,213 all retain this.

SMG 27 now has the thin aluminium rear bumper, in place of the previous 'hefty' aluminium one. SMG 21 still retains the 'hefty' type, however.

ERG 7 is now fitted with semi-automatic transmission (and is believed to have been for some time)

SRG 6 now has an air-operated clutch in place of the normal hydraulic equipment.

DX 212, KDX 223 are currently without CBC covers, probably as the result of frequent boiling.

DAW 5 has one cushion in the upper deck and at least one in the lower deck covered in LTE moquette.

SUG 26 now carries flashers and carries its fleetname on the waistband.

All of SMG 53, DX 210, YDX 218/28/35/38 received fleet numbers in the four new positions.

DAW 9 lost its large front fleet number on being repainted into disposal livery.

The reference to DX 12 still having a divided radiator grille in last month's issue should have read DX 21 - DX 12 as shown two lines above, now has a one-piece fibreglass grille.

3. SERVICE CHANGES.

STAGE CARRIAGE.

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

S.587. 34A. Leeds-Arthington.

To re-time the 17.20 Leeds-Arthington to 17-25 and 17.55 Arthington-Leeds to 18.00.

S.588. 41. Leeds-Wetherby.

To amend the 16.00 ex.Leeds, Mon.Fri. to run School Terms only.

S.589. Keighley-High Royds Hospital.

To retard the 13.05 ex.Keighley to be 13.10.

S.590. 56/57. Bradford-Haworth/Keighley.

To adjust the running time at Denholme-Thornton by 5 mins.

S.591. 51. Harrogate-Bradford.

To re-time all journeys from Harrogate to Bradford 5 mins. later throughout.

S.592. 50. Bradford-Otley.

To re-time all journeys from Otley to Bradford 5 mins. later throughout.

S.593. 30/31. Leeds-Bradford-Keighley.

To introduce amended timetables.

S.594. New Service - Leeman Road-Ashley Park Estate (York Local).

A new service is proposed via Leeman Road, Station Road, Rougier Street, Railway Street, Bridge Street, Low Ousegate, Nessgate, Coppergate, Pavement, Stonebow, Peasholme Green, Laverthorpe, Hawthorn Grove, East Parade, Heworth Village, Hempham Lane, Stockton Lane, Ashley Park Road, Applecroft Road, Ashley Park Crescent; the service would operate Monday to Saturday. At the same time, the Monday to Saturday timetable of Y.14 York-Werthill Y 13 Huntington-Poppleton would be amended.

- S.595. 11. Bilton (Sandhill Drive) - Starbeck (Cawthorne Ave.).
- 12. Bilton (Woodfield Road) - Starbeck (The Avenue).

These routes are to be linked at Bilton to form a circular loop and in the town centre some journeys will operate via North Park Road instead of Skipton Road and East Parade. There would be five variations :-

- Route 1. From the present 12 terminus at the Avenue via North Park Road to the present 12 terminus at Woodfield Road clockwise round the loop returning over the 11 route via East Parade to the present terminus at Cawthorne Avenue.
- Route 2. The exact opposite of Route 1, i.e. from the present 11 terminus at Cawthorne Avenue via East Parade to the present 11 terminus at Sandhill Drive, then anti-clockwise round the loop returning via North Park Road to the present 12 terminus at the Avenue.
- Route 3. From the present 12 terminus at the Avenue via North Park Road, then anti-clockwise round the Bilton loop returning via North Park Road to the present 12 terminus at the Avenue.
- Route 4. From the present 11 terminus at Cawthorne Avenue via East Parade, then anti-clockwise round the Bilton loop, returning via East Parade to the present 11 terminus at Cawthorne Avenue.
- Route 5. From the present 11 terminus at Cawthorne Avenue via East Parade, and clockwise round the Bilton loop, returning via East Parade to the present 11 terminus at Cawthorne Avenue.

4. OPERATING DETAILS.

DEPOT REPORTS.

BRADFORD.

A survey at Bradford on the 24th August found: Service 30 - DX 44(L); Service 50 - DEW 14 (dup.); DX 122/152, DGW 2 (dup.); Service 51 - SRG 32; Service 53 (Otley) - DX 150/60; Service 53 (Harrogate) - DX 203(H), SRG 5(H); Service 55/60 - DX 110/8/26, 214; Service 56 (Denholme) - DX 124/7; Service 57 - SRG 3, DX 3 (dup.), DX 226(K); Service 58 - DEW 21, DX 30/184; Service 59/61 - DGW 10, DX 159/69/80/2/9; Service 63 - SRG 59/75 (both I, OMO); SRG 61/79; Service 64 - DX 187/8; Service 66/66A - DX 25/50/1/103 & DX 83(dup.); Service 67 (Keighley) - DX 48/207, DX 156/8 (both K); Service 67 (Skipton) - DX 211(K); Service 68/68A - KDX 141/224 (both K), BCT 230; Woodlands Hospital - SUG 23; 15.00 Scarborough (Express) (X75) - Bddy ABT966B; 14.30 Morecambe (X88) Longeter 300LWU; 13.55 Scarborough (43) - SRG 68 (OMO); Blackpool - Dobson DPY660C; 09.05 Newcastle - CUG 10; 08.30 Whitby (Express) - CUG 9; 13.05 Menston Hospital (63) and 14.24 Woodlands Hospital (51) - SRG 69(B); 09.46 Keswick-Leeds (X87) - Ribble 510/711; Morecambe (X88) - Hargreaves of Hebden, JWU792; Coach Road (60, dup.) - DX 200; Service 63B - SMG 2; White Cross (53, dup.) and Menston Hospital - SMG 52. The following day the first of the revised services, saw :- Service 30 - DX 207; Service 50 - DX 126; Service 53 - SRG 5/15/51 (all H), SRG 22; Service 51 - SRG 79; Service 55 - DX 160/80; Service 57 - KDX 165(K), SRG 78(OMO); Service 59/61 - DX 152/82/8/9; Service 60 - DX 200; Service 63 (RG 40/1(OMO), SRG 75(L, OMO); Service 63B - SMG 52(OMO); Service 65 - SMG 2(OMO); Service 67 - DX 183, 202/14, DX 156(K); Service 68/68A - KDX 224/6 (both K), BCT 231. The following two days, Monday & Tuesday, 26th & 27th August, further observations were made. In the list which follows, the first vehicle was on the 26th, and the second on the 27th. 08.55 Bradford-Leeds (30) - DX 47(L), DX 206(L); 67 dup. and then 08.55 Bradford-Scarborough (43) - SRG 40(OMO), SRG 41(OMO); 08.40 Bradford-Harrogate (51) - Not seen, SRG 40; 08.55 Harrogate (53) - SRG 41, SRG 78; 07.59 Horsforth-Bradford (54) - SMG 17, SUG 30; 08.15 Denholme (56) - SRG 69(OMO); SRG 69(OMO); 08.22 Brown Cow Inn-Bradford (56 dup.) - DX 122, DX99; 08.20 Denholme-Bradford (56) and 08.50 Bradford-Keighley (57) - SRG 79, SRG 79 (both times OMO); 08.21 Belmont Avenue-Bradford (58) - DX 81, DX 184; 08.40 Baildon-(61) - not seen, DX 161; 08.50 Baildon (59) - not seen, DX 180; 08.40 Shipley Glen - not seen, DX 122; 08.17 Lucy Hall Drive-Bradford (61) - SMG 11, SRG 15; 08.45 Ben Rhydding (63) - SRG 67(OMO), SRG 56; 08.05 Ilkley-Bradford (X.63) - SRG 42(OMO), SRG 42(OMO); 07.56 Hare & Hounas-Menston-Bradford (65) - SRG 56(OMO), SRG 39(OMO). On the 26th., the 08.45 Bradford-Keswick (X87) was worked by CUG 10 and (from Leeds), ERG 2(L) and on the 27th., by CUG 11 and (from Leeds) ERG 9(L). Also on the 26th., the lunchtime Denholme journeys were worked by SRG 22 (12.10, 13.10), and by SMG 17 (12.30, 13.30), whilst working the 13.10 Blackpool were CUG 32 and ERG 1(L). On the Selby-Market excursion from Bradford were CRG 6 and CUG 40, and the 13.55 Scarborough (43) was worked by SRG 67. Ribble 931 was on the X.192 service, whilst DX 51 worked the 17.50 Haworth (56). On Tuesday, the 27th August DX 51 was of lesser duties, whilst ERG 5 was on Bradford-Blackpool (J.1). The lunchtime Denholme (56) journeys were operated by SMG 2 (12.10, 13.10) and SMG 17 (12.30, 13.30) and SRG 79 worked the 13.55 Scarborough (43); the 07.05 Ilkley (X.63) was worked by SMG 18. (I. OMO), whilst the 17.35 was worked by SRG 22 (OMO). The 17.35 Harrogate (54) was worked by SRG 39, whilst the

17.35 Linc
obs.

(cont.)

17.35 Lucy Hall Drive (58) vehicle was DEW 14. The 17.00 Haworth (56) was operated by SRG 41(OMO), which had previously worked the morning Scarborough departure, and this now seems to be the regular practice. The lunchtime Denholme (56) journeys on the 28th August were worked by SMG 52/11 respectively. On the 29th August, DGW 1 worked the 08.15 Bradford-Denholme (56), usually an SRG OMO journey, and appeared to have replaced SRG 40. CUG 6 worked the 08.30 Bradford-Whitby (Express) and SMG 2 worked on 54. SRG 63(I) was seen on 57 with full crew, working for Keighley. On the 30th August CUG 8(L) worked on X87 and then through to Glasgow on hire. The lunchtime Denholme journeys were worked by SMG 11/17. On the 31st August DX 79 worked the 08.45 Ilkley (63), and SRG 41 worked 16.45 Leeds (30), an unusual sight. On Bank Holiday Monday, September 2nd, SMG 52 worked on 63B, whilst SRG 69 worked 17.05 Ilkley (X63). DX 169 worked a Private Hire from Wibsey to Keighley, and the 17.10 Blackpool included Pathfinder 39 VHN and Scout 561, both on hire to Ribbles. On the 3rd September SUG 19 worked the 17.10 Eldwick (68), possibly having replaced KDX 225(K). On the 4th September SMG 16(K) was working the White Cross-Menston Hospital shuttle service. DGW 8(B) was seen at Kirkstall on the 30th September working on Leeds-Greengates (31). SRG 39 worked on Harrogate-Bradford (51) on the 1st September. SGW 6 was not used in service at all during September, as it was undergoing maintenance work, a touch-up and varnish. It was just about completed for the beginning of October, when it was delicensed again!

HARROGATE.

An unusual sight on Harrogate-Pateley Bridge (24) on Saturday, the 21st September was SRG 61, which probably only worked as far as Birstwith.

KEIGHLEY.

All Keighley Depot workings came to a standstill on Friday afternoon, the 20th September, and on Sunday, Monday and Tuesday of the following week, due to a strike of Keighley crews in protest against new one-man split routes. During this time possibly the only Keighley Depot vehicle running was DX 116, which, on Tuesday, the 24th at least, was on loan to Leeds Depot, and worked on Leeds-Guiseley (32). A very unusual sight was the appearance of KSQL 20, a veteran 17-year old vehicle in Otley on a Private Hire on the 28th September.

LEEDS.

Noted on Leeds-Tadcaster (42) recently have been DX 12/36/44/82 (all L), DX 19 (W loan L) and DGW 5(L), all in place of the usual later type DX. SMG 21(Yk) was seen on 43 on the 23rd September, and SMG 21(Tk) on 45 the day following, on both occasions in place of the usual SRG. On the 17th September SRG 9(L) was noted on Bridlington-Leeds (44) in the hands of an East Yorkshire driver. The East Yorkshire turns on Leeds-Hull (46) at 07.30, and 15.30 Hull-Leeds and return (M-F) are now OMO worked, and East Yorkshire 798 was so noted on the 24th and 26th September, and 793 the following day. An East Yorkshire Atlantean is also believed to have worked this journey OMO. On Tuesday, the 17th September, United U.718 was noted on loan to Leeds Depot, working on Leeds-Whitby (91), as a replacement for SMG 27, which was later returned to service. On the 3rd October SMG 40 (W loan L) worked the 13.45 Leeds-Yeadon (35), in place of the usual decker. The oldest double-decker class in the main fleet are still knocking up their mileage. DEW 5 has been a regular performer on Leeds-Rawdon (33), but was seen in Otley at 17.55 on the 21st September on Otley-Leeds (34), whilst on the same occasion DEW 29 was on Leeds-Ilkley (34), a rare appearance. Another KSW, DGW 3, was noted arriving in Leeds on the 20th September, showing "Horsforth/78B", possibly having worked through from Otley to there on a School Special. On the 25th September, Hebble 80 was parked in Roscliffe Road. SMG 22 was seen on the 12.30 Ilkley-Leeds (32a) on the 22nd September. KDX 162 worked on Leeds-Ilkley (32a) on the 26th September. Several K-WY vehicles have recently been seen on the route, amongst them KDX 140. Vehicles of the Keighley company have also been frequent visitors on 31 recently. On Tuesday, the 3rd September, SRG 13 was noted on Leeds-Yeadon (35) and DaW 10(0) was on Leeds-Ilkley (32a) both at 19.40 at Kirkstall. A most welcome sight on the 7th October was DGW 7 showing full blind display at the front, whilst working on Leeds-Guiseley (32) as a replacement for DGW 4. DGW 7 is now the only vehicle in the fleet capable of showing full intermediates (at both front and rear), although, as may be expected, this facility is only infrequently used now-a-days.

OTLEY.

Low-height DGW 11 worked on Otley-Leeds on the 3rd October. On the 4th October DaW 6 worked the duplicate on 78 (via Shaw Estate) from Otley to Rawdon Co-op, at 16.45 ex Otley, then continuing from Rawdon to Leeds on 33. Although this is normally an Otley turn, the DaW 5-10 batch do not appear on it very frequently now, the usual vehicles being DX's, and occasionally

they (cont.)
 a South Wales Regent, often DAW 1 or 2. DAW 7 worked the 12.35 departure from Leeds on 24, on the 7th. October, whilst the 12-55 journey was worked by DAW 5.

SKIPTON.

SMG 30 worked on Morecambe (X88) on the 14th. September.

YORK.

On the 13th. August there was a shortage of conductors here, and some buses were running into York, and then continuing only if there was a crew. On the 19th. August an SMA worked the 07.05 York-Foston (82B) and 07.45 return, and SMA's have been noted several times recently on this turn, usually worked by SMG's. SRG 68(S) was noted in York Depot on the 25th. August carrying a paper sticker "Scarborough" in the top half of the indicator and "Tedcaster" lower down, on the blind. An SBW worked on the OMO turn at 12.30 to Sheriff Hutton (82A), on one occasion in early September. It is reported however, that, in the driver's interest, a conductor was carried on this occasion! SML 4(M) was working on York-Murton (Y.16) on the 2nd. October, whilst either SML 3 or 4 was working on York-Huntington (Y.7) earlier in that week.

LONG DISTANCE.

SUG 15 was noted in Harrogate on the 21st. September, working on Newcastle-Leeds (X97), and on the 14th. September Southdown 1198 was working to the East Coast on hire. The Yorkshire-London departures from Leeds at 10.00 on the 27th. September were worked by CRG 2(H) and ERG 7(K).

SOLD STOCK NEWS.

414. (Leyland PDL, sold Norths, Sherburn 1/68) Sold for scrap 4/68.
 827 (AEC Regent III sold Norths, Sherburn 1/68) to PVS (dealer), Canvey Island, 4/68.
 Etablissements Briand, Briare-le-Canal, Loiret, France, 4/68.
 598 (ex. SBW 28, Bristol LWL6B, sold Norths, Sherburn, 4/68)
 The Contractor owner's correct name is Drury (see last month).
 1210 WU. (Vauxhall Victor, sold 1965).
 Formerly the Assistant Chief Engineer's car, this was noted in use near Darley on Sunday, the 15th. September, 1968. This is the first sighting of this vehicle since sale.
 871. (ex. SGL 1, Bristol LL5G, sold Norths, Sherburn, 11/65).
 To Tighe (Painting Contractor), Kirton in Lindsey, 3/67.
 Noted in Ferrybridge on the 18th. September, 1968, still with Tighe.
 852. (ex. SG 2, Bristol L5G, sold PVD, Marton, 12/55).
 To J. Billig & Son, Norwich, as full fronted van -/56. Noted in Leeds 9/58.
 Scrapped by Billig after accident -/61.
 108. (ex. DB 23, Bristol K6B, sold Norths, Sherburn, 11/64).
 To Longstaff, North Broomhill, 1/65.
 Alf. Moseley, Ltd., (Dealers), Loughborough, 11/66.
 801. (ex. 107, Bristol J05G, sold Fowler, Contractor, Harrogate, -/54).
 Used by Fowler as a Site Office.
 Sold to Lockers, Scrap Merchant, -/60.
 419. (ex. SG 103, Bristol L5G, sold Fowler, Contractor, Harrogate, 1/63).
 Still in use by Fowlers, 9/68.

C. TEN YEARS AGO.

The 5-page October 1958 Bulletin reported that EG 3 had been re-numbered SG 153. The 10 surviving pre-war SG's had been delicensed for disposal. Under Operating Details it was reported that DX 3/4, the two LD6G's, had commenced working Shipley-Wrose (64) on the 28th. September.

Keighley Local Service K2, Cooke Street-Calver Avenue, had been extended to Braithwaite, whilst K3, Cooke Street-Broster Avenue, had also been extended to Braithwaite.

7. OTHER INFORMATION.

Further changes have been made to the fleets of operators regularly hiring to West Yorkshire.

Poddy, Bridlington.

MX 376, Ford 570E/Plaxton C41F, ex.Mexborough and Swinton, 7/68.
 OPT 15 G, A.E.C.Reliance 505/Duple C51F. New 8/68.

Brown, Helperby.

UA 793. Leyland PSUC 1/2/Burlingham C41C. Ex-Ledgard (via West Yorks.) 7/68.
 UA 795. " " " " " " " " 1/68.

Longwater, Pateley Bridge.

The registration number of the Ford Transit is KNC 326 F, (not 362).

Simpson, Ripon.

JWT 848, Bedford OB/Duple C29F. Sold 8/68.

Wray, Summerbridge.

The following are thought to be about 95/100% of the current fleet :-

VMA 622. A.E.C.Reliance/Yeates C41C.
 MKU 963. Bedford SRG/Plaxton C41F, Ex.Beildon Motors.
 TKU 100. " SB3/ " " " " "
 280 Kw. " SB5/ " " " " "
 JKY 597. " SRG/ " C35FB " " " "
 WAK 777. ? / ? ? " " " "
 WMY 840. ? / ? ? " " " "
 2050 WY. Bedford SB / Duple C41F.

Paint Dates.

Our appeal for details of paint dates last month brought no response. We are therefore publishing such details as we possess :-

SRG 30. P 9-63	SRG 33. Du 10-66.	SRG 77. W1-68 Poly.
SRG 10. K 5-65.	SRG 50. Du 8-67.	DX 176. K 5-64.
SRG 12. P 5-65.	SRG 60. H 11-67.	DX 177. K 8-64.
SRG 17. Du 8-65.	SRG 64. K 11-67.	DX 199. P 9-65.
SRG 19. P 8-66.	SRG 66. Du 11-67.	DX 204. Do 11-65.
SRG 26. H10-66.	SRG 73. H 11-67.	DX 213. Du 3-66.

Publicity.

West Yorkshire vehicles have appeared on Television twice over the last month. On the 12th. September YDX 89 appeared on BBC-1 News in connection with a pay award to bus crews. The vehicle was showing "Nether Poppleton/13". On other occasion was on the 4th. October, when DX 171 appeared several times on TV "Gazette" film. Showing "Westdale/26" at both front and rear, it appeared at the top of Carr Lane, Shipley, up the road from Low Well to Shipley Station, and leaving Shipley Station. Several close-ups of the exterior, and interior lower deck and platform were shown, together with a view of the fleetname and the old (large) rear fleet number.

Booking Office.

1028, the mobile booking office, has now returned to Harrogate for the winter, the use of Lisbon Street as a departure point in Leeds having now ceased until next Spring.

Engine Types.

Many years ago, in issue 67 (September, 1956, to be precise) we published a list of engine types fitted to West Yorkshire vehicles. It is of interest to bring this list up-to-date.

Engine Type.	Total at 1.5.51.	Total at 1.5.56.	Total at 1.5.68.
Garner 5LW	357	218	14
Garner 6LW	6	18	14
Garner 6LX	-	-	1
Garner 5HLW	-	45	84
Garner 6HLW	-	20	67
Garner 6HLX	+	-	102
Bristol AVW	107	216	95
Bristol BVW	-	-	164
A.E.C.	-	-	10
Albion EN 250	-	-	17
Bedford Petrol	8	8	1
Ford Thames	-	-	2
Leyland O.400	-	-	4
Morris Saurer	2	2	-
Perkins P.6	-	-	1
Total.	<u>480</u>	<u>527</u>	<u>576</u>

Engine Types (cont.)

Total Gardner :-	1.5.51.	363;	1.5.56.	301;	1.5.68.	282.
" Bristol :-	1.5.51.	107;	1.5.56.	216;	1.5.68.	259.
" Others :-	1.5.51.	10;	1.5.56.	10.	1.5.68.	35.
Grand Total.		<u>480.</u>		<u>527.</u>		<u>576.</u>

FLEET LIST - Early Bristols.

It has been pointed out that full details of early Bristols do not appear in either Part 1 or Part 2 of the Fleet List. The newly re-issued Part 2 commences (as did the previous issue) with vehicles in stock at the renumbering in 1954. This means that the Bristol G05G's, most of the J05G's and the Dennis Lancet II's, are omitted.

To remedy this therefore, the last sheet of the next few issues will consist of an Appendix to the Fleet List, giving full details and disposals of these early vehicles. These sheets can be detached and filed with the Fleet List for easy reference.

When the "History of West Yorkshire" is published, a complete list of all vehicles ever owned, these vehicles will, naturally, be automatically included.

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TML/RJ. 10.10.68.

PLATE NO. REGN. NO. SERIAL NO. BODY CASE GRAPHIC KEY 'LF'

1934

K 111	YC 5733	Bristol 005G	1	Brush	L26/26R	6/34	4/50
K 112	YC 5734	"	2	"	"	6/34	4/50

"These two numbered K 951/52 and finally K 301/02 in 1935. K 302 received the LCCG body (no. 4020) from K 342 in 10/49, and its old body was put on Y 316 and then cut down as a terra (Y 1005).

1935

					Body		
					To		
303	YC 8983	Bristol 005G	5	GCC	3507L27/26R	4/35	5/50
304	YC 8984	"	6	"	3508	4/35	5/51
305	YC 8985	"	7	"	3511	3/35	3/50
306	YC 8986	"	8	"	3512	4/35	11/50
307	YC 8987	"	9	"	3509	4/35	4/50
308	YC 8988	"	10	"	3515	4/35	4/50
309	YC 8989	"	11	"	3513	3/35	11/50
310	YC 8990	"	12	"	3510	4/35	11/51
311	YC 8991	"	13	"	3514	4/35	9/51
312	YC 8992	"	14	"	3505	3/35	10/51
313	YC 8993	"	15	"	3516	4/35	3/50
314	YC 8994	"	16	"	3517	4/35	9/51
315	YC 8995	"	17	"	3518	4/35	5/50
Y 316	AWW 1	"	35	"	3941	30/26R	10/49
Y 317	AWW 2	"	36	"	3942	"	10/51
Y 318	AWW 23	"	37	"	3943	"	10/51
Y 319	AWW 24	"	38	"	3944	"	9/51
Y 320	AWW 25	"	39	"	3945	"	9/51
Y 321	AWW 26	"	40	"	3946	"	12/51
Y 322	AWW 27	"	41	"	3947	"	9/51
Y 323	AWW 28	"	42	"	3948	"	9/51
Y 324	AWW 29	"	43	"	3949	"	1/52
Y 325	AWW 30	"	44	"	3950	"	9/51
Y 326	AWW 31	"	45	"	3951	"	1/52
Y 327	AWW 32	"	46	"	3952	"	10/51
Y 328	AWW 33	"	47	"	3953	"	10/51
Y 329	AWW 34	"	48	"	3954	"	1/52
Y 330	AWW 35	"	49	"	3955	"	9/51
331	AWW 36	"	50	"	3956	L27/26R	2/51
332	AWW 37	"	51	"	3957	"	12/51
333	AWW 38	"	52	"	3958	"	10/51
334	AWW 39	"	53	"	3959	"	10/51
335	AWW 40	"	54	"	3960	"	2/52
336	AWW 41	"	55	"	3961	"	2/52
337	AWW 42	"	56	"	3962	"	2/51
338	AWW 43	"	57	"	3963	"	10/51
339	AWW 44	"	58	"	3964	"	10/51
340	AWW 45	"	59	"	3965	"	10/51
K 901	YC 8996	"	60	"	4019	L26/26R	9/51
K 902	YC 8997	"	16	"	3992	D34P	3/50
K 903	YC 8998	"	17	"	3993	"	3/50
K 904	YC 8999	"	18	"	3994	"	10/50
905	YC 9000	"	19	"	3995	"	3/50
906	YC 9001	"	20	"	3996	"	3/50
907	YC 9002	"	21	"	3997	"	11/51
908	YC 9003	"	22	"	3998	"	4/50
909	YC 9004	"	23	"	3999	"	3/50
910	YC 9005	"	24	"	3700	"	4/50
911	YC 9006	"	25	"	3701	"	3/50
912	YC 9007	"	26	"	3702	"	3/51
913	YC 9008	"	27	"	3703	"	3/50
914	YC 9009	"	28	"	3704	"	2/52
915	YC 9010	"	29	"	3705	"	3/50
916	YC 9011	"	30	"	3706	"	3/51
917	YC 9012	"	31	"	3707	"	3/50
918	YC 9013	"	32	"	3708	"	3/50
919	YC 9014	"	33	"	3709	"	7/52
920	YC 9015	"	34	"	3710	"	4/50
			35	"	3711	"	4/51

A large amount of body swapping took place amongst the York G05G's. This started with Y 316 receiving the Brush body from K 302 in 10/49. The sequence was then :- Y 316 body to Y 318; Y 318 body to Y 343; Y 343 body to Y 321; Y 321 body to Y 329; Y 329 body to Y 346; Y 346 body to Y 344; Y 344 body to Y 324; Y 324 body to Y 345; Y 345 body scrapped. In addition, the ECOC body from K 342, after a spell on K 302, was transferred to 326 after the latter overturned.

All the J05G's except 910/12/14-16/19 were re-seated to B32F after the war.

1936

K 342	ANW 159	Bristol G05G	61	ECOC 4020	L26/26R	1/36	8/49
882	ANW 417	Dennis Lancet 11 175001		Roe -	B32F	5/36	8/46
921	ANW 161	Bristol J05G	52	ECOC 3999	"	1/36	9/51
922	ANW 162	"	53	" 4000	"	1/36	2/52
923	ANW 163	"	54	" 4001	"	1/36	2/52
924	ANW 164	"	55	" 4002	"	1/36	9/51
925	ANW 165	"	56	" 4003	"	1/36	8/52
926	ANW 166	"	57	" 4004	"	1/36	4/50
927	ANW 167	"	58	" 4005	"	1/36	8/51
928	ANW 168	"	59	" 4006	"	1/36	9/52
929	ANW 169	"	60	" 4007	"	1/36	6/51
930	ANW 170	"	61	" 4008	"	1/36	11/51
931	ANW 171	"	47	" 4009	"	1/36	9/52
932	ANW 172	"	48	" 4010	"	1/36	9/50
933	ANW 173	"	49	" 4011	"	1/36	11/51
934	ANW 174	"	50	" 4012	"	1/36	10/50
935	ANW 175	"	51	" 4013	"	1/36	9/50
936	ANW 176	"	43	" 4014	"	1/36	10/50
937	ANW 177	"	44	" 4015	"	1/36	10/52
938	ANW 178	"	42	" 4016	"	1/36	7/52
939	ANW 179	"	45	" 4017	"	1/36	4/50
940	ANW 180	"	46	" 4018	"	1/36	8/51
941	ANX 793	"	239	" 4168	"	7/36	6/52
942	ANX 794	"	240	" 4169	"	7/36	8/51
943	ANX 795	"	241	" 4170	"	7/36	10/50
944	ANX 796	"	242	" 4171	"	7/36	9/50
945	ANX 797	"	243	" 4172	"	7/36	11/51
946	ANX 798	"	244	" 4173	"	7/36	8/52
947	ANX 799	"	245	" 4174	"	7/36	11/51
948	ANX 800	"	246	" 4175	"	7/36	10/50
949	ANX 801	"	247	" 4176	"	7/36	8/51
950	ANX 802	"	248	" 4177	"	7/36	7/52
951	ANX 803	"	249	" 4178	"	7/36	11/51
952	ANX 804	"	250	" 4179	"	7/36	9/51
953	ANX 805	"	251	" 4180	"	7/36	10/51
954	ANX 806	"	252	" 4181	"	7/36	10/52
955	ANX 807	"	253	" 4182	"	7/36	9/50
956	ANX 808	"	254	" 4183	"	7/36	11/51
957	ANX 809	"	255	" 4184	"	7/36	10/52
958	ANX 810	"	256	" 4185	"	7/36	8/51
959	ANX 811	"	257	" 4186	"	7/36	8/51
960	ANX 812	"	258	" 4187	"	7/36	5/52

The Roe body from Dennis Lancet 882 was fitted to 938 in 10/49; 938's body fitted to 922 in 3/49; 922's body to 933 in 9/49; 933's body to 937 in 12/49; 937's body to 925 in 2/50; 925's body to 920 in 4/50, and 928's body scrapped.

All the Bristol J05G's were re-seated to B32F before withdrawal. 930/41/6/59/60 were rebuilt with roller blind indicators in 1945/46.

1937.

Y 343	B.T 804	Bristol G05G	176	C 4699	H26/26R	2/37	12/51
Y344	B.T 805	"	177	" 4700	"	2/37	1/52
Y345	B.T 806	"	178	" 4701	"	2/37	1/52
Y346	B.T 807	"	179	" 4702	"	2/37	1/52
883	AYG 411	Dennis Lancet 11 175110		" 4335	B32F	5/37	4/50
884	AYG 412	"	175119	" 4336	"	3/37	4/50
C.5	AYG 413	"	175124	" 4337	"	3/37	4/50
1961	B.T 754	Bristol J05G	345	" 4706	"	2/37	3/51
1962	B.T 755	"	350	" 4707	"	3/37	2/52
1963	B.T 756	"	351	" 4708	"	3/37	2/52
1964	B.T 759	"	355	" 4709	"	3/37	7/52