

# WEST YORKSHIRE

## INFORMATION SERVICE

ISSUE NUMBER 228.

MARCH, 1970.

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



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FORTHCOMING EVENTS.

LEEDS MEETING. - Saturday, 4th April, 1970 - 6-45 p.m. As announced last month, a meeting is to be held in Wellington Street Coach Station Cafe, Leeds, commencing at 6-45 p.m. No speaker has been arranged, in order to give members an opportunity of showing their colour slides, as well as to meet old and new friends.

LONDON to BRIGHTON RUN. This, the first Rally of the 1970 season, will take place on the 3rd May, 1970, and as usual a contingent from Yorkshire will be travelling South on Saturday, the 2nd May, in order to take part in this, the tenth annual run. As those who have been to Brighton in previous years know, the week-end is a really enjoyable one for all those interested in public transport and road transport of all types, old and new. Anyone interested in taking part in this outing is invited to contact either

\_\_\_\_\_ or  
 \_\_\_\_\_  
 not forgetting to enclose a stamped addressed envelope; full details will then be sent when arrangements have been finalised.

SPRING TOUR. Members are again reminded that this will take place on Sunday, the 7th June, 1970. Arrangements have not yet been completed, but it is hoped to visit West Riding and Yorkshire Wollen District, as well as some independents, several of which are running ex West Yorkshire vehicles. Full details, and a booking form, will appear in a later issue.

P.S.V. CIRCLE MEETING. The next meeting will be from 7-00 p.m., on Thursday, the 26th March, in the Bradford City Transport Staff Canteen, Forster Square, and all W.Y.I.S. Members are welcome.

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PRESS DAY for the April Issue will be on Saturday, April 4th, and all items should be sent, to arrive on or before that date, to \_\_\_\_\_,

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1. FLEET CHANGES.

1038. LWR.432 (599 WT). Bristol LS5G 93004 ECW 5725 B45F. 6-11-2.

February, 1970. EUG.78/9/81 RE-BUILT VEHICLE.  
RENUMBERING. to SUG.77/8/80.

		<u>ALLOCATIONS AND TRANSFERS.</u>		
	from	to		
SRG.70.	ILKLEY	OTLEY.		16.2.70.
SMG.6.	LEEDS	(delicensed)		28.2.70.
SMG.37.	HARROGATE	"		"
SRG.12.	LEEDS	"		"
SUG.19/26/70.	BRADFORD	"		"
SUG.21.	LEEDS	"		"
EUG.83/4/8.	HARROGATE	"		"
EUG.89.	YORK	"		"
ERG.3/5.	LEEDS	"		"
DX.34/107.	LEEDS	"		"
SMG.26.	(delicensed)	HARROGATE		1.3.70.
SMG.30.	"	SICPTON		"
SRG.17.	"	LEEDS		"
LH.3.	"	HARROGATE		"
SUG.77/8.(ex.EUG.78/9.)	"	BRADFORD		"
SUG.80.(ex.EUG.81).	"	YORK		"

<u>1. Fleet Changes, (cont.)</u>	<u>Allocations and Transfers, (cont.)</u>	
EUG.85/7.	(delicensed) to	HARROGATE 1.3.70.
	" "	LEEDS "
CUG.16/7/25/36/9/47/8.	" "	HARROGATE "
CUG.18/9/21/2/6/7/32.	" "	LEEDS "
CUG.23/30/4/5/40/1.	" "	BRADFORD "
CUG.24/8.	" "	YORK "
CUG.51/3/8.	" "	KEIGHLEY "
CRG.4/6/7/13/4.	" "	BRADFORD "
CRG.5/12.	" "	KEIGHLEY "
CRG.8/9.	" "	LEEDS "
CRG.15/6.	" "	HARROGATE "
DX.98/172.	" "	LEEDS "
KSMA.2.	from SKIPTON	" KEIGHLEY "
SMG.52.	" BRADFORD	" HARROGATE "
SRG.67.	" MALTON	" KEIGHLEY "
SUG.66.	" LEEDS	" BRADFORD "
SUG.79.	" LEEDS	" YORK "
ERG.1.	" HARROGATE	" LEEDS "
DX.45.	" KEIGHLEY	" LEEDS "
DX.125.	" HARROGATE	" LEEDS "
DX.156.	" YORK	" MALTON "

- Notes :-
1. All vehicles are relicensed at their former Depots, except LH.3 (ex. Grassington); EUG.87, CUG.17 & DX.98 (all ex.Keighley); SUG.80 (ex. Harrogate as EUG.81); CUG.32 (ex.Bradford) and CUG.36 (ex.Leads).
  2. This month sees the first moves since new for CUG.32, SRG.70 & LH.3.
  3. DX.156 is the first double-decker to be allocated to Malton since DX.35 left on 15.10.67.
  4. There are now no MWY registered L5's, and no OWX registered SUG's running. As a result, the oldest saloon still running is SMG.48, new in 1956. This time last year, SBW.22 (new in 1952) was the oldest.
  5. SRG.17 had been off the road since 30.9.69.

STORED VEHICLES.

LEEDS. SUG.77/8 were returned from Harrogate after repaint and stored here during February. SUG.77 had arrived by the 18th. February, and SUG.78 by the 25th. February. EUG.90 (ex.B) had also returned from Harrogate by 25th. February. SMG.6, SUG.16/21/38 & DX.35 are outside, whilst DX.32/4, EUG.90 and probably ERG.3/5 are inside.

YORK. The situation here is unchanged, except that CUG.42/3 moved to Harrogate on the 22nd. February.

WITHDRAWALS.

1st. January, 1970: 12 GWV (car).  
1st. February, 1970: SMG.2.

SALES AND DISPOSALS.

January, 1970: 12 GWV (car) to [REDACTED].  
1st. February, 1970: SMG.2, transferred to Service Stock as 1038.

	C.	S.D.	D.D.	<u>FLEET TOTAL.</u>	1.3.70.	1.3.69.
Licensed :-	41	207	274		522.	495.
Delicensed :-	10	33	5		48.	80.
	<u>51</u>	<u>240</u>	<u>279</u>		<u>570.</u> *	<u>575.</u>

\* The fleet total excludes SMG.2.

2. VEHICLE NOTES.

OVERHAULS.

February, 1970 :- SMG.26/30, DX.98; YDX.230/31; CUG.45; KDX.163.

DEPOT REPAIRS.

January, 1970 :- SMG.2 (Sale livery).  
February, 1970 :- CUG.44; EUG.78/9/81 (ex.SUG.77/8/80) all at Works, SRG.17/22 & DX.206/13.

DX.20 is not in sale livery, as was incorrectly stated in Issue 222.  
SBW.33 & DGW.8 were not painted in sale livery, and went to North's complete with full blinus, fleet numbers, fleet names, etc. The cab of SBW.21 however, was in sale livery!

PAINT DATES.

VR.22 - w.2/69, KDX.226 - w.11/66; SRG.91 - W.Poly.1/70, (These were collected by the Editor; there has not been any response to last month's appeal on this subject).  
With regard to our notes on the subject of paint manufacturers in Issues 210 & 214, "Her" probably means "Harpmill", who are still in business in Leeds, and "Sn" no doubt, stands for "Sherwood", leaving only "Hal" unexplained.

CERTIFICATES OF FITNESS.

SBW.22 - 27.11.69; & SMG.44 - 21.5.69.

REBUILDING.

As reported last month, SUG.2 has been fitted with a towing hook, and has now entered service at Bradford as 1038. It has had the boot doors completely removed, so has a permanently open boot, and remains in sale livery, without allocation discs. On the indicator it shows "Towing/007".

GENERAL NEWS.

According to a report in the "Yorkshire Evening Press" on the 11th. February, rear indicators are to be fitted to the YVR's, probably by the end of March, and new double-deckers will be delivered with rear indicators. It is hoped that this necessary feature will also be fitted to the VR's in the Keighley and main fleets. The report went on to say that single deckers were not to be treated, as they are used mostly on country services.

DX.53 has new style upholstery.

SRG.90/1 both have twin fog lamps; SRG.91 had its cab and interior front re-painted green before entering service, but the paint etc., have been carefully painted round!

DX.99 on overhaul in 11.69 was fitted with a sliding bulkhead window for use as a learner bus, no doubt to replace DX.51 which is now at Harrogate. It retains CBC heating.

SUG.77 received an external repaint into red with one cream band, but retains seats with old style upholstery.

All stage carriage vehicles are receiving a paper notice which reads "West Yorkshire Road Car Co.Ltd., Passengers are requested to state clearly their destination when offering the fare for the journey they are undertaking." This is positioned between the luggage rack and the top of the window on single deckers, and on an advertisement panel in the lower saloon (at least) of double deckers.

Many seat changes are currently taking place, and as a result, all the Eastern National CUG's, 42-5, now have standard seats with new upholstery, whilst EUG.93/4 & CUG.9/15 have Eastern National seats. In addition, SUG.16/29, EUG.90/2 & CUG.8 now have old style upholstery, and EUG.86/8 have new style upholstery.

DX.98, YDX.230 & KDX.163 did not have their CBC equipment removed on overhaul.

DX.21 (0) & KVR.25/6, amongst others, have now had the interior front, etc., re-painted semi-matt green. VR.21 now has 2" external fleet numbers above the windscreen instead of the usual even smaller yellow ones.

ADVERTISEMENT NOTES.

SRG.3 (L) has now had its painted rear Harrogate Motors advert. painted out.

The new Wallace Arnold advert. mentioned last month is a paper one.

The full wording of the new Leeds target advert. is "The Loft, Kirkby Lonsdale, Tel.223. Presents for all occasions; 15 minutes from M.6, Carnforth."

VR.16 has now received a new style Exhaust Supplies advert. on the rear engine cover.

3. SERVICE CHANGES.

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

STAGE CARRIAGE.

S.794. - 45. Leeds - Bridlington, (Joint with East Yorkshire Motor Services).

To amend the route on Westbound journeys by leaving the A.166 at Murton Lane End, turning left into short unclassified road to join the A.1079 at Grimston Hill.

S.795. - K.8. Skipton - Silsden.

To advance the 08.20 Crosshills - Skipton to 08.15, and operate the journey via Bradley.

S.796. - 44. Leeds - Bridlington, (Joint with East Yorkshire Motor Services).

Application is made to revise the timetable to withdraw the 07.20 Bridlington to Leeds on Sundays in Summer, and the 18.05 Leeds to Bridlington on Fridays, and also to withdraw the additional Summer timings at 10.05 from Leeds to Bridlington and 19.30 from Bridlington to Leeds.

S.797. - 46. Leeds - Hull, (Joint with East Yorkshire Motor Services.)

Application is made to amend the route within the Brough of Beverley, and to amend the timing point in Beverley to Sow Hill Bus Park.

S.798. - 34.B. Otley - Arthington.

Application is made to withdraw the 10.36 & 13.36 ex.Otley and return on Mondays only, and on Fridays only to extend these journeys to Rawdon Lane, returning at 11.03 & 14.03.

S.799 - 79. York - Wetherby.

On Monday - Friday and Sundays, to withdraw the 22.25 York - Tockwith, and return.

S.800. - Y.9/9 A. - Clifton - Tang Hall Lane/Heslington, (York Local.)

To extend this service from its present terminus at Clifton to a new terminus at the junction of Bowness Drive and Slip Road.

3. Service Changes, (cont.) Stage Carriage, (cont.)

- S.801. - 25. Harrogate - Markington.  
To amend the 17.45 (N.S) Harrogate to Markington, and 18.25 (N.S) return, to 17.50 and 18.30 respectively.
- S.802. - 36. Leeds - Ripon, (Joint with United).  
To re-time the 22.20 Daily, Harrogate to Leeds to 22.35.
- S.803. - 6.A. Bus Station - Rossett Green, (Harrogate Local.)  
On Monday - Fridays to withdraw the 16.18 ex. Bus Station, and return.
- S.804. - 34. Leeds - Ilkley.  
On Saturdays, to start the 05.35 Ilkley - Leeds from Otley at 05.57, and to introduce an additional journey at 23.25 from Ilkley to Otley on Monday - Fridays.

EXPRESS CARRIAGE.

- E.93. - Yorkshire Services.  
A new Feeder service is sought between Harrogate (Bus Station) and Leeds (Wellington Street Bus Station) to connect with the Keighley - London service, and if granted, the Harrogate - London licence would be surrendered.
- E.94. - X.75. Keighley - Scarborough.  
Application is made to amend the timetable, and to introduce a Day Return fare Leeds - Scarborough, 14/-.
- E.95. - X.78. Leeds - Bridlington.  
Application is made to transfer the F.O. 18.05 Leeds - Bridlington on Service 44 to this licence and to amend the timetable so that certain stage carriage duplication may be incorporated in the licence.
- E.96. - Y.S. Leeds - Cambridge.  
Application is made to delete Wakefield, and introduce a revised route between Leeds and Barnsley.
- E.97. - Y.S. Bradford - Luton.  
Application is made to delete Market Harborough, and revise the route between Leicester and Northampton.
- E.98. - Rossett - Blackpool, (Yorkshire - Blackpool Pool.)  
Application is made to operate this service from Wakefield, and if granted, West Riding (who are not a member of the Pool) would surrender their Wakefield - Blackpool Licence.
- E.99. - X.91. Bradford - Whitby, (Joint with United.)  
To introduce an amended timetable, fare table and stopping place/schedule, and if granted, the licence for the stage carriage service 91 (Leeds - Whitby) would be surrendered.

EXCURSIONS AND TOURS.

- T.76. from YORK.  
Application is made to include St. George's Field Car Park as an additional picking-up and setting-down point on the City of York Tour.
- T.77. from WETHERBY.  
Additional Excursions are sought as follows:-  
  1. Burnsall & Grassington (Half-day). Fare 9/-.
  2. Castle Howard & Hovingham (Half-day). Fare 10/-.
  3. Coxwold & Byland Abbey (Half-day). Fare 9/-.
  4. Newby Hall, (Afternoon). Fare 6/-.
  5. Haworth & Bronte Country. (Afternoon). Fare 8/-.
  6. Fountains Abbey, (Afternoon or Evening). Fare 6/-.
  7. Brimham Rocks, (Afternoon or Evening). Fare 6/-.
  8. Selby Abbey, (Afternoon or Evening). Fare 6/-.
  9. Pateley Bridge, (Afternoon or Evening). Fare 6/-.
Additional picking-up points are sought at Bardsey and East Keswick when on line of route.

- T.78. from LEEDS (Municipal Bus Station.)  
To introduce an additional Excursion to Thruscross Reservoir, which would operate from Easter or the 1st. April to the 30th. September, Fare 8/-.  
To extend the period of operation to Lotherton Hall to the 31st. October.  
With effect from Sunday, January 4th, one-man operation was introduced on Middlesbrough - Leeds - Liverpool (X.99), as a result of which the Middlesbrough - Leeds section was revised. The main difference is an increase in running time of 5 minutes over the journey, by the introduction of a 5-minute break in Ripon. As a result, either departure or arrival times for each journey are altered.  
A revised service was introduced on Services 63 & X.63, Bradford - Ilkley - Ben Rhydding from the 1st. March. Service X.63 is now down to one journey each way, at 08.00 Ilkley - Bradford, and 17.10 Bradford to Ilkley.

OPERATING DETAILS.

BRADFORD.

DX.45 (K) was used on Bradford - Baildon (58) in the morning of the 20th. February. A most unusual vehicle on the 16.10 Bradford - Harrogate (51 OMO) on the 21st. February was SMG.52 (B). It would appear that there are some James Bond fans at Bradford - as well as 1038 (see under "Re-building"), SRG.56 was seen early in February standing spare, showing "Cookridge/007". 1038 was noted attending to DX.50 in Shipley on the 14th. February, and was in Chester Street on the 17th. On the 4th. February, the 12.30 Denholme (56) was worked by SMG.19; the 08.55 Bradford - Leeds (30) by SRG.84; the 16.40 Bradford - Keighley (X.67) by SMG.58 (L.loan K. or B); the 16.35 Bradford - Leeds (55) by SRG.28 (L), all very unusual vehicles, and DX.49 (K.loan B) was on 16.45 Bradford - Skipton (67). On the 18th. February, the 13.20 Bradford - Baildon (61) was worked by KDX.145, showing "Bradford/61". On the 19th. February, the 13.25 Bradford - Harrogate (53) was worked by SRG.91 (H). On the 20th. February, DX.45 (K.loan B) worked the 12.10 Bradford - Otley (53), and on the following day, the 08.55 Bradford - Leeds (55) was worked by DX.22 (K.loan B). On the 23rd. February, the 13.25 Bradford - Harrogate (53) was worked by DX.53 (H). On the 23rd. February, VR.6 (B) was noted at 16.30 showing "School Special/31", ex. Salts School. On the same day, SMG.19 (B) was on the tea-time Menstorf (65) and DX.45 (K) on the 16.25 Bradford - Harrogate (53).

GRASSINGTON.

It is understood that SRG's are now appearing from time to time on Skipton - Grassington - Buckden (71).

HARROGATE.

On the 30th. January, SUG.74 (H) worked the 16.05 Harrogate - Ripon (96), and SUG.79 (L) the 15.15 Ripon - Leeds (36). On the 15th. February, LH.18 (H) was working on New Park - Oatlands (9), being seen at Oatlands. On the 7th. February, SUG.75 (L.loan W) was on 76 (Tadcaster - Harrogate), and again on the following day. DX.65 (H.loan O) worked at least two trips (the 10.55 & 12.55) from Leeds - Otley (34) and return, on the 6th. February, whilst on the 18th. February, and 2nd. March, it arrived from Ilkley (32.A) at 12.57, and then worked to Otley (32.M) at 13.05, again on loan to Otley. ERG.1 (H) worked a Private Hire on Caravan Road, Leeds, at 08.10 on the 20th. February; this is the duty referred to several times in the past, which is usually worked by EUG's. On the 20th. February, dual entrance SRG.23 (H) worked the 16.05 Harrogate - Forest Moor (22), and SRG.86 (Sk) the 16.05 Penny Pot Lane (10). SRG.91 (O.loan H) worked the 13.02 Leeds - Harrogate (36) on the 23rd. February; contra SRG.10 (O.loan H) worked the 14.05 Leeds - Otley (32.M) and DX.66 (O.loan H) worked the 12.55 Leeds - Otley (34), both on the 24th. February. On the 17th. February, the 13.25 Bradford - Harrogate (53) was worked by SRG.89 (H). On the 27th. February, the 20.25 Harrogate - Bradford (51) was worked by SRG.35 (H). As mentioned last month, certain Leeds cars on Leeds - Harrogate (36) work on Leeds - Tadcaster (42). The Harrogate car which leaves Leeds at 02. minutes past each hour for Harrogate, arriving at '47, then works the '55 Harrogate - Tadcaster (42), returning on the following '55 from Tadcaster - Harrogate (76), in time to work the '05 to Leeds (36). On the other end of the 76 service, during the 59 minute lay-over in Harrogate, vehicles work the journeys on Service 10 (Penny Pot Lane), before returning to Skipton.

ILKLEY.

During the week commencing January 19th., SMG.6 (K), officially transferred to Leeds on the 17th., was on loan to Ilkley, and was used on School Specials, etc. LH.20 (K) was on loan during the week commencing January 26th., and was used on all OMO duties except Skipton - Harrogate (76). LH.19 (Sk) worked the 17.30 Skipton - Harrogate (76) on the 30th. January, in place of the usual SRG.86/8, whilst on the following day; SMG.29 (Sk) was on route 76. Unusual vehicles on Leeds car 50, which includes 15.35 & 17.35 Leeds - Ilkley (34) and return on the 9th. & 11th. February were LH.11 (W), showing "34/Service", and VR.41 (B). Another informative indicator display was seen on the 11th. February, when DX.66 (H.loan O) worked the 11.55 Leeds - Ilkley (32.A), showing "Bus Station/32A" at the front. Dual entrance RE's have strayed from Harrogate local services several times during the month, and have been noted in Ilkley as follows :- On the 18th., SRG.37 (H) was on route 76; on the 19th., SRG.36 (H.loan O) was on 34, whilst on the 24th., SRG.23 (H) was on route 76. Ilkley Depot appeared to be short of one-man crews, and as a result, on the 14th. February, the 14.05 Bradford - Ilkley (63) was worked by SRG.71 (K.loan I) with a two-man crew, consisting of a Bradford driver working for Ilkley Depot, and with a Keighley conductress.

LEEDS.

On the 27th. February, SRG.8 (Yk.loan L) worked the 12.45 Leeds - Knaresborough (38). SRG.49 (L) worked the High Royds Hospital Special (32) on the 11th. February. On the 13th. February, DX.53 (H.loan O) was in Vicar Lane, showing "Plank/SP" front, and "Blank/YSP" rear. SRG.12 (L.loan W) was on Leeds - Wetherby (41) on the 7th. February. On Leeds - Tadcaster (42) on the 31st. December, was VR.38 (L), and on the 28th. January, EUG.78 (L). SMG.6 worked on 39.A on the 10th. February, and 47 on the 11th. February. On the 16th. February, LH.13 (Yk) was standing spare in Vicar Lane, having worked for Leeds on 48.A.

## Operating Details, (cont.)

LEEDS, (cont.) The heavy snow on the 17th. February resulted in the usual large increase in the number of vehicles standing spare in Vicer Lane at lunchtime, instead of being taken to the Depot, as normally happens. Noted were LH.13 (Yk.loan L), SMG.35/58, SMG.28/49, SUG.21, DX.12/9/123/70/205 & VR.24 (all L). A dual entrance SRG (possibly 36) was noted on the 17th. January, at about 08.35 in a snowstorm at Lawnswood, on Otley - Leeds (34). On the 19th. February, LH.16 (W) was on the 18.04 Leeds - Yeacow (35A), and SUG.21 worked the 17.55 Leeds - Ilkley (34). SMG.57 (L) worked at least one Otley - Leeds (35B) journey during the day on the 23rd. February, being noted arriving in Leeds about 12.55 (presumably the 13.07 arrival). SUG.61 was noted showing "School Special/66", an DX.10 "School Special/54" at 15.40 on the 23rd. February, whilst during the afternoon of the 2nd. March, SUG.61 & "School Special/70", DX.178 "School Special/66" & VR.17 "School Special/64" were all noted; there is, of course, no route 54, just as there is no route 29 (see Issue 225), but one suggestion is that these may be rota numbers, and the display of the appropriate car number presumably helps the school-children to pick the correct bus - can any member confirm this idea, or suggest an alternative, please? On the 2nd. February, KDX.94 was noted on service 31, and KDX.133 was on Ilkley (32A). On the 23rd. February, SMG.25 (K) was on the Ilkley (32A) turn mentioned last month. Up to date, on this duty, have been seen a K5MA (4?) in December, LH.20 on the 19th. January, an unidentified SMG on the 16th. February, and SMG.25 (see above). Also noted in Leeds on the 23rd. February was LH.13 (Yk) on Scarborough (43 OMO); DX.174 following SMG.25 on 32A; VR.37 on 49, DX.80 inwards on 32A, and SMG.32 outwards on 34, all about 17.35. DX.98 & SRG.17 had arrived at Leeds by the 4th. March, DX.98 probably on that date, but neither had been out at lunchtime.

OTLEY. LH.16 still appears regularly in Leeds on the 09.10 Leeds - Otley (34), (see Issue 225, page 6) after arriving on 32A. It is also in Leeds at other times during the day, usually on 34 (noted on 17/2/70 at about 20.35 in Cookridge Street), and also works either the 16.35 Leeds - Ilkley (34 OMO) or the 17.06 Leeds - Otley (34 OMO). On Saturdays it works the Otley - Harrogate (22) duty. SRG.2 (H.loan O) was noted on Otley - Leeds (34) on the 20th. February. Behind Otley Depot on the 20th. February were dual entrance SRG.36 (H) "Private", DX.65 (H.loan O) & SRG.2 (H). DX.8 (O) was in Leeds at lunchtime on the 4th. March, showing "Leeds/30", but still working for Otley, on the duty that includes a turn to Scholes (48A).

WETHERBY. On the 15th. February, SRG.9 was on Wetherby - Leeds (38) & SMG.6 on Wetherby - Leeds (39). Standing spare were LH.11 "Blank/38", SRG.16 "Knaresborough/38", SUG.66 "Wetherby/W.41", SUG.75 "Wetherby/38", DX.80 "Wetherby/79A", DX.112 "Wetherby/38" & DX.202 "Wetherby/76". On the same day SMG.21 (Yk) was on Wetherby - York (79A).

YORK. On the 22nd. January, YLH.21 (Yk.loan M) was on Leeds - Scarborough (43); on 24th. January, LH.6 (M.loan Sc); on 31st. January, YLH.22 (Yk.loan Sc), and 10th. February, YLH.21 (Yk.loan M). Note on the Leeds - York portion have been - 5th. January, SRG.28 (L.loan Yk); 29th. January, SMG.51 (L); 3rd. February, SMG.17 (Yk); 4th. February, SMG.21 (Yk); 5th. February, SMG.15 (Yk); and 6th. February, SMG.15 (Yk), all on the same turn (17.05 Leeds - York). On the 30th. January, SMG.21 (Yk) was noted on the Leeds Ring Road at Eorsforth, showing "55", and may be part of a turn which arrives from Bridlington at 15.31, then goes a trip possibly to Rawdon, on 55, before returning to York at 17.05. On the 1st. January, SMG.57 (L.loan Yk) was on York - Tadcaster - Woodlands Avenue (43); on the 27th. January, SRG.87 (Yk) was on this route, and also on the 31st. January, SMG.55 (Yk), which was later that afternoon noted working on Y.5. On the 10th. February, SMG.27 (L) worked Leeds - Bridlington (44). YLH.23 was noted on 82 on the 29th. January, whilst YLH.21 worked the 18.15 York - Sheriff Hutton (81). Fulford Hospital (Y.24) workings noted recently at 20.00 have been: 1st. February, SMG.21; 3rd. February, YVR.42; 4th. February, YDB.86 & YDX.216; 8th. February, SMG.?.; 7th. February, YVR.?.; On the 2nd. February, SMG.55 worked the 07.10 York - Sheriff Hutton (81), SML.4 worked on Y.9A on the 3rd. February, a very rare sight, whilst YLH.26 worked on 81, and a YLH. (Yk.loan M) worked a Haxby - Archbishop - Gulgate's Grammar School Special. On the 4th. February, YLH.21 worked the Malton turn; YLH.22 on the following day and part of the following week LH.13/4/5 worked this turn. On the 5th. February, YLH.24 duplicated into Stonebow from Huntington (Y.13). YLH.25 worked a lunchtime journey on York - Murton (Y.16) on the 5th. February. On the previous day, (February 4th.) YVR.42 or 43 was working on Y.5. On the 13th. February, Wallace Arnold's Bedford VAN EUG.905 D was on the pits at York. EUG.89 worked the 16.10 Sheriff Hutton (81) on the 16th. February, whilst DX.156 worked a Town Service duty. DX.114 worked a Y.9A duplicate (School Special) to Heslington via Thief Lane (one school day journey only) on the 19th. February. SMG.55 worked Y.7 on the 21st. February.

LONG DISTANCE. On the 6th. February, Yorkshire Traction 19 (1965 Leopard/Duple, ex Mexborough and Swinton N08) was on Keighley - Birmingham, showing a sticker "Feeder for London". On the 14th. February, the 09.30 Bradford - Morecambe was worked by SUG.68; the 09.30 Bradford - Nottingham by CRG.3 (B), and the 09.30 Bradford - Birmingham by Yorkshire Traction 15, a 1967 Leyland PSU3/4RT/Plaxton C49F. SRG.77 (H) worked on Leeds - Middlesbrough (X.99) at 09.00 on the 4th. March, showing "Blank/X.99", and carrying a paper sticker.

KWU.381. (Ex.SBW.21, LWL6B, sold Norths, Sherburn-in-Elmet, 1/70).

The roof dome of this vehicle was returned by Norths to West Yorkshire, and was at York Depot on the 13th February. The remainder of the cab was removed at Norths' and partially burnt, and the chassis cut up by 7.2.70.

LWR.407. (ex.CUG.2, LS6B, sold Norths, Sherburn, 6/66.)

To Reliance, Crayke, 6/66.

To Norths, Sherburn, 1/70, and still at Norths, 7/2/70. Retains West Yorkshire blinds, but has the maroon trim painted green (including the front motif). It is replaced in the Reliance fleet by Western National 1293 (OPT.92).

OWX.154/6. (Ex.SMG.42/4, LS5G, sold Norths, Sherburn, 11/69.)

To Hovingham and District, 12/69.

Still at Sherburn, 7/2/70.

MXX.137. (A.E.C.Regent III, sold Norths, Sherburn, 11/68.)

• Gone from Sherburn by 7/2/70.

JYG.735. (ex.SBW.20, LWL6B, sold Norths, Sherburn, 6/69.)

Part of cab dismantled, and steadily being stripped for scrap, by 7/2/70.

Further details are now to hand of several vehicles sold to P.V.S., Canvey Island :-

DRN.273 (Leyland PD2/3, sold P.V.S., 3/68.)

Fully repainted in London Transport livery with L.T.E.fleetnames and route 88 "route plate" before export to Kraft, Tulsa, California, U.S.A., 6/68.

KGK.687, KLB.529/837, HLW.181, HLX.157, KKW.125, MLL.828, MXX.149, LYR.933, JLD.705 & NXP.864. (A.E.C.Regent III.)

All exported to Etablissements Briand, Loiret, France, between 4/68-10/68.

Etab. Briand is a dealer, and the vehicles were re-sold for use as Boutiques, showrooms and display units, etc.,. It is understood that most, if not all, have now been withdrawn and scrapped at various locations.

KYY.502. (A.E.C.Regent III, sold Norths, Sherburn, 1/68.)

To P.V.S., 1/68, and repainted in full London Transport livery.

Exported to Nancy Taylor, New Jersey, U.S.A., 4/68.

Re-sold 7/69 to unknown owner for further service.

LYR.867. (A.E.C.Regent III, sold Norths, Sherburn, 1/68.)

To P.V.S., 1/68,

Repainted all white, and exported to Sobol Associates S.A., Brussels, 3/68, and used by the Belgian Prime Minister during the General Election.

MLL.838. (A.E.C.Regent III, sold P.V.S., 4/68.)

The long complicated story of this vehicle is that it passed to City Coach Lines, Waltham Abbey, No.101, 4/68, was fitted with platform doors, heaters, Public Address equipment, Radio, etc., and received a complete repaint. It was then used on sightseeing tours of London for American visitors, and also appeared at the Brighton Coach Rally. Returned to P.V.S. (Dealers), 11/68, and repainted into London Transport livery for re-sale to an American owner. Due to the dockers' strike in New York, however, it was never sent to the U.S.A., and eventually went to Belgium in 1/69 on P.V.S. promotions, returning in 5/69 to P.V.S. It then went to Stockholm, again on P.V.S. promotions, before returning to P.V.S., at either Silverena or Chelmsford, Essex, and was used for a short time by P.V.S. It was then offered for sale, in about 9/69, but it is not known whether a buyer was found.

FWW.598/9. (ex.CP.3/4, Beaford 08, sold Comberhill, 10/56.)

To Kyriakou & Sons, Cyprus, -/57, as TAD.21/2.

Further to the note in Issue 215 about these vehicles, information has now been received from Cyprus that many OB's are being rebodied. Some are simply receiving new 29-seater bodies, whilst others have two chassis combined, to make a lengthened chassis, which then receives a 35-seater body. In some cases the original (Cyprus) registration number is retained, but in other cases, a new number is carried. As Kyriakou is one of the firms receiving buses rebuilt in this way, it is quite possible that CP.3/4 were treated in this way, which would explain why neither has been seen in recent years.

8579 YG. (Ex.1026, Commer 15 cwt., sold R.L.Diesels, Harrogate, 9/67.)

Noted on R.L.Diesels' premises in 15/2/70, delicensed and apparently out of use. Still painted maroon and cream, with fleet numbers and legal ownership panel, but with the fleet name on each side painted out, and with a spare wheel on the roof.

12 GWW. (Vauxhall Victor, sold Beaven, Harrogate, 1/70.)

Recently noted on Harrogate Taxi Rank, 2/70.

Col. Stock News, (cont.)

LWR.406, (Ex.CUG.1, LS6B, sold Norths, Sherburn, 6/66.)

To Allenways, Birmingham, 6/66.

Again note on the M.1, heading South near Woodall Services, on the 19th February, (see Issue 224). The name on the side is "ROUSE", and the vehicle is painted khaki green with cream window surrounds. We would be pleased to learn, where the firm (Rouse Contractors?) are located.

RWV.978/9, (Ex.SMG.53/4, LS5G, sold Norths, Sherburn, 6/69.)

To Heddingham and District, 11/69.

Numbers L.66/7 respectively in this fleet, (SG.151 when with this fleet was numbered L.28.)

JWU.879, (Ex.SGL.9, LL5G, sold Norths, Sherburn, 11/65.)

To Scarlet Band, West Cornforth, No.64, 11/65.

To Blanch, Hetton le Hole, 8/68.

Withdrawn 9/69.

LLU.803, (A.E.C.Regent III, sold Norths, Sherburn, 4/68.)

Gone by 7/2/70, no doubt for scrap, as it was already partially dismantled.

LYR.926, (A.E.C.Regent III, sold P.V.S., Upminster, 3/68.)

To Isleworth Coaches, 6/68.

KYY.799, (Leyland 7RT, sold Norths, Sherburn, 1/68.)

To J.C.Stewart (A.1 Service), Stevenston, Arcrossan, 2/68.

Dismantled for spares, -/69.

GWX.125, (Ex.KDB.30, K6B, sold N.Dawson-Smith, Halifax, 10/69.)

The owner of this vehicle is now resident at North Berwick, near Edinburgh, and KDB.30 left Halifax for its new home early in March.

WX.5923, (Ex.532, Leyland TS3.)

To B. Sketcher, Swinefleet, 9/45. Withdrawn 7/50.

To G. Mason, 79, Carisgate, Winterton, 26/1/51.

Caravan by 1951.

WX.5925, (Ex.534, Leyland TS3.)

To A. Rowe & Sons, Cusworth, 5/4/46.

To Raymona Whiteley, Cusworth Hotel, Cusworth, 2/9/50, as living van.

Seen at Newcastle, 6/53.

Withdrawn 11/7/53.

WX.3819, (Ex.684, A.E.C.Regla., sold Tye, York, 10/8/49.)

To Bailey, Pangloss.

Body reseated to G33R, and fitted to EO 637C, Leyland TD4 (Chassis No.10221), ex.Barrow Corporation No.27, new 1937.

Delicensed 6/51, and no further trace.

Also reported as derelict at Bailey's Depot -/54 - this could have been the chassis of 684 with a different body.

JP.8146, (A.E.C.Regal III, sold by Lengard to Coppack (Dealer), Sale 4/60.)

To Irish Luxury Tours, Eire, -/60.

To Cronin, Cork, Eire, -/63.

Delicensed with Cronin by 7/69.

KWU.389, (Ex.SBW.29, LWL6B, sold Reliance, Crayke, 5/68.)

To mobile caravan, York, 8/69, painted cream with black window surrounds, with curtains to the windows and a chimney out of the nearside window.

Although it is believed still to be working at the Moortown building site referred to in Issue 225, it parks in St.Maurice Road car park, York, at nights.

OWX.139/51, (Ex.SUG.27, SMG.39, LS5G, sold Reliance, Crayke.)

These have now been fitted with green wheel discs on all four wheels, similar to the short-lived ones carried for a time by SRG's.

LWR.410, (Ex.CUG.5, LS6G, sold Archbishop Holgate's Grammar School, 2/67.)

Still running for Archbishop Holgate's, 2/70.

6. TEN YEARS AGO.

The March, 1960 Issue, ran to 4 pages, and reported that CBW.1-3 had become EBW.1-3, and EB.1-3, SB.1-3.

Details were given of loans due to Loadmeter checking, and it was reported that DX.62 had had its external fleet number plates removed, and DX.81 had received fluorescent lighting.

Depot reports included a survey taken at York on 20/2/60, and Sold Stock News recorded that DG.1/15 were with Premier Travel, Cambridge, whilst DG.3 was with K.W.Daventry.

The fourth page covered the subject of Waybills and Ticket Machines, and Bristol chassis developments. Under the former heading, it was reported that ultimate tickets had been used up, even by issuing KYT tickets at Bradford, and the machines dispensed together with the Automatic ticket machines, leaving only Setright Speeds in use.