

# WEST YORKSHIRE

ISSUE NUMBER 207

INFORMATION SERVICE

JUNE 1968

## STAFFORDSHIRE AREA INDEPENDENTS TOUR - Sunday, 26th May, 1968.

For our Spring Tour this year, we visited some of the many interesting Independent operators centred on Staffordshire District. The tour, which commenced from Bradford, ran via Leeds, Huddersfield, Holmfirth and Glossop to Buxton, where the last of our 31 passengers joined the coach. This was one of the ex-Ledgard Ford Thames vehicles, CF 1 (8848 WY) looking very smart in its new cream and maroon full-coach livery, and in the capable hands of [redacted] of Bradford, who, members will recall, drove us on our Durham trip last year.

The tour basically followed the details given in issue 203, and, accordingly, the first company visited was Berresford's at Cheddleton. Here, we were pleased to be given the freedom of the premises, including the field at the rear of the garage, in which some 50 withdrawn vehicles are dumped, some having lain there for as many as 15-18 years. Amongst familiar vehicles seen there were several Bradford Corporation AEC Regents of 1934 vintage, and the ex-Kitchin and Ledgard Atkinson NWW 805. In connection with the visit to this firm, members are reminded that the company require a copy of photographs taken on these premises, as requested on the form which each passenger signed.

Reluctantly leaving Berresford's, we continued through Choadle and Tean to Spath, where a short stop was made to examine the Stevenson's fleet. The Uttoxeter depot of Green Bus Co. was the next firm to be visited, following which we proceeded to Rugeley, to this firm's other depot. Here we were welcomed by [redacted], who very kindly gave us the freedom of the premises, in addition to answering questions and allowing almost every vehicle to be moved for photographs.

Leaving Rugeley, our next visit was to Harper Bros. of Heath Hayes, where we saw such vehicles as ex-LTE RTL's, RTW's and Craven RT's, St. Helens Corp'n. RT's, new PD's and Leyland single-deckers which were formerly Burlingham coaches, but have now been fitted with bus fronts by Harper's.

From Heath Hayes we visited the premises of Churchbridge Motors, Cannock, where we examined the ex-Southern Vectis K6A and Bristol Omnibus IS coach which were delicensed on the premises. Leaving here, our journey was via Stafford and Stoke to Hanley, where we passed the depot of Proctor's, who runs 3 Daimler Fleetlines and an ex-LTE RT. A break was then made in Hanley Bus Station for tea, before commencing the long journey home.

Leaving Hanley, we passed through Burslem and Tunstall to Goldenhill, where we made a short stop at the premises of Stonier's. Amongst interesting vehicles seen here was the newly acquired Leyland PD3A 556 DUA, ex-Kippax & District, besides Hutchinsonson of Overtown, Devon General, Ribble and East Midland double-deckers.

We then settled down for the homeward journey, which was via Manchester, Oldham and Huddersfield to Leeds, where we arrived at 9.45pm, the coach then continuing to Bradford. We were pleasantly surprised at the performance of this vehicle, which proved to have excellent hill-climbing ability, together with a fair turn of speed, and behaved faultlessly throughout.

Our grateful thanks go to the operators and their representatives who very kindly gave up their Sunday afternoon to welcome us; to the Company for their usual kind co-operation; to our driver, and to [redacted] and [redacted] for organizing the tour so excellently.

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PRESS DAY for the July issue will be Saturday, 6th July, 1968, and all items should be sent to [redacted], [redacted], to arrive on or before that date.

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### 1. FLEET CHANGES.

#### Additional Information.

The body number of CF 1 is 72479. Does anyone know the body number of CF 2 ?

Previous owners of the latest batches of Ledgard vehicles to be sold, together with dates to service, etc., are given below:-  
PNW 91/2 New to Ledgard in 1952 as H30/26R but later resealed to H32/26R.  
ONW 2 New to Ledgard in 1951 as FC37E, resealed to FC39F in 1954.  
DCN 834-40 New as Northern General 1534-40 in 1954, acquired via Norths .....(dealers)

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(dealers), Sherburn, entering service with Ledgard 13/4/63.  
 KHW 631 New as Bristol Tramways & Carriage Co. C.4020 in 1948, acquired via Norths in 10/60, entering service with Ledgard 1/3/61. Heat, fitted 7/61, and converted into tree-lopper 8/67.  
 KHY 395 New as Bristol Tramways & Carriage Co. C.4026 in 1948, acquired via Norths in 10/60, entering service with Ledgard 1/4/61.  
 LAE 12 New as Bristol Tramways & Carriage Co. C.4043 in 1948, acquired via Norths in 10/60, entering service 1/2/61. Withdrawn 30/4/65, all seats removed and used as a towing vehicle at Otley.  
 JWU 131 New to Felix, Hatfield (No. 28) in 1950, and acquired 8/62, entering service 24/8/62. Originally H30/26R, but resealed to H32/28R before entering service.  
 LLU 803, NXP 764/864 New as L.T.E. RT 1895, 4410, 4611 respectively, acquired via Norths in 5/63, entering service 8/63, 6/63, 6/63.  
 LYR 926, MLL 838, OLD 705 New as L.T.E. RT 3507, 3528, 4485 respectively, acquired via P.V.S., Ilford 9/63, entering service 12/63, 11/63, 10/63.  
 MXX 147 New as L.T.E. RT 3632, acquired via P.V.S., Ilford 10/63, entering service 2/64.  
 LYR 915/24 New as L.T.E. RT 3496/3505, acquired via P.V.S., Ilford 4/64, entering service 9/64, 7/64 respectively.  
 CRN 855, DRN 273 Ex Ribble 2762, 1333, acquired via F. Cowley 26/2/64, entering service 4/64 and 5/64 respectively.  
 CRN 852/66 Ex Ribble 2759/73, acquired via F. Cowley 6/64, entering service 10/64 and 8/64 respectively.  
 KGU 263 New as L.T.E. RTL 305. To Birds, Stratford-on-Avon 8/59, then to Silver Star, Porton Down (No. 36) in 10/59, until 6/63. To Super Coaches, Upminster from 7/63 to 5/64, then loaned to Lesney Products, Hackney from 5/64 to 2/65. Acquired by Ledgard from P.V.S., Ilford 3/65, entering service 1/9/65.

Allocations and Transfers.

SUG 14	from BRADFORD	(delicensed)	31.5.68
DGW 9	" LEEDS	"	"
DX 64/66	" HARROGATE	"	"
DX 161	" BRADFORD	"	"
SMG 14	(delicensed)	to MALTON	1.6.68
SUG 30	"	" BRADFORD	"
CP 1	"	" YORK	"
CUG 28/32	"	" BRADFORD	"
DBW 29	"	" LEEDS	"
DX 55/61	"	" HARROGATE	"
DX 160	"	" BRADFORD	"
SMG 22	from WETHERBY	" LEEDS	"
SMG 46	" MALTON	" WETHERBY	"
EUG 87	" LEEDS	" SKIPTON	"

- Notes:-
1. All vehicles are relicensed at their former depots except SUG 30 (ex Harrogate).
  2. The delicensing of DGW 9 is of interest. It is due no doubt to the expiry of the C. of F. on 14/6/68.
  3. DBW 29 is proving exceptionally hard to "kill". It has been withdrawn once and delicensed twice more in the last year, but each time it manages to return to service.
  4. This is the first move since new for SMG 22 (new 1/7/63).
  5. SMG 46 is now under Leeds depot maintenance again; it was at this depot from new until 1/10/64.

Reinstated Vehicle.

SUG 30, previously withdrawn, has now been returned to service.

Sales and Disposals.

March, 1968:- CRN 852/5/66, DRN 273, KGU 263 to P.V.S. Ltd. (dealers), Canvey Island, Essex.  
 April, 1968:- JWU 131, KHW 631, KHY 395, LAE 12, LLU 803, LYR 924, MXX 147, NXP 764/864, OLD 705, ONW 2, DCN 834-40, DBW 2/3/6/11/12/13/15/16/18/19/20/22/27/30, SGW 2/4/5/10, SBW 26/28 all to W. Norths (PV) Ltd. (dealers), Sherburn.  
 LYR 915/26, MLL 838, PNW 91/2 to P.V.S. Ltd. (dealers), Canvey Island, Essex.  
 May, 1968:- SBW 29 to Reliance Motor Services Ltd., Crayke, Yorkshire.

.....Fleet Total.

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Fleet Total.

	C	SD	DD	1.6.68	1.6.67
Licensed	51	225	284	560	533
Delicensed	3	9	5	17	17
	54	234	289	577 *	550

\* The fleet total includes SUG 30.

2. VEHICLE NOTES.

Overhauls.

March, 1968:- KDX 164 (Poly), not repaint as stated in issue 205.

May, 1968:- YDB 83, SMG 14, DX 55/61/160.

SMG 7, reported last month, only went to Harrogate for repaint and fitting of flashers. SMG 4, similarly, was not given a full overhaul. An additional Ledgard overhaul is DGW 11 in 11/65.

Repaints.

May, 1968:- SMG 31 (SK), DX 207 (B), DX 153 (TUV), YDX 131/229/232.  
W/E 18th May:- DAW 4 (O), the last "blue" West Yorkshire vehicle, and that by the handsome margin of almost 4 months.

General News.

SMG 31 (K) after repaint retains large fleet numbers.

The pattern of standard fleet number positions appears to have changed yet again. Until recently, vehicles receiving a full overhaul only carried two external numbers, one on the off-side front, below the windscreen, and one at the rear. Most also had a small number adjacent to the fuel filler. Now, however, vehicles are receiving numbers in two additional positions. On the single deckers, this is behind the door on the nearside, and in the equivalent position on the offside. Double deckers have one behind the cab door, and one on the first nearside panel. SRG 11 (L) appeared to be the first with this scheme; due to the fitting of a new radiator grille (of a slightly different pattern), this vehicle had been without any front fleet number for about a month. DX 44, SMG 14 and YSMA 7 also carry fleet numbers in these extra places. Only the front and rear numbers carry allocation discs, however.

KDX 164, although receiving a full overhaul in March, retains long front wings and CBC heating. DX 44 also has unaltered front wings, although these were shorter in any case.

DX 55/61 both now have 'T' indicators, leaving only 5 DXs still to be fitted, of which two, DX 64/66, are now delicensed, no doubt awaiting overhaul.

DX 28 (K) now has a red-painted radiator grille once more.

During May, most vehicles carrying painted "Ramsdens" adverts had them painted over, and a new style advert substituted. This consists of a letter "R" at each end, surrounded by an octagon, with the words "Ramsden's Ales" printed between the two letters. The three vehicles at Leeds with this firm's advert, DX 6/10 and DGW 7, all had them done by early May, and since then most Keighley and Bradford vehicles noted have also carried this new advert.

With the delicensing of DGW 9, DGW 7 is now the only DGW still with 5-piece blind display, and is therefore the only one with full intermediates. It has not previously been recorded that this vehicle on repaint in Works in October, 1967, had its rear fleet number transferred to the emergency door, above the seating capacity, instead of on the other rear panel, to the left of the number plate, the usual position on KSWs.

3. SERVICE CHANGES.

Stage Carriage.

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

S.528. 44 Leeds-Bridlington via Pocklington, 45 Leeds-Bridlington via Stamford Bridge (Joint with E.Y.M.S.).

The 19.30 journey from Bridlington to operate via Pocklington (44) instead of Stamford Bridge (45) and this will operate in Summer only and the 19.30 Bridlington to York (Winter) will cease to operate. The 20.30 Bridlington to York (44) will now operate via Stamford Bridge (45), will operate throughout the year and will divert via Fimber.

S.529. Bradford.

On inward journeys to Chester St. Bus Station to revise the route to be Hall Ings, Manchester Road, Victoria Square, Little Horton Lane  
...Chester St.

Chester Street on the following services:- 37/43/50/51/54/58/60/63A/70.

S.530. 10 Harrogate-Penny Pot Lane.

To revise the timetable.

S.531. 99 Thirsk-Harrogate (Joint with U.A.S.).

To introduce additional stops at Wards Corner, Baldersby Village and Carlton Minnett (Mansfield Terrace) on all journeys. Incidentally this service is shown in the timetable of X99 as additional journeys.

S.532. Bradford-Otley.

To withdraw the 08.40 Bradford to Yeadon (Suns).

S.533. 55 Bradford-Yeadon.

On Suns to introduce an additional journey at 08.40 from Bradford to Yeadon.

S.534. 14 Harrogate-Boroughbridge.

To withdraw the 06.50 Harrogate-Boroughbridge and return on Sats.

S.535. 68/68A Bradford-Eldwick-Dick Hudsons (Joint with B.C.T.).

To amend the Eldwick terminus from Beck Bottom to Lyndale Road.

S.536. Y14 York-Warthill.

To withdraw the Sats. only 08.41 Galtres Road to Rougier Street.

S.537. Y13/13A Huntington-Nether Poppleton.

On Mon-Sat to retine the 18.34 from Nether Poppleton to 19.04.

S.538. K6 Fell Lane-Thwaites (Keighley Local).

To revise the route at Fell Lane so as to operate via Prospect Mount.

S.539. K19 Keighley-Hebden Fridge (Joint with Todmorden J.O.C.).

To retard the 15.00 ex Hebden Bridge to 15.05 on Mon-Fri.

S.540. 44/45/46 Leeds-Bridlington/Hull (Joint with E.Y.M.S.).

To amend the conditions relating to 5 day travel tickets to read 'Available for travel on Monday to Friday except between Leeds-Pocklington or before 09.00 between Pocklington-Bridlington/Hull'.

S.541. 34 Leeds-Ilkley.

On Mon-Sat to introduce an additional journey at 22.25 from Otley-Leeds and to advance the 21.45 Ilkley-Leeds to 21.35.

S.542. 75 Bus Station-Weston Estate (Otley Local).

On Mon-Fri to retard the 22.40 ex Bus Stn. to 22.45 ret. at 22.55.

S.543. 75A Newall-Westbourne Estate (Otley Local).

On Mon-Fri to advance the 22.20 ex Bus Stn. to 22.10 ret. at 22.17.

S.544. 52 Otley-Menston Village.

To amend the 22.30 Mon-Sat ex Otley to depart at 22.20 Mon-Fri and 23.00 Sats.

S.545. 65 Bradford-Menston Village.

To amend the 12.30 ex Bradford and return to be 12.40 and 13.35.

S.546. 79A York-Wetherby.

On Mon-Sat to withdraw the 12.55 Wetherby-Bickerton and return.

S.547. 38A Leeds-Red Hall Lane.

On Mon-Fri to amend the 16.07 ex Leeds and return to be 16.12 and 16.28.

S.548. Y10/20 Wigginton-Bishopthorpe (York Local).

To introduce an additional journey at 08.20 Haxby-Railway Station and to retard the 08.24 Haxby-Woodthorpe to 08.10 on Mon-Fri.

Express Carriage.

E.81. New Service Leeds (Central Bus Stn.)-Skipton (Waller Hill Bus Stn.)

This new express service will operate on Summer Saturdays only and if granted the ex-Ledgard Leeds/Bradford-Blackpool services would be surrendered.

Excursions and Tours.

T.73. From Bradford.

Additional excursions and tours are sought to:- 1. Capesthorpe Hall; 2. Holker Hall; 3. Levens Hall; 4. Bowness; 5. Knaresborough; 6. Tissington; 7. Eyam & Dore; 8. Headingley (Football); 9. Hunslet (Football); 10. Halifax (Football); 11. Hull (Football); 12. Hull  
....Kingston Rovers

Kingston Rovers (Football); 13. Huddersfield (Football); 14. Salford (Football); 15. Wigan (Football); 16. Warrington (Football); 17. Widnes (Football); 18. Oldham (Football); 19. Workington (Football); 20. Whitehaven (Football).

With effect from Mon. 8th April, Roseville Road was reopened to traffic, and routes 38/38A/39/39A resumed their correct routes.

On Tues. 28th May, West Street was also reopened to west-bound traffic, having been one-way (east-bound) only since about 6th Feb. During this time outward journeys on Leeds-Guiseley (32) were diverted via Westgate, Wellington Street and Kirkstall Road.

4. OPERATING DETAILS.

Depot Reports.

Bradford. An extremely unusual sight on the joint BCT/LCT route 78 (Leeds-Pudsey-Bradford) taken over from Ledgard was the appearance on Tues 14 May of a blue ex-L.T.E. RT operating the route once again. On this occasion, of course, it was not a Ledgard vehicle, but Bradford Corporation 405 (HLW 149), working the 20.00 journey ex Bradford, no doubt as the result of a changeover. The usual Bradford vehicles on this route are AEC Regent Vs of the 126-135 batch. Noted on Keighley-Bradford (57) on 14 May was KDX 163, a KDX now being the regular Keighley vehicle on this route, although Bradford still usually provide an SRG for this service.

Harrogate. On Sat 25 May SBW 19 worked 12.45 Harrogate-Blubberhouses (22), showing "Service/West Yorkshire/22", whilst later the same day SMG 51 (0) was working 16.15 Harrogate-Otley (22).

Ilkley. Two Keighley vehicles on loan here during May were DX 158 and SRG 71. On Fri 24 May SNG 26 was working the 20.45 Ilkley-Bradford (63) in place of the usual SRG. With the transfer of SRG 63/75 from Keighley, SRGs with peaked bodies are now working Skipton-Tadcaster (76) regularly for the first time, at least on the Skipton-Harrogate section.

Keighley. On Mon 13 May the Keighley depot vehicle which works 09.05 Leeds-Keighley (31) with a Leeds depot crew was DX 151 (I), and the following day was DX 16 (B)!! Also on Tues 14 May DX 9(K) operated 13.35 to Skipton (K11), normally a modern KDX. On Tues 23 May, KDX 41 replaced DX 120 (K) on the 10.20 Leeds (31), and it must be a long time since one of this batch of KDXs appeared on 31. DX 120 then operated on K21/22 between 12.05 and 14.00, then later operated the 17.25 Laycock (K7) and return. DX 31 was working services K2/3/4 at lunchtime the same day, these being usually KDX operated. On Fri 24 May DX 31 worked the Bradford turn 13.50 Keighley-Bradford (57), and SRG 4 (B) was noted on the same route on the 16.50 Keighley depot departure. SMG 42 (SK) worked the 13.05 Keighley-Skipton (K10) on Mon 27 May, this duty normally being worked by KDX 138 (SK). On Tues 28 May SRG 70(I) replaced DX 98 (K) on the 08.20 Keighley-Leeds (31), probably the first occasion Keighley depot have used an SRG on this service. The same day SUG 29 (B) operated 12.00 Keighley-Bradford (67), this being the Bradford depot car on Bradford-Skipton, which is virtually always DX operated. EUG 73 (B) was also noted on this day, on 16.40 and 17.40 Keighley-Bradford (John St.) (X67). A far cry from the days when DX 67/68, erstwhile pride of the fleet, were the permanent vehicles on this route, it is now worked by many different classes of vehicles, including new DXs, older DXs and SRGs, in addition to, as can be seen above, semi-coaches. On Thurs 30 May KDX 39 was noted on 13.35 Keighley-Spring Bank (K17) in place of the usual KDX 133 onwards-type vehicle. The 16.20 Leeds-Keighley (31) was worked by SUG 37 (L), and the 16.40 by EUG 78 (L). Our sympathy is extended to the Keighley-West Yorkshire Sports and Social Club on the theft of their coach, whilst they were on a staff outing to Blackpool on Sun 12 May. The staff had to return to Keighley in a hired RIBBLE coach, and their own coach (CUG 33) was recovered undamaged by the Blackpool police the following day. On 13 May KSRG 81 worked on Keighley-Oxenhope (K27), whilst the same day SRG 4 (B) was on route 57.

Leeds. Working on Leeds-Knaresborough (38) on Mon 12 May was SMG 40 (W loan L), an unusual type of vehicle for this route. Noted in Cookridge Street on Thurs 30 May, presumably working 12.35 Leeds-Ilkley (34) was DX 52 (H), displaying "Service/34" at both front and rear, although no doubt both "Leeds" and "Ilkley" appear on the blinds. ...On learner

On learner duties, the first for some time, on the last day of the month was DGW 5 (L). Working on Leeds-Bradford (30) on Mon 6 May was SUG 26 (B), whilst the same day DX 158 (K loan I) worked on Leeds-Ilkley (32A), and EUG 71 (YK) was on Leeds-York (43).

On Thurs 16 May EUG 75 (H loan YK) was on Leeds-Bridlington (44). Sat 18 May was SRG 28 (L) working OMO on Leeds-Bridlington (44) in place of the usual newer SRG. On Mon 20 May EUG 86 (YK) was on this route; on Tues 21 May EUG 71 (YK) and on Sat 25 May E.Y.M.S. 686. Noted on a School Special in Tadcaster on 23 May was DGW 7 (L loan W), an old Wetherby depot vehicle. On Wed 8 May DGW 9 (L) worked on route 34 to Ilkley throughout the day. BUGS and SUGS regularly work on routes 32A/34, usually on the 15.35 and 17.35 to Ilkley (34), and 15.30 and 17.30 to Ilkley (32A), examples being EUG 87 (17.30 Ilkley 32A) on 13 May, and EUG 76 on the same journey on 27 May. Two unusual vehicles on the 06.30 Leeds-Ilkley (32A) have been DGW 7 (L) on Tues 14 May, and DAW 2 (O loan L) on Fri 24 May. On Mon May 20, DX 82 was noted on 11.15 Leeds-Ilkley (34), whilst on Fri May 24 DBW 5 (L loan O) was parked behind Otley depot at 10.00, showing "Leeds/33".

Pateley Bridge. An unusual visitor to this part of the Company's territory on 4 June was a Bristol double decker, DDL 688, an ex Southern Vectis K5G, now owned by Johnson of Bradford. The vehicle ran via Otley and was noted near Summerbridge transporting Girl Guides home from their weekend camp there.

York. On Sat 25 May SMA 13 (YK) worked on Y7 in place of the usual YSMA. On May 8, SBW 25 was on Y10/10A/20/20A all day, and YSMA 8 was on Y9/9A during the day, and into the evening, an unusual appearance on a double deck rota. On 22 May SML 3 worked a School Special in the morning, and ended up on 80 in the evening. Every Mon-Fri since then, either SML 3 or SML 4 has worked this rota. On 29 May SBW 20 was on Y9/9A. With regard to our notes on the York floods last month, it has been pointed out that the diversion of Y5A was via Dodsworth Avenue and not Haxby Road/Halesy Terrace. It is suggested that the note regarding Y7/12/13/13A should have read "just south of the old Bawwick Station" and not "of Old Bawwick Station". As regards the diversion due to the tree cutting, the normal route for service Y8 is via Bootham Crescent, and the service affected was in fact Y2.

Long Distance. Noted on the South West Clipper service on Mon 13 May was Yorkshire Traction 18.

Arising from the closure at the end of May of the Beans Ings Car Park, Saturday departures from Leeds for the West Coast are to be made from Lisbon Street Car Park (almost opposite Beans Ings). This is only a matter of yards from the old Saville Street departure point, which ceased to be used on the building of the new baths on the site.

Hirings on Fri 31 May, Longsters AUM 414C (Bridlington) and JUB 304E (both ex Ledgard) were noted, whilst on Whit Saturday Wray's 2050 WY, JKY 597 and TRU 100, Longsters JUB 304E, Hollings NWR 446D and Handley's RBD 515 and WUM 505 were all on hire.

Noted in Roseville Road garage on Wed 29 May was Timpson's JJJ 576D. An interesting visitor here on 25/26 May was Aldershot & Dist. Dennis Loline/East Lancs. 357 (SCU 465), returning from a tour of Scotland with the Omnibus Society.

On Sat 25 May SMG 40 (W loan L) was working Leeds-Bridlington (EXP), whilst noted in York on 11 May was EUG 88 (L) probably also on this service. Noted in York depot on Private Hire on 13 May was CRG 9 (L), whilst the following day ERG 9 (L) was there. Noted returning from hire on Tues 4 June was Wrays XAK-678.

## 5. SOLD STOCK NEWS.

GWX 137 (ex SG 154, Bristol L5G sold Fleet Car Sales 1/62).

To Richardsons Tours, Keighley 2/62.

Ashcroft Tours, Keighley 9/63.

White Group Cleaning Services, Portsmouth 3/64.

Jeffries (dealer), Hedge End, Hants. by 2/68.

JWY 224 (ex DBW 1, Bristol KSW6B sold Wharton, Halifax 3/68).

Thanks to the Post Office Staff Magazine "Courier" for May, 1968, we now know the use to which this vehicle is to be put. The vehicle was purchased on behalf of five Post Office engineers and six others, and they plan to follow the route of the Tour de France  
.....cycle

cycle race in July. The vehicle has been fitted out with a kitchen downstairs, and most of the upstairs seats removed, as it is planned to sleep on airbeds. The vehicle remains in West Yorkshire livery, even to the extent of having fleetnames, but has had a white roof added, no doubt as a protection against the tropical sun. A photograph of the vehicle undergoing preparation for its new role also appeared in the magazine.

EWY 419 (ex SG 103, Bristol L5G sold Fowler, Harrogate 1/63). Still with Fowlers, this vehicle appeared in Wetherby Bus Station on Fri 17th May, and it must be many years since it last ran into here, if indeed it ever did.

LWR 406 (ex CUG 1, Bristol LS6B sold Norths, Sherburn 6/66). To Allenways, Birmingham 6/66. Noted on Thurs 23rd May leaving Derby towards Burton-on-Trent with a full load of passengers, and still in W.Y. cream/maroon livery, with fleetnames and numbers painted out.

YG 2196 (ex 551, Leyland TS4 sold York Autowreckers 8/49). To Caravan, York by 1951. Last reported as being still at Leeds Bridge, York 12/3/66. Noted on 12th May still at the same site.

Top Deck.

The top deck of one of the original ECW highbridge bodies from the Y368-Y378 batch is still in a field at Barnby Moor near York. This has been mounted onto a chassis (make unknown), and is fitted with an engine, gearbox, steering wheel, etc. The bible indicator has been removed, and the space where it was fixed now has the radiator mounted behind it. At one time owned by the York Clay Pigeon Shooting Club, the "vehicle" now appears to be disused. Does any member know which particular vehicle this top deck is off?

NW 805 (Atkinson 5HLW sold by Ledgard to Hughes (dealer) 11/63). To J. Wood, Mirfield (No. 25) 12/63. S. Hughes (dealer), Bradford 8/65. Berresford, Cheddleton 8/65. Withdrawn 8/67, and lying derelict at Berresford's premises 5/68.

JUB 301E (Bedford VAM 14 returned by Ledgard to Hughes (dealer) 10/67). To Jackson, Cavan, Ireland 4/68.

JUB 303E (Bedford VAM 14 returned by Ledgard to Hughes (dealer) 10/67). To Bracewell, Colne, Lancs. 4/68.

BCK 422 (Leyland PD1A sold Norths (dealer), Sherburn 1/68). Sold for scrap 4/68.

PNW 91 (Leyland PD2/12 sold P.V.S., Canvey Island 4/68). To Audawn Coaches, Corringham, Essex 4/68.

MLL 838 (AEC Regent III sold P.V.S., Canvey Island 4/68). To City Coaches, Waltham Cross No. 101 4/68. Fitted with platform doors, it appeared as an entrant in the Brighton Coach Rally held on April 20/21!

CRN 855 (Leyland PD2/3 sold P.V.S., Canvey Island 3/68). To P.V.S. Contract Fleet No. 77 3/68.

KHW 631 (Leyland PD1 sold Norths, Sherburn 4/68). To Ben Johnson, Goldthorpe 4/68 for scrap.

LAE 12 (Leyland PD1 sold Norths, Sherburn 4/68). Sold for scrap 5/68.

KHY 395 (Leyland PD1 sold Norths, Sherburn 4/68). Taken direct from Skipton depot and scrapped by Parker, Bradford 4/68.

JWU 131 (Leyland PD2 sold Norths, Sherburn 4/68). Taken direct from Skipton depot and scrapped by Parker, Bradford 4/68.

NXP 864, OLD 705 (AEC Regent III sold Norths, Sherburn 4/68). Both to P.V.S., Canvey Island (dealers) 5/68. Exported to Etablissement Briand, Briare-le-Canal 45, Loiret, France 5/68.

DCN 839 (Guy LUF 6HLW sold Norths, Sherburn 4/68). To Ben Johnson, Goldthorpe 4/68 for scrap.

6. TEN YEARS AGO.

The June, 1958 issue ran to four pages, and commenced with the news that the North Yorkshire tour had had to be cancelled due to lack of support. No new vehicles entered service.

Depot reports recorded that KDBs had started to make frequent appearances on Services 31, 57 and 67, carrying "On Hire to West Yorkshire" stickers. At Leeds, KDB 10 had worked a teatime duplicate to Barwick.

Sold stock news reported that both 976 and 977 were still with showmen, having been seen near Huddersfield, and at Kendal respectively.

7. OTHER INFORMATION.Leaflets.

The customary leaflets have recently been published giving details of Summer Services on most Express Services. In addition, a leaflet advertising a week-long holiday in London in conjunction with Tilling Transport has been published, as has a small map showing the location of the new Lisbon Street departure point in Leeds, and the services leaving from there.

The leaflet issued for the Yorkshire-Blackpool services highlights the fact that these services have been slightly renumbered, as follows:-

J1/J2	Yorkshire-Blackpool/Fleetwood	
J3	Yorkshire-Clitheroe-Blackpool (Ex J9)	
J4	Leeds-Yeadon-Skipton-Blackpool (New Service-	not shown in timetable)
J5	Leeds-Pudsey-Idle-Blackpool	
J6	Yorkshire-Clitheroe-Blackpool	
J16	Harrogate-Blackpool	

In addition, the use of service numbers X75-X79 inclusive, only recently allocated, appears to have fallen into disuse, as the relative leaflets bear no reference to these route numbers.

Enquiry Office.

The new W.Y. enquiry office in the Leeds Municipal Bus Station, referred to last month, was in fact the former Yorkshire Woollen District office.

Bristol VRT and LH.

Members may be interested in the following brief details of the Bristol VRT and Bristol LH, both recently announced designs and which have been ordered by West Yorkshire.

The Bristol VRT is a transverse-engined version of the Bristol VR, and in the West Yorkshire version will give an overall length of 30ft. 5 in., although a longer wheelbase, giving a 33ft. overall length, is available. The overall width of the chassis is 8'11". Six engine choices are given, comprising Gardner 6 LXB, 6 LX and 6 LW, Leyland 0.680 and 0.600, and ABC AV 691 units. It is intended that the body design will eliminate the "bustle" familiar on both the Leyland Atlantean and Daimler Fleetline, no doubt with a consequent improvement in the appearance.

The Bristol LH replaces the Bristol SU, of which 181 had been manufactured when production ceased in 1966. As the Albion EN 250 engine has ceased production, the engine options are Leyland 0.400 and Perkins H6.354, of which one of the latter is still under trial in SMP 17, the only SU so fitted. The 16ft. 2 in. wheelbase LH will cover body lengths of from 28ft. to 32ft. 6 in. Although the current trend seems to be towards rear-mounted engines, the LH has an underfloor engine on the lines of the Bristol MW. The LH appears to be intended as a competitor for the lightweight front-engined vehicles, such as the Bedford VAM, and it is interesting to note that many Tilling Group companies, after experience with the Bedford VAM, have now placed orders for the Bristol LH.

Ticket Machines.

It was reported in issue 181 that a conductor had been seen in Leeds using an Almax ticket machine. It has not been previously recorded here that from at least April/May, 1967, the one-man operated vehicles on Harrogate Town Services have been fitted with these machines, in place of Setright Speed models. The ticket issued measures 1 1/2" x 1 1/2" and all wording is printed on it by the machine (i.e. the machine starts with a blank roll of paper). The resulting ticket is similar to those obtained in many supermarkets!