



Welcome to the FIRST On-line CHAT

NOTICE BOARD No 101 APRIL 2025

At the committee's meeting towards the end of last year it was approved that in order to reduce the expenditure in the printing of the hard copy of the Chat and also our work load we would move into the 21st century of the digital world. Not only that it also meant the subscription, which had been maintained since last year, would remain at NIL – FREE, GRATIS! (there cannot be many societies offering this).

Therefore, it was decided to issue our newsletter by electronic means direct to members' in-boxes. Unfortunately, not all our members are geared up to the internet, consequently we have lost some members due to this. It was suggested to those affected that they could perhaps approach a family member or friendly neighbour who was online to download and print out a copy for them. Hopefully some of them have managed to arrange this and remain with us.

So, welcome to this first issue in our new era of the society. Not the usual number of pages but hopefully content will increase eventually. With this regard members are once again reminded that their input is still required – so, please bear this in mind and get sending your stories, tales or photos in!

OBITUARIES

Sadly, we have to record the deaths of the following members:

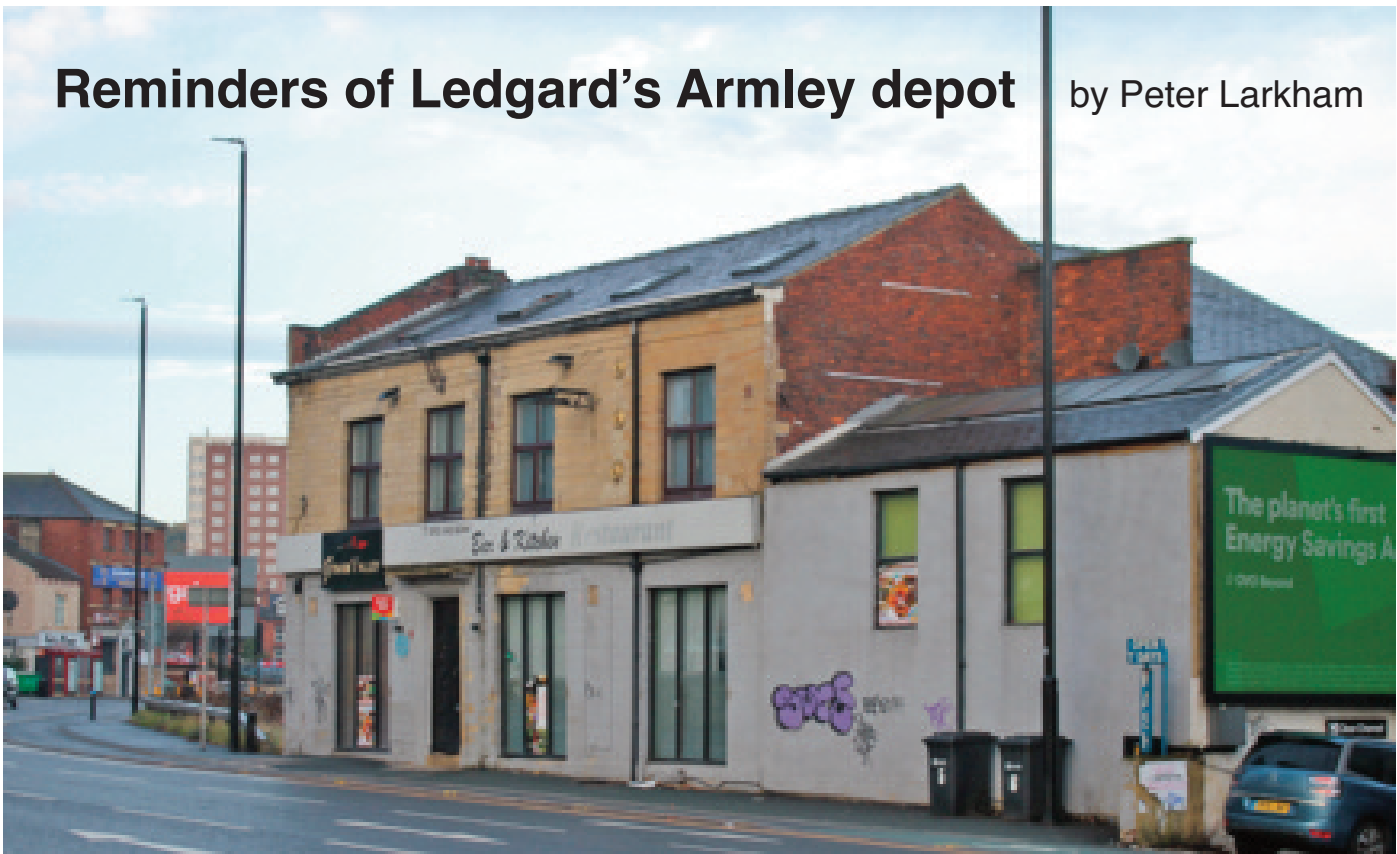
Wilfred Roy Spittlehouse on the 4th November 2024, aged 85.

Malcolm King on 3rd February 2025, aged 77.
(See further details in separate obituary)

Donald William Bate on 17th February 2025, aged 84.
(See further details in separate obituary)

Reminders of Ledgard's Armley depot

by Peter Larkham



Grand Valley restaurant.

All photo's by Peter Larkham.



Lamb Hill was situated to the left where the bushes are and on the extreme right of the photo would be where the coach garage was.



Ledgard Way, a new road was built through the site of the old Armley depot.



The outer wall of the Armley garage roof stands as a reminder.

Sam's blue plaque looking a little faded but still in situ.



Meet the Members No 1

Andrew Grayson from Biggleswade No 305

I was born in 1951 at no 3 Green Hill Road, not far from the Samuel Ledgard garage in Armley, I then lived in Fenton Street at the top of Calverley Street opposite Leeds General Infirmary. The house is not there now, it was knocked down to make way for the inner ring road. A short part of Fenton Street still exists off Woodhouse Lane today. In 1969 when I reached 18 years, I decided to go for a conductor's job.

Unfortunately, Sammy's had gone, so I applied to West Yorkshire Road Car Co Ltd and started at Leeds. My ticket machine on starting was a Ledgard's Setright machine. Even after 2 years since the end of Ledgard's, there was still a lot of talk about the days at Sammy's with all the crews from Ledgard's. A few still wore the Ledgard Badges along with WYRCCL badge and I managed to get one and wear it too.

New recruits seemed to all start on the Otley and Ilkley routes with usually an ex-Sammy's driver on these routes. Inspector Harry Craven was a familiar sight on these services. One of the drivers I remember was Jack Little. On West Yorkshire the conductors worked from the bus station in Vicar Lane and the drivers started from the garage in Roseville Road. The rota with the driver going up and the conductors going down, so you never had a permanent crew together.

When I got to the age of 21, I applied for a driving course and passed attaining PSV No BB66379 and continued to drive on the Otley Ilkley service, until I decided to go to London and drive for London Transport. So, a year after I gained my PSV from West Yorkshire RCC Ltd. I went to London in October 1973.

When I started at London Transport, I had to retake the PSV licence which meant two days in the classroom and two weeks driving around London and taking the test again, with three goes on the skidpan at Chiswick. I then started at Chalk Farm, Camden Town, they operated 5 routes the 3, 24, 31, 68 and 46. 46 route was one man operated with DMS vehicles, all the rest of the garage fleet were Routemasters RM and RMLs. We referred to the vehicles as RMs and RMLs. I liked the RMLs, the vehicle seemed to ride better having a longer body. The Routemaster was the best vehicle I ever drove as a service bus it was really built for the driver and engineer. The travelling public liked them because they were quick, and they could get off the vehicle when we got stuck in traffic. It was sometimes quicker to walk.

In 1975/6 the RMLs were withdrawn we got Daimler Fleetlines which had front and centre doors, The vehicles were not liked by drivers from the start as they were slow vehicles even with a crew, were slow. The doors were connected to the gearbox and

operating on a route that operated the service every 3 minutes at peak times. These the vehicle would not move until the relay on the door told the gearbox the doors were closed.

At the time I was driving, there were very few bus lanes. Now there are bus lanes everywhere. In London they have been taken over by cyclists, it's a nightmare for the bus drivers who have to share the bus lane and do the fare collection too. Something I was not prepared to do, I left London transport in 1980, to drive Coaches.

After leaving LTE I went to the Metropolitan Police as a coach driver at the central transport garage opposite Lambeth Palace on the south side of Lambeth Bridge. The police had around half a dozen 53-seaters, some in white livery and others in grey. The Met also had about forty Bedford coaches with 30 seats all painted green and used for transporting police officers around London.

I spent the first two years with other new drivers learning the whole of central and greater London, basically the entire area using maps, no satnavs in those days. We were also trained on HGV vehicles and were authorised to driver any Met police vehicle, that being car, van, coach, lorry, prison van, any vehicle that the police owned. I was there for 21 years after which I finished my working days driving for Ambulance Transport on East of England ambulance service. I was based in my home town of Biggleswade and retired in 2017 after over thirteen years of service.

In retirement I am a member of the London Bus Museum based in Brooklands, Surrey where they favour the London RT type bus rather than the Routemaster. In saying that they also have a big showing of modern vehicles in the museum.

I am told that there is another member of LBM who is also in the Ledgard Society too.

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Memories of Ledgard buses from 'a Leeds student's experience'

You were asking for Samuel Ledgard memories and experiences. I was a student at the University in the early 60s. A few of us were "billeted" at Rawdon College which at that time was a training centre for Baptist Ministers. For them it was a temporary home modelled a bit on a classical University Residential College. The Leeds students enjoyed very reasonable accommodation costs in a country setting with individual studies and bedrooms and two meals a day provided. Compared with "digs" where there were often 3 to a room it was a bargain.

Of course the downside was commuting distance, starting with a hike up the footpath (snicket) to Low Green on the A65 for the bus into Leeds. Many a time we only just made it but the Ledgard drivers on the Leeds via Guiseley would give us a bit of leeway. For those with stamina there was the alternative - up the hill to the Emmott Arms for the Leeds via West Park. This had the advantage of passing right by our destination. Of course, West Yorkshire red buses were sharing these routes, but it was nice to see a private operator with a foot firmly in the door.



MLL 838 seen in a very quiet Guiseley on its way to White Cross.

(Photo: Tony Greaves)

Memories (not in any particular order).

WY bus timetable had a key to symbols: "WY Services operated by West Yorks" and "SL Services operated by S Ledgard". I suppose Ledgards never published their own timetable.

Exors of S Ledgard, 216 Armley Rd, Leeds 12 - small text on the nearside denoting vehicle ownership. I assume this was and is mandatory. Says it all, really

From downtown back to Rawdon, the Ledgard stop in King St was a good bet because you could often board the Ilkley bus in advance of departure. Especially useful in poor weather.

Traffic Notice – a typewritten sheet on the window at the top of the staircase showing holiday timetable changes etc.

Changing buses at Horsforth. Quite often there would be 2 buses showing Rawdon via West Park at coming home time, but one was turned back at the Old Ball, Horsforth.

Kingsley Drive - where on earth was that? Never boarded to find out.

"Please tender exact fare and state destination" A West Yorkshire favourite.

"In addition to the stage carriage services Ledgard's operate a large fleet of Luxury Coaches which are available for private hire at most economical rates" - adverts in saloon.

I can't believe it was nearly 60 years ago.....

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The Society undertakes that this information is not divulged to any outside agency or individual.

The opinions expressed in this publication by contributors do not necessarily reflect those of the Committee.

Memories of Pudsey - Calverley

by Stuart Merritt

In issues 40 and 56, Robert Appleby talked about his travels from Calverley to school in Pudsey. My own experiences are of travelling in the opposite direction, and somewhat later, between 1962 and 1969.

Ledgard, of course, inherited this service from J W Kitchen and Son in 1957 while Kitchen's coaching business later passed to Wallace Arnold. My earliest memories of the route are of Kitchen's Atkinsons, NWW 805/6, with their very 'flat' fronts, which later came to Ledgard with the transfer. I think Kitchen ran a 20 minute service at times, compared to Sammy's later 30 minute interval, and I recall travelling on some very busy buses. They used Williamson's card tickets punched with the Bell Punch machines.

I remember thinking it was a shame when Kitchen's grey and red coaches disappeared from the Calverley service and from tours, but once I began to travel regularly from Pudsey to Calverley with Sammy's in September 1962 on my way to Secondary School those regrets were soon left behind. On my first day, I was perturbed, on boarding the bus just after 8 o'clock at Cemetery Road end, to find that an older boy who had been organised to show me the ropes wasn't on board, so wasn't sure exactly where to get off, but alighted in Victoria Street just before the terminus to await the West Yorkshire bus to Greengates. To my surprise, a few minutes later another bus came round the corner which turned out to be the service vehicle from Troydale on which the other boy was travelling. Why Sammy's ran the duplicate, starting at Pudsey Town Hall, which they did until the end, I really don't know. Its purpose was to carry all the children



PNW 91 at Troydale's unsurfaced turning circle on the last day.

Photo: Tony Greaves

back from Calverley to Secondary Schools in Pudsey (Priesthorpe, Crawshaw and Pudsey Grammar) and, along with the 8.25 service vehicle, was always fully laden even though both were double deckers, but in the outward direction neither ever carried more than a dozen passengers, all of whom could easily have been accommodated on one bus.

The full route started at Troydale, at an unsurfaced turning circle, just short of Lister's Troydale Mill which must have generated many passengers in its heyday. It then went past the Acres Hall Estate (where alternate journeys started, turning by reversing into Acres Hall Avenue), up the steep hill of Valley Road to join Littlemoor Road and Robin Lane (a Ledgard Lost Location in Chat 91) to stop outside the Manor Hall (or Town Hall to Troydale). I think Armley depot operated the Troydale services and Bradford the 'shorts'. From there it took Lidget Hill, once on the Leeds to Pudsey Chapletown No 14 LCT tram route, turning into Cemetery Road then down Marsh, another steep hill and site of Kitchen's original depot. From Waterloo Road the route was straightforward to Galloway Lane and Thornbury Barracks where the Leeds Bradford Road was crossed. It then entered more rural territory following Woodhall Lane all the way to Calverley, past Woodhall Golf Club with incredible views from the top deck over Leeds and towards the Vale of York on one side and the northern part of Bradford and the Aire Valley on the other. There was quite a long steep descent (1 in 10) into Calverley where buses turned into Thornhill Street then Victoria Street, terminating at the top of Salisbury Street and turning by reversing into what was then a dead end with a field beyond, now Carr Hill Road and a housing estate.

Whilst enjoying the tremendous variety of the Ledgard fleet, underlining them one by one in the Ian Allan ABC British Bus Fleets Yorkshire (Company Operators) fleet list book, sadly I don't remember a lot about individual vehicles on the route. Ex-Leeds Daimlers with LNW registrations seemed to be frequently used at first, very occasionally there would be a real treat with a Regent 5 'U' on the morning duplicate. The evening duplicate, a reverse of the morning operation which also needlessly returned to Pudsey in service and then parked up in the Market Place near Pudsey Baths awaiting its next duty, was, I think, operated by Bradford depot and would at first sometimes be one of those ex-Kitchin Atkinsons. These were so slow on the hills, particularly the long climb out of Calverley, it was a wonder they made it to the top. Why I'm not sure, but I did particularly like the ex-Bristol Omnibus buses, especially LAE 2 which had a rather upright looking body. Maybe it was recollections of an earlier car journey to a holiday in Torquay, past the Rolls-Royce and aeroplane factories in Filton at finishing time, with scores of green Bristol buses waiting to take employees home, and then under Brunel's incredible Clifton suspension bridge. Or maybe it was a premonition that I would marry a Bristolian, live close to Bristol, eventually drive for First Bus (sorry!) from the ex-Bristol Omnibus (later Badgerline) Wells depot, and enjoy seeing sister LAE 13 at rallies in Bristol.

One morning in summer 1963, round the corner into Cemetery Road came a new and most unusual bus. Beautifully repainted inside and out, it turned out to be an

ex-London Transport RT. Everything about it seemed different, the engine and transmission noises, upholstery, bell cord, window winders. I recall a conductor saying that Ledgard's intended to have a whole fleet of them, and sure enough as the weeks went by, more and more of these wonderful vehicles turned up - though much as I enjoyed them, I did think that one-man operated single deckers might have been more appropriate for the number of passengers on this route.

Equally regrettably, I don't recall much about individual crews or journeys. Some which do stand out in my mind include the first journey after the great snowfall at the start of the 1962/3 big freeze when the bus unexpectedly turned right onto Leeds Bradford Road at Galloway Lane End resulting in the conductor tapping heavily with a coin on the driver's window asking where he was going - the driver turning round and shouting in a foreign (Italian?) accent 'We go to Calverley - this way', then continuing via Dawson's Corner and the new ring road, Woodhall being blocked by snow. Robert Appleby's similar journey a few years earlier had to go through Farsley, of course, because the ring road wasn't built then. This route was used for several days and I recall that the snowdrifts on the ring road were higher than single deck vehicles. Later, during the great smog of 1965, Ledgard's seemed to be the only buses left on the road around Pudsey, on one journey the conductor had to walk along the pavement in front of the bus along Waterloo Road because the driver literally could not see the way forward – but still kept going!

The last Ledgard 'Scholar's Ticket' I had was somewhat optimistically valid from 20th September 1967 until 23rd July 1968 though alas, despite that, October 14th 1967 came and Ledgard was to be no more. But the Calverley service, in a way, had the last word in that NLP 598, which operated the last Ledgard service on the route, then had to go to rescue passengers from the 11pm last bus from Bradford to Leeds on which I travelled and which of course ran out of fuel at Laisterdyke traffic lights.

LCT took over the Troydale – Calverley route as Service 48, though the following year, when some (for a short time all) journeys were re-routed between Troydale and Pudsey via Kent Road, that took the 48 numbering, the original route via Valley Road becoming Service 81. At first LCT used Roe bodied AEC double deckers but two man operation was clearly uneconomic and one man buses were introduced soon afterwards. New single deckers with all fixed windows were used, so that when the air conditioning inevitably gave up on hot summer days it became unbearable inside. No longer having a bus pass supplied, I resorted to varying the route home from school, travelling on West Yorkshire or BCT to Bradford then to Pudsey on the ex-Ledgard LCT/BCT 78, or continuing to Rodley and home on the Farsley Flier (itself taken over by LCT in March 1968) or LCT 9 ring road bus, and often, on dry days, going all 5½ miles by bicycle.

What fun it was to have such a variety of operators and buses to travel on - though of course Ledgard's, with their many different vehicles, were always my favourite – and still memorable, 55 years on.

Obituary - (Wilfred) Roy Spittlehouse

28th September 1939 – 4th November 2024

Roy was born in 1939 and was brought up in Ilkley, attending Ilkley Grammar School. He lived in Ilkley, but his work led to living in Harrogate, Bradford, briefly London, then Morecambe and Bolton Le Sands. From schooldays he was deeply involved in trainspotting, producing his own version of a steam engine catalogue.

He joined the West Yorkshire Road Car Company at the age of 16 years and served a five year apprenticeship as an Engineering Apprentice based at the Company headquarters at Harrogate where there were offices, workshops and garaging.

Roy got his Public Service Vehicle driving licence at the age of 18 years.

At Harrogate he was employed in all aspects of the practical side of running a bus fleet, servicing buses, breakdown and accident recovery and producing programmes for repair. In particular, he worked on the development of a breakdown recovery vehicle based on a bus chassis.

In the early 1960s Roy became Depot Engineer for West Yorkshire at the Bradford garage. He was still in that position in 1967 when Ledgard's was absorbed into West Yorkshire and was responsible for checking the buses as they came into the West Yorkshire fleet.

Roy left West Yorkshire in 1970 to work as an Engineer for a London coach operator, but returned to Northern England to work for Ribble Motor Services as the Depot Engineer at the Lancaster depot.

After some years he left Ribble and for some time worked as a store parts manager for the Morecambe Agent of Rover Cars.



Roy went back to buses as a driver of service buses and tour coach driver.

His last involvement with buses was driving small coaches on trips into the Lake District from the Morecambe area.

Tom Spittlehouse

Tom has kindly donated Roy's book and model collection to the society for further appreciation by collectors.

Obituary - Malcolm King

22nd November 1948 – 3rd February 2025

I met Malcolm when I was photographing Bradford trolleybuses on their last day and evening, 26th March 1972, as he was and the more we talked the more we found we had in common, leading to a great friendship of nearly fifty three years. Malcolm was born and brought up in Bridlington and his father later decided to move the family to Leeds, where they stayed for the rest of his life.

When we first met, he worked at Rawcliffe's shop which specialised in school uniforms, on Duncan Street in Leeds, but the urge to be out and about led him to take a job with Davenport's Beer at Home. I'd often see him going the opposite way and wave from my bus to work. Very similar was his stint with Corona pop and then he moved to Advance Towels, all of which involved a lot of driving.

Malcolm enjoyed meeting people which must have led to a certain amount of dissatisfaction with ordinary driving jobs, so it was only a matter of time before the lure of public transport led him to take a job with Yorkshire Rider driving minibuses shortly after deregulation in 1986. He progressed to full size buses and eventually he became an inspector. First had become the operators of Leeds buses and the situation arose whereby current Inspectors had to re-apply for their own jobs, not ideal for staff morale. Every time this occurred there was at least one fewer vacancy than there were applicants, so following several of these procedures Malcolm moved to Transdev, again as an Inspector, this time in charge of Transdev's enquiry office in Leeds Bus Station, where he stayed until retirement.

The bus preservation bug took hold in the eighties when he was the part owner of the last Leeds City Transport Daimler CVG6 double decker, also the last open platform bus in service. He was more suited to entire ownership and he bought a Routemaster, RM2208, CUV 208C, which he restored to the Shillibeer livery it had carried in 1979. This was joined in the nineties by an RML, the 70 seat Routemaster, in a nearly all green version of Shillibeer livery.

We had many days out together photographing buses, going to bus rallies at weekends and over the years we had several holidays together; Switzerland in 1975, Lille and Ghent with a transport enthusiast group the year after, The Isle of Man for the Tramway Centenary in 1993, Kortrijk Busworld show in 1999 and Malta in 2022.

He amassed many thousand photographs and for many years had a stall at all the major bus related events, which led to many more friendships.

He met Katrina fourteen years ago and it seemed likely they would marry, having grown very close and taken many holidays together, coach trips in Britain and others

further afield, including Spain, Hong Kong, Singapore, Australia and New Zealand, but the huge collection of photo's, slides, films, books and models at his home meant that, close as they were it never happened.

More down to earth was the day out we had in Accrington on King Charles' Coronation, searching out a gold decorated double decker against the backdrop of flags and bunting.

Ever the keen enthusiast, he was on a day out with friends in York taking video of the new electric buses last April, when he was hit a glancing blow when he was on the pavement and was rushed to hospital, where scans discovered more than his injury. He accepted his prognosis with calm dignity and courage. I visited him at St Gemma's Hospice several times during his first stay, when he was quite comfortable, so much so that he showed me and enthusiastically talked about the recently delivered DVDs of his videos of Hong Kong buses.

The room was needed and so he was sent home because he didn't want to go into a care home. He was glad to be home, so he could start sorting things out. He was home for a fortnight, but unfortunately never regained sufficient strength to do anything. Following a fall he was admitted to St James' for a week, from where he was readmitted to St Gemma's, where he rapidly deteriorated, becoming less responsive, finally passing away on 3rd February. Sincere condolences to Katrina, his brother Ian and his family.

Rest in Peace dear friend.
Tony Greaves.



Obituary - Donald William Shaw-Bate

24th May 1940 - 17th February 2025

This obituary is the saddest of all that I have had to write. Not only that it was the most difficult because Don has led a private personal life and having no family as such with him choosing a bachelor status all his life. However, he was also very well known by all in the transport world and could be referred to as 'Mr Ledgard'!

He was found in his home, where he lived alone, and died at some time during the weekend. From speaking to Don in the last few weeks prior it was obvious that old age was catching him up and was experiencing difficulty in walking. Not only that he was in the turmoil of having his home painted and decorated throughout. This involved the heavy task of moving furniture and other artefacts including his extensive transport memorabilia around, all of which appeared to be causing him distress.

Don was a war baby and born in 1940 at Hazelwood Castle near Tadcaster. This was built in 1086c as a family estate but in 1939-1953 was requisitioned by the Ministry of Health as a maternity hospital. Since then, it has been a Carmelite retreat and from 1996 a luxury hotel.

His mother's maiden surname was Shaw which he combined with his surname about fifteen years ago. He attended Ilkley Grammar School where his claim to fame was almost setting fire to the science lab. After leaving school he became an apprentice at a local B.M.C. garage in Ben Rhydding. There his interests turned to public service vehicles seeing Samuel Ledgard buses passing the garage.

Eventually he was offered a job as engineer at Ledgard's Armley garage where he worked until their closure in October 1967. Then he had a brief spell with West Yorkshire Road Car Company at their Hammerton Street depot in Bradford. His contact with fire was again rekindled here when he was on duty on Christmas day and there was a small blaze developed within the garage.

From West Yorkshire he moved the Leeds City Transport as a road test fitter at Kirkstall Works and when the West Yorkshire PTE was formed in 1974, he became a PSV examiner and then promoted to Engineering Technical Officer.

Incredibly during full time employment, he was able to offer a home and bring up over **70** foster children, all boys. That was another feather in the cap of this astonishing man.

With credit to his engineering experience in 1985 when deregulation of transport industry was due, Don was offered the position of Engineer at Glasgow. However, he chose to set up his own car repair garage in Horsforth, The Motor House. In 2000 he decided to retire and handed over control to Mark Smith who still runs the garage, which is now based in West Park, Leeds.

That covers his employment history but whilst all this was happening, he was developing his interest in the preservation of transport vehicles. Many buses and coaches have been restored by him over the years. These have included a Portsmouth wartime Bedford OWB bus, a West Yorkshire Bristol single decker, their fleet number EB2 and even a very rare ADC lorry.

In between all this Don found time to visit libraries and interview people in order to research information for his noted book on the history of his beloved bus company, Samuel Ledgard. The book called 'Beer and the Blue Buses' published in 2005 is the concise history of this legendary bus company.

Over the years Don, being a top-class engineer has single handedly scratch built several model buses, some to a very large scale of 1/18th and enclosed in glass display cabinets. All are to an incredibly amazing standard.

Returning to 1967 when Don's beloved bus company, Ledgard's was taken over by the West Yorkshire Road Car Company and finished on Saturday 14th October. The fleet of over 100 buses and coaches were acquired in the takeover, but not all were operated by West Yorkshire and most of them were not used and eventually offered for disposal.

One of these vehicles which Don had worked on at Ledgard's took his eye for preservation and a deal was arranged with WYRCC in December 1967. This was, of course, KUP 949, a 1950 Leyland PS1 with a Burlingham coach body which he restored and carried out trips for bus enthusiasts on former Ledgard routes and visits to operator's depots and bus rallies.

Sadly, in September 1984 Don, citing the costs involved of owning the bus, sold it to Graham Bedford of Scarborough. Through the ensuing years KUP passed through the hands of Pye of Worthen, Lathom based Rigby and lastly Rexquote in Bishops Lydeard in August 1998.

At this time the Samuel Ledgard Society was in the process of being formed. That was in December 1998 and Don acted as the treasurer for some years. During the early part of 2000 a certain new member joined the SLS. He was Stephen Morris, the owner of Rexquote and shortly after joining rang me enquiring if I could spread the word that he would be willing to sell KUP 949 and prefer to sell it to a Ledgard fan.

It was a no brainer to me and immediately I contacted Don with this interesting news. Of course, he was interested, and a deal was quickly agreed. This required the coach being returned up North from Somerset. So, Don just in case assembled his emergency toolkit and enlisted the assistance of apprentice, Danny. My wife and I volunteered to jockey the taxi for the journey. The party departed on Easter Saturday 2000 for an overnight stop taking in a nice evening meal and meeting with Stephen Morris. The following day Don along with Danny collected KUP and began the 270-mile journey to Leeds and KUP performed exceptionally well at a steady 40mph on the M5. However, to us in the car it was a bit tedious so in a mobile call to them it was arranged that the car would travel ahead at a faster speed and if they encountered any problems we could return. On that day by coincidence there was a bus rally

at Ruddington, so we called there for a visit and refreshment. Thankfully not hearing from the bus party we continued to Leeds but didn't have to wait long before KUP's safe arrival.

Since then, Don worked hard for several years on restoring his coach to almost as newly delivered - a testament to his skills. KUP is now 75 years-old and Don has owned her for 42 of those. Don's coach will act as a wonderful epitaph to this amazing man who will be sadly missed.

Barry Rennison



Phil Greaves helping with KUP 949

