



Winter Newsletter 2021/22

If you have any news or views for publication please contact, hand or send them to mark.byard@live.co.uk or Andrew Beever 01924 265528



to new members **Stephen Lambert, Jack Eyre, Paul Rothwell, Peter Martin, David Verity & David Cotton.**

Memberships renewed & a Happy New Year....

We start this Newsletter with a big thank you for renewing your membership. Our continued appeal for extra donations to "keep us moving" generated £1680. Please find enclosed your badge for 2022.

Your "Members Only" section log on details are also enclosed with your badge, but please note that if using a desktop computer you will need to have firefox installed for the system to work.

Following the AGM, we can confirm that the following Committee posts and Trustees roles are as follows:

President & Trustee; Lesley Sleigh, Trustees; Mark Byard, Andrew Beever, Mike Bennett, Steve Hurley & Colin Poole.

Secretary; Andrew Beever. Treasurer; Mike Bennett. Membership Secretary; Mark Byard
H & S Manager; Colin Poole. Meeting Chairman; Richard Hall. Safeguarding Officer; Mark Byard
Archivist; David Parkin

Three full members were also elected to sit on the Management Committee and they are; Julie Aylward, Paul Goldthorpe and Martyn Eastwood. In addition, Julie Aylward will continue to undertake the specialist role of Strategic Development Manager.

Hansons Buses, Guy Motors & the Wulfrunian

"I wanna tell you a Staw-ree". Apologies to Max Bygraves, a story by Tony Hanson

In 1966, Hansons Buses decided they needed some new double deckers. Except for three AEC Reliance's new in 1953, some of the first 50 of this type, all service buses had been constructed from older Regal/Regent/Reliance chassis, following the first attempt in 1956.

Five deckers were needed for the routes to Meltham which served the David Brown tractor factory, and Oldham route carried I.C.I workers several times a day, leaving one spare. The latest saloons were based on Reliance coaches but none were now left so consideration was given to rebuilding the three buses (HVH 209-211). An approach was made to Midland Red for information on their D10 model, resulting in one of these interesting buses spending 10 days in St Johns Road depot. It was never identified as such as all markings were removed and it was given a quick coat of red bodywash. The project sadly floundered as design drawings proved the bus would not comply with overall Construction & Use regulations in terms of overall height and head room in both decks. It is not thought any construction took place- so, enter the Wulfrunian.

Guy Motors originated the Wulfrunian project in the late 1950's in conjunction with the West Riding Automobile Company. The development and operation of the Mark I was plagued with horrendous problems, this very nearly bringing both companies to their knees, but the advent of new, stronger and lighter materials persuaded Guy to carry on and eventually this led to the Mark II. Gardner's had been asked to develop a 7LW engine which was soon to be available (the silly business of the 1951 HLW being forgotten)

The new bus caused a sensation! Three demonstrators were produced, and initial reports from test operators were glowing so much so that the order book was soon overflowing so that all remaining space at Fall Ings Park was covered and equipped, the former Sunbeam trolleybus works, the Henry Meadows engine works, and a quick acquisition of Wolverhampton Corporations Park Lane bus garage were all churning out Wulfrunians. This success coupled with the continual development on the faithful Arab LUF (Now available in several lengths up to 40ft with a choice of Gardner 6HLW or 8HLW, 5HLX or 7HLX, meant Guy Motors were out-selling what had been the Leyland empire by about 12 to 1!!

Leyland caught a bad cold by focussing all their efforts on the National model, a bus universally hated by Engineers, crew and passengers alike. Leyland had retreated to their last factory in Workington where they had been making successful models inherited from companies they had absorbed, such as Daimler and Bristol, but were only making them in penny numbers for previously loyal customers.

Meanwhile at Guy, despite the runaway success of the Wulfrunian Mark II, Hansons placed an order for one Wulfrunian, with an option for four more as their Engineers wanted to get to know the model before re-equipping their workshop. So, enter number 423 in early 1967.



Left – Wulfrunian Number 423 (No photographs seem to exist of this vehicle)

By now, Hansons Buses were simply a subsidiary of Hanson's Trust plc controlled by American financiers. It was not making a vast amount of money and its routes were mostly jointly operated with Huddersfield Corporation, so a deal was struck and Hansons buses drove into oblivion late in 1968. Wulfrunian 423 remained unique in the fleet but joined a number of class mates in the Huddersfield Corporation fleet.

Guy Motors continued churning out Wulfs and Arab LUF's until 1971 when disaster struck. The success of the company had not gone unnoticed by an American finance house who had been secretly acquiring large numbers of shares through shell companies and nominees. A hostile takeover bid was mounted in July 1972 and Guy's experienced management team was "booted" out, replaced by a cohort of American Vice-Presidents and Executives. As there was no American content at all in the Wulf, by the end 1972 it was decided to abandon use of Gardner engines and use only Detroit 2-strokes with a vast choice of cylinder numbers. This so incensed the loyal engineering staff at Guy, that they refused to take part in the project, so a squad of American engineers were dispatched to Wolverhampton where they spent months being ignored by the "real" Guy people. The Americans, somehow produced a scheme to put their engines in the chassis and a large lorry-load of 2-strokes was shipped across to the UK. When the lorry headed down the A41 a lookout informed the workforce, who then immediately left the factory, locked the gates and formed a blockade. After a good hour of arguments, tempers were lost, three forklifts were obtained and the lorry was shunted into the nearby Birmingham level canal, upon which the engines were tossed into the water amid rousing cheers from the assembled Wulfrunians (native people of Wolverhampton)

Sadly, there is no good end to this tale. The Americans decided that Guy Motors was small-fry and could not be bothered with it, the factory never re-opened and the army of lawyers on both sides of the Atlantic were left to sort out the mess. A shortage of new bus chassis was experienced and a few weeks later Volvo, who had expunged Leyland, got into gear to fill the gap saying "thank you very much"

Editor's note; we accept no responsibility or liability for the accuracy of ANY of the details contained in this story!! Questions should be directed to Tony Hanson!!

West Riding One – Off's

With the start of a new year, we thought we could start a new section in our Newsletter, namely "One Off's" They don't have to be West Riding vehicles, you decide which ones take your fancy and send in the details for publication.

First up is this one, kindly provided by John Hinchliffe



West Riding number 677 was a bit of a strange one. Take a close look at the bottom deck openers and you will find that they are of the then new style Farringdon sliding type, and yet the upper deck carries the old-fashioned drop type windows. Was this a trial, because after delivery of this vehicle, a further batch of PD2 came with drop type windows on both decks?



Rally round-up and some diary dates

Our usual November event took place and what a huge success it was! Several new initiatives were deployed with the end result that we had 101 more paid visitors on the day versus the last November event, revenue was up 33% and overall net profit was up 66% No one seemed to mind the £1 admission price increase as £4 still represents an amazingly cheap day out. Traders reported superb levels of sales, and the Café ran out of sandwiches and cakes by 2.30pm

We did experience four small issues from members of the public and the Trustees would like to reassure all members that those involved have been dealt with in a fair and appropriate way to ensure our volunteers are never subjected to inappropriate behaviour. So, whatever YOU personally did to help in the run up to the event, or on the day, we say a **HUGE THANK YOU!!**

OUR 2022 OPEN DAY DATES ARE CONFIRMED AS FOLLOWS;

Sunday 15th May

Sunday 30th October (Previously advertised as 6 November, but now pulled forward a week)

We will of course be operating some Member Only "Ride around" Days – details of the first one are contained later in this issue!!

Continental Coaches

Thanks to Colin Wood for loaning a very rare Neoplan brochure from many moons ago.



As can be seen above in the first shot, there was something rather “Standerwick” Motorway VRL Coach about the one above! Meanwhile, in the further shot you could be forgiven for thinking that someone had turned around a Bedford Val and put the chassis down the wrong way around!! Meanwhile, in the centre shot the question must be asked; is it real or from an episode of Thunderbirds? Sightseeing double deck coaches looked like this in the late 60’s – the internal photographs in the brochure show all the seats facing outwards in a slightly off-set bench style layout, with what looked like an almost totally glass roof. Anyone for tomato growing?

The Green Buses story continued... by Stuart Goldthorpe

Following the last Green Buses instalment, in the last edition, John Baldwin writes.....

“Just a small note about Seddons 738 & 751 – as far as I am aware 738 was always based at Selby whilst 751 was at Savile Street from new. It was a regular vehicle on service 169 (Leeds – Swillington – Castleford – Fryston, formerly Glasshoughton in B & S days) I first saw 751 in early April 1954 – in fact it was the first bus I photographed at 16 years old and probably my best one! 751 was under-powered – it always struggled on hills – the climb from Stourton to John O’Gaunts was always difficult with a full load, and it had typical Duple Midland uncomfortable seats!”

Continued from our last newsletter!

With the last of the half cab rear entrance buses in service, a wind of change would occur that affected the next decade of buses. However, before I jump into the sixties, I would like to mention the drivers and conductors whose characters were inspiring. Bus drivers were a hardy bunch. They had to be with cold draughty cabs and rattling windows. Every driver had to be familiar with various types of buses, adapting to various moods of older vehicles. A few have slipped and fallen climbing into the cab over the years. Although the driver was isolated in his cab he knew which stops regular passengers required. On many occasions I have known the driver to stop without a signal from the conductor, who was busy taking fares on the upper deck.

Winters were icy and cold, and draughts blew through the open platform, upstairs, downstairs and anywhere you care to think of. The driver and conductor wore long overcoats. One conductor who appeared quite regularly always stood down by the bulkhead in winter. If anyone required the next stop, he would tap on the driver’s window with a coin. When the bus stopped and if passengers were boarding, once they were safely on board he would shout “hold tight” and tap the coin twice on the glass as the driver pulled away. Yes, a bit un-orthodox, but there were never any accidents, he knew his job.

Another conductor, quite jovial with the passengers, always brought a smile to someone’s face. A passenger requesting the next bus stop would receive a remark “why, what was wrong with the last one?” or “no you cannot, they are not mine to give away!” However, when required the conductor was a bit curt. At one bus stop a young man jumped off leaving his girlfriend to follow. The conductor shouted, “that’s right I’m off you fall off”. The boy’s face went a shade of crimson. Sometimes when the bus stopped, the Inspector jumped on. You could watch people fumbling for their ticket, muttering if the Inspector did not come around to check their ticket, deciding instead to

leave the bus a few stops on to catch another bus that was due to go in a different direction. On one journey an Inspector came around and when it came to my turn, I had a pocket full of tickets which I had picked up from the floor. I apologised to the Inspector because my valid ticket was mixed in with the others. The Inspector smiled, shuffled through the tickets like a pack of cards stating, "this is the one" and dutifully clipped it. "Are you collecting tickets young man?" he asked. When I replied "Yes" the Inspector said, "I thought so" and clipped them all, handing them back. I thanked him and went on my way.

The green buses I remember in those far away days, head-bashers and all with or without the tarting handle, were a way of life. However, during 1960 a more modern bus was introduced seating 20 passengers more than the Guy Arab IV. The Guy Wulfrunian had arrived. A low height bus 13'4" with a high bridge body style. The first front loader with no steps and electrically operated doors to secure the front platform. Even with the higher carrying capacity of 75 (H43/32F), five standing passengers were still allowed at peak times, stated on a small sign next to the driver on the bus. The first delivery was prototype 863 (OHL 863) new in November 1959.

The first production batch of Wulfrunians arrived in early 1960. These were for the red fleet numbered 866-871 (SHL 866-871 & 876 (THL 876), for some reason being out of sequence. Wulfrunians 864/865 were exhibited at the Earles Court Motor Show and 864 carried the destination layout as numbers at the top and destination at the bottom however this was changed to standard layout before it entered service. 865 was displayed as a chassis only returning to Charles Roe for bodying. By now Regents 56-64 dating from 1946 along with green Guy ArabII, 576-618 of 1943-46 vintage, were the oldest double deckers in the fleet excluding the inherited ex-Bullocks vehicles.

No doubt the Wulfrunians were welcomed by the drivers at both depots. After two decades of crash and synchromesh gearboxes the semi-automatic four speed epicyclic gearbox was most acceptable. No opportunity arose to sample 904-908 until the late 1960's when at least 904 & 906 transferred to Belle Isle depot. 909-913 were regular performers on the 69/70 route from Pontefract to Dewsbury plus various routes around Pontefract and Featherstone. Throughout the remainder of 1961, AEC buses and coaches were the exclusive choice for West Riding. Six Reliance with Plaxton Embassy C41C coach bodies 914-919 (SHL 914-919) enhanced the coach fleet which was growing in size. However, they were not destined to remain and by 1966 all had departed, finding employment elsewhere. Fortunately, 917 is safe in preservation, although not in West Riding livery. After the coaches came twelve Reliances for the bus fleet. Numbered 920-931 (THL 920-931) these vehicles differed from the previous Reliances both in shape and design. With Roe (B41D) bodywork they were suitable for one-man operation (omo), a new phase that was to come to fruition throughout the country on single decker buses only.

The Reliances were operated from Belle Isle depot appearing on under used routes around Wakefield e.g. 98 Overton, and 111 Lingwell Gate. Selby depot also had an allocation. A reminder or instruction was displayed on the right-hand side of the entrance "Pay as you enter". I must confess not many personal journeys were made on these vehicles. One journey I do recall was in 1972 after I had moved from Ossett, the bus was full of chattering passengers, some were standing and the bell rang for the driver to stop, then again and again. Five times it rang until the driver shouted "all right, how many times do you want me to stop?" A wall of silence came over the bus. After the end of their service life of 12 years all of the batch departed for further service in Montego Bay Jamaica. No more vehicles were to be purchased under the AEC banner by the West Riding. The answer as to why this was the case possibly lies with Leyland Motors Limited, who purchased AEC in July 1962, along with the works at Southall in London. Technically it was no longer AEC, although vehicles were still produced on the site, displaying the AEC badge until the late seventies when the works finally closed.

In 1962 the West Riding took delivery of a small number of coaches, six in total, a first from the Bedford stables in Luton. These were SB5 chassis with Plaxton C41C bodies. Heavy bus and coach chassis seemed to do well on the roads around England. However here was the SB5 with its peculiar lightweight individuality, with a harsh sound coming from the engine. It did not hold the respect like the AEC Reliance but that is only my opinion. The SB5 were numbered 932-937 (VHL 932-937), and they had only a short West Riding life lasting until 1965. The first second-hand vehicle purchased by the West Riding since the acquisition of Bullocks in 1950 was a Guy Wulfrunian built in 1960 for the large independent Lancashire United Transport. Somewhat unsatisfactory this lonesome Guy arrived in February. With H43/32F bodywork by NCME the destination box was altered to match the rest of

the West Riding fleet. It was issued with the fleet number 938 (802 RTC) and by all accounts it was painted in red livery.

When the ten new green Wulfrunians 939-948 (VHL 939-948) with Roe bodywork (H43/32F) entered service in November, they made "the red lady" 938 seem a little odd. By January 1963, green Wulfrunians 949-953 had arrived joining their stable mates and 938 which by this time had been repainted in standard green livery. 954-958 were delivered in red livery. I would imagine the Wulfrunians started life at Belle Isle depot as they temporarily worked on red bus routes being eventually cascaded to other depots. At a guess 939-943 were at Belle Isle depot as they operated on the Bradford to Woolley Moor and other routes. The remainder were to be seen on the Dewsbury to Pontefract route, a Saville Street Wakefield and Featherstone depot shared schedule.

More single decker purchases commenced in 1962 with a small batch of seven Leyland Leopards PSU3/1R with Plaxton Derwent bodywork (B53F) and at 36 feet they looked impressive. Becoming 985-991 (WHL 985-991) they were divided between Castleford and Wakefield depots. The final one was delivered in July 1963 and 985 was exhibited at the 1962 Commercial Motor Show. Although destined for one-man operation the Wakefield allocation had a conductor on board, plying their trade on the 82 Leeds - Hemsworth.

Eventually the Leopards departed from Wakefield joining stable mates at Castleford depot, most disappointing from a personal point of view. The only buses belonging to the West Riding I never had the opportunity to undertake a journey on as a passenger. No more Leopard chassis with bus bodies were to follow which was a shame. However, they had the distinction of becoming the last West Riding vehicles to be received with manual (stick) gear change and some lasted in service fourteen years. The West Riding received another second hand Wulfrunian from West Wales who had purchased the vehicle in 1961 and found it to be unreliable. Arriving in June 1963 and registered XBX 350, it became fleet number 959 and was painted green. The only East Lancs bodied Wulfrunian in the fleet (H44/33F) it became a thorn between roses with 954-958 and 960-984 in red livery on either side. 960-984 (WHL 960-984) were fitted with Roe H43/32F bodies and were delivered in from July 1963 onwards.

Opportunities were limited to sample the non-standard examples of 938 and 959 however it was interesting to note that the door control on 959 was a hand grab device attached to the left hand side of the roof in the drivers cab. Air operated and in a most unusual position, it caught out many drivers upon start of duty. As this bus was a "one off" one can fully understand why this was the case. Eleven years had elapsed since the opening of the bus station in Wakefield and now it was the turn of Castleford to be the recipient of such a commodity. Today in 2014, although now owned by Arriva, the Castleford Bus Station is finally receiving a makeover and changes to its original layout. The depot at Wheldon Road remains broadly unchanged. Another small local company, County Motors of Lepton, had two Wulfrunians in stock which were delivered during September 1961. Numbered 99-100 (UCX 275-276). These were also problematic and after returning to Guy Motors were passed to the West Riding (who had a share in County Motors) in May 1963.

After repainting in standard green and cream livery they were numbered 995/996. With standard Roe bodies (H43/32F) they fitted perfectly with the rest of the fleet and the only alteration made was to change the destination layout to match the standard West Riding style. Easy to recognise in service with their Huddersfield registration mark and blue moquette of County Motors, one of the pair, Wulfrunian 995, survives today as an operational preserved vehicle, faded West Riding green and cream paintwork on the outside and County Motors blue moquette on the inside. It is owned by the West Riding Omnibus Preservation Society and has recently been put back on the road for all to enjoy. It is also appropriate to mention here that 970 (WHL 970) a red West Riding Wulfrunian is also preserved and being worked on at Dewsbury Bus Museum. I spend most of my Mondays working on this vehicle and will cherish the day it is finally back in full running order.

About the same time the first production Wulfrunians, originally in red and cream livery, were now appearing in the green and cream version, but in no particular order. 25 Wulfrunians (864-888) became members of the green bus society and were shared with various depots, Castleford 864-872, Saville Street and Featherstone using 873-883 (they ran frequently on the 69/70) and Belle Isle keeping 884-888 which appeared on Bradford and other routes around Wakefield. Although I have given a rough guide of buses and depots the fleet was moved around over periods of time. Some vehicles remained at one depot all their working lives whilst other vehicles transferred to various depots and even returned to their original depot a number of years later. TO BE CONTINUED

Another West Riding Rally

Our previously featured 1979 rally at Belle Isle Depot in Wakefield, threw up some more interesting shots from another rally at the same venue, five years later! (Thanks to Ken Aveyard)



Clearly back then, the local bus company was keen to welcome visitors into their premises. What went wrong?



Can anyone spot any familiar folk on these shots? (Editors note: I was there, but I am not on the shots!)

Vehicle updates.....a bumper update

Guy Arab CCX 801 - Tony Hanson has provided the following update: A sudden and unexpected removal of equipment from down the storage area to the nearside of the bus has allowed the completion and rubbing down and priming of two lower panels and complete replacement of the front one that had been damaged. Another major step forward has been the receipt of a complete run of moquette to recover the seats, although no decision has been made on which contractor will complete the work. Ongoing electrical work has seen the main battery cables re-run so as to reconfigure the system from 2 x 6V in series to 2 x 12V in parallel to give more starting power and more capacity in general. Work on the control box has seen the circuit to the starter motor proved and the engine turned several times. Discovery of some false circuits has caused the box to be completely dismantled to free off all screws, connectors etc and remove corrosion. Reassembly has commenced using spare parts from another box

Leyland Tiger EHL 336 - Mark has updated us on all the tasks that have been completed since acquisition in December 2020 to the current time; Loose front headlight secured, saloon ashtrays removed, renovated, repainted and re-instated, damaged nearside seat cushion re-covered in correct specification moquette, deep clean of all the interior including upholstery, external and internal chrome parts polished or re-chromed where necessary, 4 centre gangway lights renovated including the manufacture of replacement shades, two rear Leyland hub covers purchased, painted and fitted, two new internal Roe style vent covers of correct size fitted, loose seat trim attended to on three seats, front hub covers repainted and polished and nut rings polished, floor lino deep cleaned and polished, internal light fittings cleaned, rear West Riding plate garter acquired, renovated and fitted, Saloon/Cab window slider knob fitted, missing fuses in control box fitted, 3 twisted seats straightened, bell pushes renovated, blown head gasket replaced, including skimming of heads and injector servicing, Speedo cable replaced to remedy inactive speedo, full oil change and filter change completed starting handle radiator cover replaced, two new batteries fitted. Plans for the winter and spring months include a new Tax Disc holder to fit, the luggage rack outer edge to repaint, 4 x T key lock covers to be fitted where required on nearside and offside opening panels a master switch and battery booster socket to fit, an offside cracked headlight to replace and the biggest job of all, the whole chassis to deep clean and repaint.

Reliance Dalesman JHL 983

Andrew reports that progress was halted due to other priorities, but he is now "back on the job" in a concerted effort to get the Dalesman back on the road. The final bits of the rewire need completion and two new front tyres will be fitted before a quick fluids check around and then some road testing can take place.

Wulfrunian WHL 970

Make a note of this date - Monday 8th November was the day that 970 finally took to the road under her own power for a quick test run up and down the street outside of the Museum!! Unfortunately, a compressor issue forced her to miss running in public service at the open day a week later, but she did make it across the road to the Loading Bay display area. Bill and the wider team have continued to complete the finishing jobs each Monday and with the air system fully operative more snags have emerged which require refurbishment of two more parts (currently in Bury-St -Edmonds) so that we can finally hopefully say "She is ready for the road!!"

Wulfrunian UCX 275

Our last update said she was in the paint shop as the Newsletter was printed on the day before she was due to be moved – then disaster struck! A seized hand brake prevented her being moved and her attendance at the November event. Andrew & Mark made two attempts to resolve the issue in the run up to the event but had to admit defeat. Once 970 is on the road, Bill is aiming to go through 995 in the same meticulous way to get her in tip top condition before the delayed repaint is completed.

Olympian A577 NWX

Steve reports that she is in need of some brake work and that she is sat in the queue for attention. She also requires two new front tyres. Once this is completed, she will be back out on the rally scene.

Bristol RE THL 261H

After resolving the air issues on this bus, it is now fully operational once more and will be treated to some new tyres in the coming months.

Bristol VR OWW 905P

With a dedicated work team of four now in place, things are moving forward at a pace. In December, the gearbox fault was assessed by a specialist company, as it would not select second gear. By the time you read this Newsletter, it is hoped that the Engine will have been removed to gain access to the Gearbox and that will be sat with the engineer being overhauled. Steve has also had a new piece of flexipipe made up to resolve the issue of leaking steering fluid.

Magic Rider D901 MWR

Simon has re-instated all the front end after attending to some corrosion at the front end of the bus.

Leopard PJX 35

Kelvyn and Dave have been busy repairing some minor damage pickled up at the Skipton Rally in October. A repaired wheel arch trim is ready to be re-fitted to the bus.

Ford Thames GHD 765

Simon continues to work on the brake overhaul, and he is confident this lovely coach will be back on the rally scene in 2022.

Guy ArabIV KHL 855

Mark has reported that it is just ten years since he acquired KHL 855 and that he isn't sure where time has gone (mainly because he probably spent most of that ten years getting her fit for the road with a great team helping him) He now reports that following some problems with fuel supply, the plan is to remove the fuel tank and clean it out. A minor oil leak from the diff needs investigation.

Christmas Buffet goes down a treat

As usual, our December members Meeting was more of a social event than a formal meeting and the full meeting Agenda was somehow swiftly gone through!

Food was provided courtesy of the Trust as a thank you to those that regularly assist in the running of events and the like, and many favourable comments were received about the "spread" laid on.

Members only "Ride-around" event – Saturday 5th March 2022

As promised, we have now announced the date for our first "Members only" event of 2022. We could not let the 50th Anniversary of the last Wulfrunian running in service go without commemorating it in some way! So, exactly 50 years and 12 hours later, we will recreate that last journey by running a 114 Service from Alverthorpe to Wakefield, following as near as possible the original route. Buses will leave the Museum at 9.45am to operate the 114 from Alverthorpe at 10.54 via the Flanshaw Hotel at 10.57, New Scarborough Rufford Street at 11.02, and Westgate at 11.06, where the service terminated. Our plan is to then take the buses on some former routes for a run out with the obligatory refreshment stop at the Redbeck Cafe. Every effort will be made to have a Wulfrunian running, if possible, (let's see) supported by other vehicles from the collection!

West Riding VR's down under

Thank you to Basil Hancock for the following shots of two long gone VR's. These shots were taken in 2005 at the Zig Zag Railway, and pretty fine the VR's looked too.



VRT3's, numbers 737 and 739, from the HHL-L batch, spent a considerable amount of time in this guise and it is fair to say an attempt had been made to pass them off as London Buses! The Blue Mountains Explorer service played host to PDR Atlanteans, VRTs and Olympians and for those in the know, a former Sheffield Atlantean operated by them was repatriated to SYTT at Eastwood a couple of years ago.

Basil reports that the business has now ceased trading and a selection of ex-Lothian Olympians are sat in the yard awaiting sale.

Basil also sent in a couple more shots of buses that have featured before in previous newsletters.....



Former West Riding 676 and 716 are seen above in Perth, and for Wulfrunian fans... yes that's a former Wulfrunian Gardner 6LX engine sat in the back of Fleetline 716.

Housekeeping – a note from one of our sponsors.....

Keeping the Museum clean and tidy is, and should be, a matter of common courtesy and common sense. The simple rules of engagement are that when you have completed some work on a bus, you put things back where you found them, you do not leave them laying around the floor, or indeed hide them under the nearest bus! So, imagine the upset when having jacked up a bus and then lowered it down, a few weeks later, a spurious object had fouled the fuel tank as the bus was lowered!! A simple mistake, yes in that the area wasn't checked before the bus was lowered, but please remember that the lighting is very poor under buses and that no one expects to find something unexpected under their vehicle!!

County Blue Wulfrunian Repaint for 995!!

By request, here we have 995 repainted in Blue & Cream. Unfortunately, it is not the full sized 995, but a model completed by Ken Aveyard.



The repaint of the real 995 is still booked in. After many appeals for the cost of the repaint to be covered by donations, no one came forward to pay for the County style repaint. So, in the true spirit of the saying "he who pays, gets to choose", Custodians, Andrew Beever and Mark Byard, who cover the monthly storage costs and running costs, decided that there was only one option – West Riding livery.

Meet the oldest and youngest members of our "operational" fleet!

We are very fortunate to have a large pool of "operational" fleet members, so take a look at these two:



To the left we have the oldest member of the fleet in the form of J Colin Wood, who has required minimal restoration and still delivers excellent service turning up on most Mondays for service, usually well fuelled by Mrs Susan Wood, Head of Canteen services. To the right we have the youngest operational fleet member in the form of Cameron McLaughlin, who joined us on his 18th birthday on the 21st December! Cameron is already getting his hands dirty on a Monday and manages to attend the Museum every week, whilst also completing an apprenticeship with Arriva. With a mere 60 years between them, it is interesting to note that the modern-day version runs on a different hybrid fuel to his predecessor – that being Coca-Cola, whilst the vintage version prefers tea! How brilliant that our hobby spans all age groups and that we welcome all into the fold.

Appeal success

The Trustee & Management Committee would like to formally express their best wishes and thanks to the following members for their response to our appeal for addition donations with the annual subscription renewal; David Allen, John Baldwin, Mike Bennett, David Byard, Peter Calvert, Richard Clegg, Chris Ellum, Di Forbes, Basil Hancock, Andy Hartley, Frank Hillier, Phil Houghton, Ian Lethbridge, John Lister, Ian Montgomery, Darren Potter, Andy Rawnsley, Gilbert Rhodes, Ron Rhodes, Trevor Rhodes, Mark Round, John Sandom, David Sayer, Alan Sledmore, Peter Sledmore, Lesley Sleigh, Andrew Stopford, Andrew Tindall, Stephen Tolley, John Turner, Steve Waddington, Trevor Wainwright, Kelvyn Waites, Ian Wild, Colin Wood & Sue Wood. THANK YOU VERY MUCH!

R. I. P Alan Dakin

In mid-November we received the sad news that long standing member Alan had passed away, having been receiving end of life care at a local hospital. Alan had been one of the very early members of WROPS, and held a variety of roles over the years such as Treasurer and Membership Secretary, before retiring from the Committee in later life. He was a regular attendee at events and monthly meetings and enjoyed joining us for our trips out on the rally scene. Most members will recognise Alan as the small chap with the winter coat, flat cap and walking stick. When Alan had a view to express, he was well known for not being backwards at coming forwards, usually whilst waving his stick in the air! In his final years and due to poor health, he had retreated from all activities at the Museum, but Trustee Colin Poole, had a weekly check in with him over the phone to keep him apprised of all the news. He will no doubt be missed by many of our visitors as he had been a regular face to check in with when the wider membership visited on Open Days. Our condolences are sent to his wider family and particularly his son Roy and daughter-in-law Bernie, with whom he had lived for several years in later life. On 9th December, Ethel B joined the funeral procession as a mark of respect, and several Museum members attended the celebration of his life.



Left; Alan in 1984 with Lilian Aveyard, at a rally in Barnsley

R. I. P Andy Powell, fondly known as Paintpot

As we went to press, it was announced that Andy had passed away on 15th January. Our condolences to his brother Glyn. A full tribute to Andy will be included in the next edition.

Arriva Donation

We were graced with a visit from Sam Walmsley, Operations Manager, Arriva, Heckmondwike, in the autumn to present a Cheque for £157.25 in memory of Phil Carlton. On hand to receive the donation with thanks, was Trustee Mark, who offered our sincere thanks for the donation in memory of our former member, who passed in such tragic circumstances over a year ago. We have recently removed all but one set of ladders from the Museum, and purchased a Scaffold Tower to improve



safety, and the money has been used towards this purpose.

Another fictional Wulfrunian

Since we started this Newsletter with a Wulfrunian, courtesy of Tony Hanson, we thought why not finish this edition with another one, courtesy of Basil Hancock! So, what if the Wulfrunian had been a huge success and had lasted like a conventional bus? With deliveries right up to 1965, it is not impossible to imagine that the following would have happened....



Seen above sporting NBC red and white livery is 865, but since Basil is a firm admirer of the Wulf, he has assumed an even longer service life than early NBC operation and decided to place the bus into the early Metrobus branding era – now that may be stretching it a bit far Basil!!