

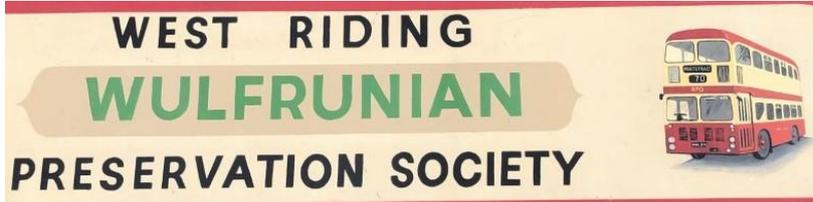
DEWSBURY BUS MUSEUM

WEST RIDING OMNIBUS MUSEUM TRUST

Spring 2021 (March one month early!)

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

CELEBRATING 50 GOLDEN YEARS 1971 - 2021



Ethel C – first time around!

Following the arrival of Ethel C at Ravensthorpe last year, we thought it appropriate to look back at her first encounter with the Museum. (Photographs are courtesy of Ken Aveyard)



From left to right above, we see Ethel C on the day she was returned home from Bridlington in 1979 sat proudly in front of the old Ravensthorpe shed looking quite well for her age. Restoration back into West Riding colours was completed even before WROPS had her donated to them. The second shot shows her in the company of Ethel B just about to start the return home straight to Wakefield. Finally, a rare rear shot taken when she arrived home but there is some debate as to where the fleet number is positioned over the rear window. Was this done by her original restorers who repainted the bus, and does anyone know for sure where the fleet number should be? We are still awaiting access to some official Roe archive shots, but in the meantime let us know your personal memories or if you have an in-service photograph that would prove it once and for all, do tell us and show us!

Photo riddle solved!

At the end of the Winter Newsletter, we raised a question on the detail of this photograph



Where was this taken and what is this National?

Thanks to Paul Goldthorpe for the following detail – The photograph is taken at the rear of Dewsbury Depot (Editor's note – this does make sense as when acquired for preservation by Tony White, he was a painter for West Riding Group and was based at Dewsbury around this time) It is not parked next to a West Riding or Yorkshire National. It is parked next to a former Northern National from the UUP-K batch and it may be the one that became 99. This one had a wheelchair access inside and when it finished service with West Riding it went back to the North East, and I think Go-ahead Northern who used it at the Metro Centre in Gateshead. I cannot remember if this is another National out of this batch that is in the picture or not. West Riding did buy some second-hand Nationals in the 80's with some going into service and others being used for spares.

A fitting tribute to Stuart Goldthorpe

It is hard to believe that it is over a year since Stuart Goldthorpe passed away. On 22 March this year Stuart would have been 74 years of age and as a tribute to him, his wife Heather, and son Paul, have agreed that his unpublished book "The Green Buses" can be serialised in the quarterly Newsletters. If you can't wait for each serial update, Heather has agreed that she and Paul can print off a full copy in advance on A4 paper providing a donation is made to the running of the Museum building and where possible gift aided too. If you would like to do this please contact Andrew Beaver on 01924 265528 and he will forward your details on to Paul and Heather.

So, LET THE STORY BEGIN.....

The Green Buses

Living in Ossett was a wonderful experience. I will never forget the Town Centre with a large fountain and underground toilets, the Town Hall looming in the background. Bank Street with its array of shops; Bibys for Babywear, Stanley Moss Opticians, Melias Grocery shop, The Nip In Fish Shop and where two of the town's five banks were situated. Beyond the Town Hall was Dale Street. On the corner with Kingsway was Bainbridges confectionary shop and lower down was the Co-op, famous for its "divi". Many more buildings could be mentioned but this is not a history of Ossett.

The people of Ossett in the fifties and sixties were proud of their town. If the Town Hall clock did not strike correctly then eyebrows were raised, questions were asked and letters of complaint were written. That is the way it was, people paid rates to the Borough of Ossett and the town belonged to them.

In November 1971, I moved from Ossett to live in West Ardsley. I think it was a good time to go. My parents and grandparents were deceased, only aunts, uncles and cousins were now living in Ossett. The Red Buses had gone, times were changing like they always do and little did I know that in three years, Ossett would no longer be an independent Borough, swallowed up by Wakefield through government boundary changes.

Haggs Hill was like being in the country, it was quiet and peaceful. The only noise was the sound of the birds. The house where I lived was a middle terrace, a through house, one up one down, as most terrace houses seemed to be. It had a small garden in which to play, complete with a coal shed (coil ole). From the garden I could look across and see a small section of Teall Street, South Parade and St John's Church. Sometimes I would catch a sight of a green bus along Teall Street, which could be a single or double decker. On many occasions a maroon single decker could also be seen. The maroon single deckers were from the Yorkshire Woollen District fleet in Dewsbury which ran a joint service with the West Riding from Wakefield to Cullingworth.

If you read my book on the red buses you will know that from the age of five, I lived with my grandparents. Returning home on Haggs Hill at weekends where I was able to sample green buses both old and new. Saturday was a traditional shopping day. Normally a journey to Ossett, but sometimes Dewsbury or Wakefield was the destination. I did not know until we started out where we would end up. I cared even less about the shopping, but a ride on a bus, well that was different!

Wherever my father and I were bound the bus stops were at Westwood Road. The Ossett/Dewsbury bus stop had a small shelter and on the opposite side of the road was the Wakefield bus stop, open to all the elements. Waiting at the Ossett bus stop was an experience especially in the dark evenings. This was the gas lamp era and the streets were not very bright. A bus coming round the corner from Queens Drive into Teall Street, its bright lights shining around a large dark radiator, looked like an open mouth, approaching the bus stop looking as if it was going to swallow up everybody.

The two West Riding routes that served Ossett, 81 and 100, had quite a hotchpotch of buses thrown upon them ranging from Leyland TD7 seating 48 or 55 (being either L24/24R or L27/28R) dating from 1942 and Leyland TS7c seating 32 (B32F) dating from 1935/6. Both types had examples of bodywork by Charles Roe but some of the early TS7c also had bodywork built by Leyland. Some of these were re-bodied by Roe in 1949.

During the war some of the TS7c were commandeered along with members of staff. These became military ambulances and after the war some were returned to service, but others were scrapped. There were various types of Tigers, TS7c with automatic gearbox, TS7 with manual gearbox and TS8c with automatic gearbox. During the fifties some were repainted and looked quite splendid.

Guy Arab I and II's from 1943 put in occasional appearances and some of them looked as if they had hit a rail bridge, their bodies leaning backwards. The reason for this obscure look was because they had been re-bodied with bodies from other vehicles which had received (exchanged) bodies from the Guys. The vehicles concerned were 571, 572 and 576. However, the original body of 571 was not transferred to another vehicle and was possibly scrapped. There were many strange looking vehicles with odd bodies because of the war years, which saw freedom of choice suspended. What new buses became available were from Guy Motors and Daimler since the two major companies, AEC and Leyland, were confined to War Office requirements. It had been a make do and mend situation. The Guy Arabs mentioned above were from a batch of 9 which were numbered 570-579, with L27/28R utility bodies by Roe. (Original bodies of 571, 572 and 576 were built by Brush of Loughborough) Within the batch was a lone Leyland TD7 with a NCME body numbered 573. Why this was included in the middle of the Guy Arab batch is unknown. During the nineteen fifties these vehicles were transferred to Selby depot that had been taken over from J Bullock & Sons.

More Guy Arab II's were built in 1944 and despatched to the West Riding. These were 580-88 (AHL 14/15 & AHL 39-45) and to all accounts 582-588 were delivered in red livery. Whether they entered service in red is debatable. These were repainted in green, eventually finding their way to Castleford and Featherstone depots inherited on the takeover of J Bullock & Sons.

1945 saw Guy Arab II 589-615 (AHL 46-55 / AHL 101-111 & AHL 122-127) similar to the previous examples arrive. In 1946 further Guy Arab II 616-618 (AHL128-130) were delivered. Guys 582-618 had the larger 6LW engine and I imagine these were successful as they survived until the middle of the sixties. The Guys were followed by centre entrance red Regent III's and single decker green Regal III from the AEC stables. Regals 647-652 ran on the joint service number 3 to Cullingworth (only one bus required). Like the Regents a four-speed pre-selector was favoured and they were bodied by Roe B32F. Registrations were BHL 689-694.

After the war there was a large market for new buses. Like most bus companies the West Riding required new stock. Even when restrictions on production eased it was impossible to rely on one manufacturer.

In 1948 the Leyland Titan PD2/1 arrived joining the Regals from the same year. The first batch were numbered 619-646 (BHL 661-688). They had low bridge bodies L27/26R also built by Leyland. They brought a touch of modernisation to a pre-war fleet and most if not all of this batch started service from Castleford Depot. I cannot recall any of these vehicles on local routes around Wakefield even in the sixties which is disappointing to say the least. BHL 682 is the sole surviving West Riding Titan and has been immaculately restored to original condition by the West Riding Omnibus Preservation Society. It has pride of place in Dewsbury Bus Museum.

The Titan was to become the mainstay of the fleet for the next seven years. The initial batch was followed by Titans of a different status. These were 653-658 (BHL 800-805) and 659-661 (BHL 860-862) a small batch with high bridge bodies (H30/26R) by Leyland. Along with the red Regents these were the first high bridge vehicles for the West Riding. The high bridge Titans were restricted to certain routes to avoid low bridges. Two accessible routes were 61 Bradford and 86/87 Huddersfield and to warn drivers of the potential dangers on other routes a sign proclaiming "beware high bridge vehicle" was placed in the cab.

It was 1949 when the remainder of the high bridge Titans were received, 662-665 (BHL 863-866) joining the rest of the batch at Belle Isle. These were followed by Titans 666-677 (BHL 867-878) which had again reverted to low bridge bodies. Castleford Depot were the recipients once again. The three Titans 684-686 (CHL 155-157) which were received in 1949, came with high bridge bodies and were the last half cab high bridge green buses taken into stock. The gaps in the fleet numbers between the two batches of Titans were occupied by Leyland TS7 678-9 (BHL 879-880). These were two ex-County Motors vehicles (VH 7533 & VH 8802) re-bodied by Roe (B32F) and re-registered with Wakefield registrations. Following on were four Regal III 680-683 (CHL 151-154), also with Roe (B32F) bodies. A jaunt or two on the number 3 route was most appreciated. By 1953/54 the Regals

had moved on to Castleford Depot and when the time came for retirement, they had clocked up 18 years of service.

By 1950 the last of the ordered low bridge Titans entered service, numbered 687-695 (CHL 158-166) and 696-703 (CHL 794-801). I remember these buses with clarity as they spent their working lives around the Wakefield area. Only rarely did a PD2/1 appear on the 100 Ossett route, as if the old order of TD7 & TS7 refused to give way. I would say it would be 1952/53 before the PD2/1 slowly took over this route. What I liked about the PD2 was the whine from the Leyland 0600 engine when the driver changed up a gear, or the slight whistle while ticking over.

During 1950 the West Riding purchased the undertaking of J Bullock & Sons Limited of Featherstone. Along with Depots at Doncaster, Selby, Featherstone and two at Wakefield, including Saville Street, about 150 extra buses were now under its wing. Some types of vehicles were familiar whilst others were a mixed bunch, including Daimler COG5, COG5/40, CWA6 and CVD6. The only two known survivors of the Bullocks fleet are Leyland Tiger PS1/1 number 284, AHL 694 and Daimler CVD6 number 342, CHL 772 both in full working order but neither resident in Yorkshire. It is impossible to give an accurate account as to which depot the Bullocks buses were allocated. Two batches from Saville Street Depot stand out. These were Leyland PD2/1 313-318 (BHL 272-277) with Leyland L27/26R bodies and AEC Regent III 291-296 (AHL 923-928) 319-321 (BHL 641-643) and 322 (BHL 926) all with Roe L27/26R bodies. All of these vehicles eventually saw service on the Ossett - Healey route, which was transferred from Belle Isle Depot along with the Cullingworth route.

The green bus routes to Ossett 3, 81 and 100 ran via Dewsbury Road, Roundwood, Queens Drive, Teall Street and Manor Road towards the cross roads that joined Station Road and Sowood Lane. On approach to the crossroads a large sign with a red triangle informed the driver to "Halt major road ahead" as traffic lights were few if any. Number 3 service to Cullingworth continued across the busy junction, climbing the upper half of Manor Road passing the Co-op on the brow of the hill, its square turret with clock presiding over everything, down what we locals called Giggall Hill to the road junction where the bus turned right via The Green and Bank Street into Ossett. Number 81/100 service turned right at the crossroads joining the red buses along Station Road into Ossett. Upon reaching Ossett the 81 route turned left into Bank Street where a bus stop used by the 3, 116 and 117 joint services with Yorkshire Woollen could be found. Leaving Ossett the 81 route departed for Healey via The Green.

In Ossett Market Place the green buses on the 100 service shared the red bus terminus. However, they did not terminate here, instead continuing back round the Market Place and down Dale Street to the junction of Dewsbury and Wakefield road. Turning right the route went via Flushdyke to the Roundwood End of Queens Drive where it terminated as a circular route around Ossett. The driver had to perform a "U" turn, allowing him to follow the reverse of this route back to Ossett. Leaving Ossett the 81/100 service followed the same route back to Wakefield and all buses on the 100 service were always known locally as the Flushdyke Flyer.

All three routes passed by Roundwood Colliery. From the large colliery yard a single rail track went across the main road and disappeared between the hedgerows, down to the sidings at Low Laithes. On many occasions two-yard men with red flags brought traffic to a standstill while a small shunting tank engine crossed the road taking coal trucks down to the sidings or returning with empties.

Roundwood Colliery had two pit shafts which were known as The Beeston and The Silkstone, one heading towards Leeds and the other towards Barnsley. Although a thriving industry Roundwood, like many other collieries, closed during 1966 bringing a way of life to an end for many families. However, it took another 6 years or so before everything was dismantled to allow landscaping to begin. By 1970 the coal hoppers, winding gear and pit baths had gone. At the far end of the site near Queens Drive work had commenced on the foundations of what would become the Post House Hotel now known as the Holiday Inn. Roundwood Industrial Estate now occupies the colliery area and a petrol station occupies the land where the pit baths were situated.

Today the only recognisable part of the past are the houses and the Malt Shovel Public House. However, a set of traffic lights still stop vehicles which travel through Roundwood allowing access from the small industrial estate at Roundwood to the large estate built over the years.

To be continued.....

Members Meetings – notice to all members

In line with the current guidance on Coronavirus, we have taken the decision to RECOMMENCE OUR MEMBERS MEETINGS from Monday 21st June 2021. Full details will be on our website and facebook once we confirm the continued use of Soothill WMC.

Chicken – on the side

Following last edition's final photo and the article in the first section of this Newsletter, Ken Aveyard has sent in this rather fine photograph of JHL 708.



Proudly displaying Chukie Chicken on her side

J P Wood's family began rearing poultry in the 1880's and later his sons took the poultry industry to a new dimension by founding the giant poultry producing business Chukie Chicken based near Craven Arms. With such a large business, they had to find a way of transporting 1400 staff to the remote plant. Having decided to operate their own fleet of vehicles, all manner of rolling stock was acquired including ex London Transport RFW, RF and GS vehicles. By 1969 a new transport Manager had been appointed and buses began to arrive from NBC subsidiary companies, including West Riding. Things continued well into the 1980's with the vehicles turned out in a smart blue and white livery however, after being eventually purchased by the multi-national Unilever, the staff transport fleet eventually disappeared and JHL 708 was acquired by a Mr Gladwin for preservation, then our famous painter Tony White, and finally one of our Trustees, Mike Bennett.

Clearly the owners of Chukie Chicken had some pride in their staff transport as can be seen above. For those of you that remember Wakefield based Double Two shirts and their rather motley collection of vehicles, this bus is night and day in comparison! So how about a challenge to our readers – do you have any shots of the Double Two fleet that we can publish. Please remember we have no washing facilities either, as clearly Double Two's never saw a sponge during their ownership, so don't expect us to clean up any shots sent in!! Finally, credit for the photograph above goes to Terry Walker and thanks to Ken for his continued contributions.

A Vehicle Conundrum – to allow access or not?

As most of our members know, the collection of vehicles we have are mainly privately owned buses and coaches. We are lucky that the owners make them available for our open days and bus running and allow members of the public to enjoy them. They are their pride and joy and have often cost tens of thousands of pounds of personal cash to keep them on the road.

On some occasions when vehicles are mid-way through restoration work and are "out of service" on open days and the like, they will be left parked on the Museum forecourt or road with a polite sign on the door refusing entry unless permission is sought. In these cases, we are not being awkward or unkind, we are being sensible because quite often there will be health and safety issues if someone boards the vehicle without someone "in the know" present.

So, imagine our surprise and frankly concern at best, and annoyance at worst, to find shots of the interior of the Dalesman coach posted on facebook from our last open day. So, should we be concerned – well yes – the door had a clear sign on it saying do not board without permission because several floor panels were up for access to the battery box! Had the offending visitor asked for permission he would have been granted it, providing a responsible member was allowed to shepherd him around the coach to avoid the risk of injury.

So why are we mentioning it here? As responsible members of the Museum – which we believe you all are, if you see someone that you don't recognise crawling all over one of our "out of service" collection then please flag your concern to a Trustee or fellow member so that the individual may be challenged on their behaviour! Keep out signs are there for a reason – to keep visitors safe!!

Vehicle Updates

This section requires information from vehicle owners so if you own a bus or coach please can you send in your updates!!

CCX 801 Tony Hanson has sent in his latest report – thanks Tony

The biggest obstacle to completing the restoration of this bus was the recently discovered damage to the axle case. It would have been difficult, but not impossible to repair it, but our bacon was saved by the lads at Town & District, Great Harwood who offered a replacement from a Mk III Arab towing waggon which had been damaged in an accident and was being cannibalised for another project. David Hudson and I went over to Accrington one Wednesday and with the help of one of the lads on site, completely dismantled the axle., saving all the bolts and other bits! A van was hired on the Thursday morning and a small party loaded the axle, it being delivered to Ravensthorpe a few hours later. Sight-seeing tours of the old axle are available at £5 a head – please see me for tickets! Over the following Mondays the part was attached to the road springs, jacked up, secured in place and the various mechanical gubbins replaced. Many hours of hammering, sweating and swearing were required to force the brake anchor pins back to their correct location, these having been previously forced out, left and rusted! The half shafts have been replaced and the differential has been drained, flushed out and treated to a new front oil seal and filled with extremely expensive EP140 oil. Several very minor jobs remain to be completed on this part of the project.

WHL 970 The red Wulf 970 has had its final few dodgy cushions professionally reupholstered and Colin has worked wonders on the odd pieces of flooring that had rotted away on the upper deck. The front headlights are being re-instated as we go to press and the front, side lights and rear lights are all working. Steve has been tackling the front number destination blind to get it re-instated and working and as we went to press it was almost sorted!

JHL 983 Andrew has continued with the internal rewire with the assistance of David Parkin and Steve Hurley. All the light fittings have been removed and re-chromed where necessary. Andrew reports that feeding through some of the rewire through the coach has been a considerable challenge and he pressed Mark Byard into service one day with a long handled mini paint roller tool and Mark's thin hands to hook one particularly difficult piece of cable through a small gap after hours of failed attempts.



10 x rack back light boxes warming by a radiator to dry off in the cold weather

As can be seen above – whilst the lights were being re-chromed, the back boxes have been renovated and repainted in the correct colour paint and the luggage racks have been repainted too. The re-wire is now well advanced and Andrew feels he is now “almost there” with it!!

Ethel B – EHL 344 With both Paint-pot Andy and Mike out of action, Ethel B has been resting. Much has already been done to get her back to first class condition in the hope that she can be back on the road in 2021 for the Golden Jubilee, after all she was the first bus to arrive in the collection being offered to WROPS around the same time that Wulfrunian 995 was bought. A good 80% of the external repaint is completed, the renovated rear wheel arches are ready to re-attach and the hub caps and trims are all nicely polished up ready for refitting. Internally, all the seat frames have been repainted and cushions deep cleaned. The nearside internal panels have been retrimmed and fitted and the refitted window pans have the correct metallic paint on them. The rotten luggage rack on the offside has been replaced. Hopefully, health permitting, a re-start on her restoration will commence shortly.

Ethel C - EHL 336

Mark set to work as soon as the vehicle arrived at Ravensthorpe. The 15 ashtrays that had been a little neglected over the years have been re-instated after a proper clean-up and a repaint of the green inserts. This task involved hours of work, using a Dremel tool to gently remove the rust and silver paint that had been used to hide corrosion in various places.



Before, looking tired & rusty

After, with sparkle & paint!

The four centre gangway light units had seen better days with three of the four shades broken and repaired so the final unbroken specimen was taken out to use as a template to fabricate replacements, whilst the main fittings were polished. Meanwhile, the chrome window surrounds and bell inside the cab area have received a welcome clean and spruce up. Two Leyland rear hub covers have been purchased, inserts painted and polished up by Colin Wood along with the front nut rings and hub covers. Two internal oversized chrome vent covers have been replaced with the correct sized Roe ones and a thank you goes to Richard Hall for supplying one of the two replacements at the eleventh hour when all other potential sources had dried up. A thank you also goes to David Hudson who has worked his magic on the original rear garter plate, tidying it up and which is now due to be attached to the boot in the next few days. The damaged seat cushion is back from the upholsterer and back in position. Deep cleaning of the seats has now commenced along with a thorough clean of the saloon including lots of floor cleaning and glass polishing! A couple of minor trim repairs to seat backs have also been completed. The floor does not appear to have been polished despite the lino being replaced a couple of years ago, so that is the next job to tackle.

Colour the Wulf



Due to COVID restrictions, we have all found ourselves twiddling our thumbs at home with little to keep us occupied other than watching numerous repeats on TV! So, with our Golden Anniversary upon on us, we thought we should give you all the chance to "Colour the Wulf" and use the opportunity to show what livery you think would have looked good on UCX 275. Anything goes, including a Wulf operating for another company and in any era! So, use the enclosed sheet to show your creative talents and send in your completed entry to WROMT C/O Northfield, Water Lane, Kirk Smeaton WF8 3LD. – happy colouring

Members only section of the website

Our website has recently undergone some serious upgrading and we thought you may need a reminder on how you log on to the members area of the site. So here goes:

From the homepage:

Click the top right-hand box that says "Members Log in"

The Log-in box will now appear so enter the username and password you were sent with your membership badge (do not use any capital letters or spaces) and then click on the "Log-in" box.

The screen will now bring you back to the main homepage but a small green box will now have appeared near the top right-hand corner that says "Members Area" – click on this and you will be taken into the Members only area. Please remember to also "Log out" when you have finished having a nose around!

An update from our Trustees

Due to COVID restrictions it has been extremely difficult to hold any form of Trustee & Management Committee meetings in almost 12 months. As you can imagine, several issues which needed discussion were beginning to "back up" so a decision was taken to hold a social distanced meeting in the Museum building in the next few weeks to action some pressing agenda items. **ALSO, PLEASE SEE THE ATTACHED UPDATE REGARDING OUR OPEN DAY PLANS**

Picture Puzzle – by Stuart Goldthorpe

As a further tribute to Stuart, his son Paul has asked that we publish a little puzzle that Stuart had compiled for publication, just prior to his passing.....



What is this in the above picture? A green intruder in the hallowed court of the Red centre entrance Regent III's in the Cross York Street small bus station in Leeds! Why was it parked there – does anyone know? Send in your answers to mark.byard@live.co.uk for publication in the next edition!

The final bit – in looking forward to the rally season – lets also look back!

A big thank you to Ken Aveyard for reminding us of those early days.....



Seen in 1979 at Belle Isle Depot, being lined up for the West Riding rally are, from left to right KHL 855, still in service as Trainer A14, but earmarked for preservation the following year, preserved Ethel bus EHL 344, preserved Ethel coach EHL 336 and preserved Guy Wulfrunian UCX 275. Fortunately, all four are still with us, the Arab having been subject to a very thorough restoration and the Ethel coach having been recently returned to the collection after an absence of almost 20 years!

Perhaps some of you will remember the Rally? Perhaps some of you will even remember the Bristol RE and Bristol VR repainted in traditional West Riding livery to commemorate the Anniversary? Send in your recollections and photographs for inclusion in our next Newsletter!!