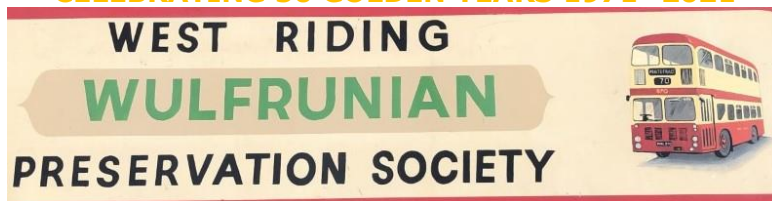


## Summer 2021 Newsletter

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



### Welcome to new Members:

Joy Lightfoot, Richard Ward, Peter Darkin, Alan Gale, James Dunford & Ian Montgomery

### *Picture Puzzle solved!*

We start the Summer Newsletter with the answer to the conundrum posed in the Spring edition! Why was this green bus parked in the small West Riding Bus Station in Leeds, normally only the haunt of Red West Riding buses?



The bus in question is a Leyland TD5 number 538 (HL 9067) taken into stock in 1939 and lasting an incredible 22 years in service before withdrawal in 1961.

On a Monday to Friday, a peak time only service was operated from Wakefield to Leeds via East Ardsley, Thorpe Brickworks, Wakefield Road Thwaite Gate and finally Cross York Street. This morning only service also operated when required via Fowlers Works, Hunslet, makers of industrial steam engines. The peak time return service on afternoons only ran from Fowlers Works when required, but otherwise following the reverse route of the mornings service. However, on Saturdays only, a normal passenger service was operated every two hours giving four round trips and requiring only one bus. This ran from Wakefield via East Ardsley, Thorpe Brickworks, Lofthouse Jumbles Lane, Wakefield Road, Thwaite Gate to Leeds Cross York Street Bus Station.

The photograph, taken in 1958, shows 538 still with its wartime destination aperture. I imagine this was a Saturday because there was a 15-minute layover in Leeds before the return to Wakefield. On the return to Wakefield, it had a generous 25-minute layover so one can only imagine what todays Arriva drivers would give for that? There seems to be an air of mystery about this route as when seeking out information in timetables of the late 1950's and early 1960's, there appears to be no mention of it!

However, further investigation of a 1967 timetable and onwards, the service 115 Wakefield – Thorpe -Leeds does appear?

So, there you have it – the picture is no longer a puzzle! As for more puzzles, what about the 75? This service also appears to replicate part of route on a Saturday – perhaps the readers could solve that one?

Editor's note; Stuart is sadly missed by all the Monday team but his legacy lives on in 970 & Ethel B.

## *The green Buses - continued*

In the last section published, Stuart said he was not sure about the colour of a batch of specific buses..... One of our newest members, Peter Darkin, has clarified the details – thanks Peter!

"Guy Arabs 582-588 where in Stuart's opinion delivered in red livery, but Stuart had been unsure whether or not they entered service as red or green buses? I travelled to school on these vehicles and I can assure everyone that they operated in red livery on red bus routes as I lived just off Dewsbury Road in Wakefield and had the pleasure of watching 20 West Riding buses per hour pass the end of the road, most being red buses! The Arabs had wooden seats which adults found uncomfortable but as children we found these to be great fun because you could slide about on them. From memory the red livery lasted until the first batch of Regents arrived in 1946."

In the last edition we left Stuart's story outside Roundwood Pit .....

Most of the buses built around wartime were low bridge vehicles. I affectionately nicknamed them "headbashers" due to the fact that the sunken gangway on the offside upper deck protruded into the lower saloon. Unwary passengers leaving the seat below the sunken gangway would bash their heads when rising, much to the amusement of more experienced passengers and myself. With five extra depots and a variety of vehicles, quite a number of buses were eventually shuffled around. A batch of high bridge titans 653-658 were transferred to Selby that did not have any low bridges to avoid. The curse of Selby was the Toll bridges to the North, spanning the river Ouse, which were the cause of constant delays.

The depot at Doncaster was soon closed. However, Bullock's head office and depot was safe at Featherstone becoming a home to many Guy Arabs of which most depots had a share. One of the two depots in Wakefield under Bullocks was a maintenance depot which continued in the same role until the sixties when it finally closed.

What could have been a new batch of vehicles, but instead was only a solitary demonstrator, was AEC Regal IV 706 (DHL 166) with Roe B42F body. Exhibited at the 1950 Commercial Motor Show it never entered service, even though displaying West Riding livery and name.

Two vehicles that did enter service were 704-705 Leyland PD2/1 with Leyland L27/26R bodies. These were ordered by Bullocks and delivered to Featherstone depot without a coat of paint and were registered DHL 151-152. The most unusual buses to enter service were a pair of Seddon Mark VI with Seddon B31F bodywork. Ordered by Bullocks but received by the West Riding, they entered service with fleet numbers 707-708 (CHL 549-550). I vaguely remember the Seddon's on the Healey route, with push bells that sounded more like a buzzer, along with ex Bullock PS1 and West Riding TS7, a formidable combination.

With the majority of the Bullocks vehicles taken into stock and those not required replaced by West Riding vehicles, only one new vehicle was received in 1951. This was AEC Regal IV 709 (DHL 686) with Roe B40C bodywork and survived in service with the West Riding until 1964. I presume 709 did not find favour as no more Regal IV were to follow. In 1952 the first and last green Regent III to have been ordered by the West Riding were delivered. Ten Roe bodied buses (L24/26R) 710-719 (DHL 921-930) entered service, possibly from Belle Isle depot and Saville Street depot. I remember on occasions one of the batch would appear on the 81 Healey and the 69/70 Dewsbury as required.

Even at 78, my grandfather was known for his long walks which could take us anywhere; Coxley Valley, Bretton, and Horbury Junction, to name but a few. Wherever we would go the outward or return journey was always by bus. This particular day we had reached Flockton and headed towards Midgley to catch the bus home. With Midgley in our sights a green bus arrived, turning around and stopping at the terminus, which was the furthest point on the 117 joint-service with the Yorkshire Woollen from Leeds. Not every 117 ran through Midgley with some terminating at Netherton. Although only a small rural hamlet, Midgley had a Church, the Black Bull Public House and Job Earnshaw's Timber Merchants. It was also served every two hours by a bus from Huddersfield to Wakefield operated by County Motors and every hour a bus from Sheffield to Bradford via Barnsley

and Dewsbury which was a joint service between Sheffield Corporation, Yorkshire Traction and Yorkshire Woollen. (editor's note we believe this was a Sheffield Joint Omnibus Committee route)

Dashing towards the rear platform I heard a voice say "slow down, it does not leave for five minutes." My grandfather knew the times of most bus services in the area. The driver and conductor looked in amazement as we climbed on board, no doubt not accustomed to any passengers in this remote hamlet. What pleased me was the bus itself, Regent III 712 (DHL 923). Not many opportunities arose to ride on a green Regent III of the 700 batch, which like other buses were flittered about between other depots giving fourteen years of service. The seating was similar to the older TD7 and newer PD2's with two bench seats and ten standard seats, giving seating for twenty-six passengers. The total capacity including the upper saloon was 50 (L24/26R). I know I am being bias but they were not quite as smart as the red centre entrance Regents. The driver was good, leaving a long pause in gear change, and a wonderful ride smelling the newness of the bus was had.

Today nothing seems to have changed except Job Earnshaw's Timber Merchants yard that moved many years ago, replaced by houses. The only bus now serving Midgley is the Huddersfield to Wakefield service operated by Yorkshire Tiger. I wish I was briefly back in 1952.

New Leyland Tiger PS2/12A with Roe B39F bodies arrived in July 1952 with numbers 726-737 (EHL 337-348) allocated to these new vehicles. Some of the PS2 appeared on the number 3 Cullingworth (726-729) also shared by the Regals. The Regals were later transferred to Castleford and the PS2 would follow a few years later. In fact, some of the PS2 were based at Selby depot and Castleford depot from new. I still ride and conduct on West Riding PS2 733 (EHL 344), preserved by the West Riding Omnibus Preservation Society. 733 lives in Dewsbury Bus Museum, attends rallies and runs mystery tours at Dewsbury Bus Museum open days.

On Tuesday 30<sup>th</sup> September 1952 a special ceremony took place. The newly built Bus Station in Wakefield, owned by the West Riding, was opened by the Chairman of the Traffic Commissioners, Major F S Eastwood. Although long overdue, the land was purchased many years previous but the activities of Adolf Hitler put an end to any thoughts of immediate construction. Once opened the Bus Station was a huge success and a credit to the West Riding Automobile Company, alleviating the need for buses to park or layover along Union Street and down The Springs.

The long-awaited Bus Station could not have been built in a more convenient place, close to the open market and the Bull Ring which was due to be redeveloped. Another bonus was that one of the two depots purchased with the J Bullock & Sons business stood right next to the Bus Station divided by Borough Road. The other smaller depot was used by Bullocks for maintenance of vehicles, continuing in the same fashion with the West Riding, until the early 60's when it finally closed.

A small batch of six Leyland Tiger PS2/13A to the new regulation of 30ft (9.09 metres) length then arrived in November 1952. These were the first for the new West Riding coaching stock. They became unique due to the C35F bodywork built by Roe, who was usually a bus body builder, not normally associated with coaches. The coaches were numbered in the 700 series, 720-725 (EHL 331-336). There was no separate numbering system. Fortunately, two of this batch (EHL 335-336) survive in preservation in running condition in private ownership.

1953 was an eventful year. The Coronation of Queen Elizabeth II would take place and before this important event the West Riding placed in service twelve new Leyland Titan PD2/12 with Leyland L27/26R bodywork, the last examples of Titans with this style of bodywork to be received. Leyland ceased all bus body construction during 1954, to concentrate on chassis construction only.

The first Titans to enter service from this batch were 739-744 (EHL 831-836) 739-742 arrived in a red, white & blue Coronation livery, which they retained throughout their first year in service. However, 743-744 were delivered in red livery with white window surrounds, to be seen seemingly out of place on red bus routes.

I would imagine the four main depots, Castleford, Selby, Wakefield Belle Isle and Saville Street would receive a "Coronation" liveried Titan leaving out Featherstone depot. Routes from Castleford and Wakefield ran through Pontefract, some routes via Featherstone, which I assume on some occasions a "Coronation" liveried Titan must have been used, although I could be wrong.

A "Coronation" Titan appeared frequently on the 81 Healey, in this spectacular livery that I may never see again. Red mudguards, red radiator with blue engine bonnet, the five nearside panels divided into three sections and split diagonally. The first panel was red/white, the next was blue/red and the last panel section was white/blue, a combination of red, white and blue, the colours of the Union Jack.

On June 2<sup>nd</sup> the Coronation of Queen Elizabeth II took place in Westminster Abbey. This was truly a ceremonious occasion but was of no interest to a six-year-old boy, except for the fact that at school all pupils were given a special mug commemorating the event. A national holiday was declared, no doubt to allow people to listen to the event on the Wireless (Radio).

Throughout the streets of Ossett, Union Jack flags were flying from buildings, shops and houses and many months later some of these could still be seen. Years after the Coronation in the attic of my Grandparent's house, stood a Union Jack flag. Flown on this special occasion it never to be used again. To touch or unfold the nations flag was taboo.

When the remaining Leyland Titan PD2/12 745-750 (FHL 111-116) arrived, they were out shopped in green livery. By the end of the year coronation liveried 739-742 were repainted in red livery to match 743-744. However, during nineteen fifty-four a repaint saw all red Titans disappear in favour of green livery, by which time 739-742 had sported three different liveries within a year. All these PD2/12 started working life from Saville Street depot.

Another main event which took place every year on Easter Monday was Heath Common Fair. This fair was the highlight of the Easter Holiday where people from towns and villages around the area would visit the fair. Cars were not a popular mode of transport; everybody came by bus. From a bus enthusiast's point of view, this was the place to be. The West Riding played its part turning out buses from both Wakefield depots, from Leyland TD7, PD2, Guy Arab II/IV, to red centre entrance and rear platform Regent III, all large crowd movers being in evidence.

Crowds of people filled the length of Union Street and Borough Road on both sides, three abreast in some places. Inspectors took charge of the crowds and the running of the buses, which I imagine were not to a precise schedule. Only three buses would be allowed on Union Street for loading purposes only. Buses returning from Heath Common used the bus parking area behind Saville Street depot where they joined other buses waiting for a return journey. Departing times were possibly three buses every ten to fifteen minutes. The West Riding proved to be more than a match for this successful challenge, the likes of which we will never see today.

To be continued>>>> Over the previous seven years the West Riding had received over 150 new buses.....

### *Photo-shopped or not?*

The addition of Ethel C to our collection has thrown up this conundrum.....



Here is EHL 336 in her green and cream livery, with what we think might be former B&S Tiger AHL 694 parked next to her, with Ethel C wearing the company name of "Greenway Coachways". The photograph was captioned as EHL 336, Seaburn 25/08/2003.

The destination screen areas on the coach look a bit suspect, but the insignia on the side does look convincing. Did this actually happen or has this been photoshopped? If you know the answer, please let us know as Mark would like to have the complete history of her life logged for posterity!

## *RIP Mick Hartley*

It is with sadness that we report the passing of Mick Hartley, one of the founding members of WROPS. Mick had been ill for some time, and at the request of his family we paid our respects at his funeral with the attendance of the PD2.

Andy, his son, is a very active member of the Museum and attends our monthly meetings and is a volunteer at our open days. His daughter Deborah, has relayed many stories of her childhood days out with Ethel and the Wulf, often with her dad behind the wheel of one of the two buses!



Left, Mick with the PD2 in 1974 when acquired by WROPS

As can be seen above, Andy believes his dad also got behind the wheel of the PD2 when it was first acquired for preservation, and before it was taken to bits to be rebuilt!

Without the early pioneers of WROPS, we would not be in the strong position we are now in and should never forget the contribution they made. With that in mind, watch out for more details of the early years of the Society in forthcoming editions of the newsletter. RIP Mick.

## *Bygone Bus Stations - Castleford in focus*

Taken from a report in the 1960's we print here a review of Castleford's "new" bus station.....

"The bus station in Castleford has a side loading arrangement and is found in the municipal section of Castleford, Yorkshire. Here, a two-acre site forms part of the town's central area improvement. The bus station has a straight layout, generally with a north-east to south-east flow, with a separate unloading platform at the north-east end. The exception to the flow is at a platform for express services and excursions and tours, where the vehicles load in the opposite direction and then circle the station



Just out of shot, bottom left, is the famous clock and phone box

The four platforms for stage services (there are 8300 departures a week) have 14 loading positions in all, four on each three platforms and two on a fourth. They are provided with fully glazed shelters with steel queue barriers at each opening. A single storey building containing an inquiry and booking office, waiting room, snack bar and toilets is found on the unloading platform. Also on this platform is an unusual feature – a clock tower on four steel pillars, enclosing a telephone kiosk at the base."

Editor's note – having recently visited the "new" version of Castleford Bus Station, come back the old one, which clearly had a lot more character!

## *B & S – luxury from a bygone age!*

Our thanks are extended to Rev Peter Calvert for these three wonderful photographs from the Burlingham photograph archive that he has recently passed on to us. First up are two shots of what Peter thinks is HL 5504, new in July 1932 as fleet number 142. It is described as a Leyland KP3 in the PSV Circle records.



One can only imagine sinking back into the armchair style seating on what must have been a very luxurious vehicle in the 1930's. There appears to be some sort of compartment at the rear offside corner and one wonders what this was for? Coats, storage or even a WC – anyone know the answer? Meanwhile, B & S were clearly in the habit of splashing the cash with these three beauties.....

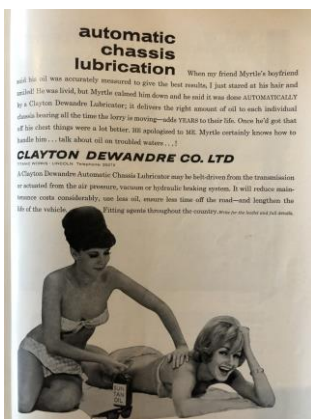


These three Leyland TS4's, numbered 150-152 in the fleet, were delivered in May 1933. Again, they look very well-appointed saloons even from the external shots. The records show these as being bodied by Hindle but the middle coach in this shot clearly has a sign saying "Coachwork by Burlingham"

Our thanks to Peter for stimulating some memories for some of our more mature readers!

## *From the archive*

Certainly not worthy of any current day page three and hence why it is featured here, a rather bizarre advertisement from the early 1960's for chassis lubrication!!



To the left, Myrtle with a mate lubricating her chassis

Make of this what you will, but what the two ladies have to do with the product makes the mind boggle! One thing is for certain, we can never remove history and never should we try, - this simply goes to prove how far we have come in 50 years! Don't suppose we will ever be likely to see Jordan-Rose and Chardonnay-Brittany laid on the seats of a Borismaster in a similar shot!

## *Vehicle Updates*

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

We are delighted to update you on the progress of **CCX 801** thanks to an update provided by Tony Hanson

The gearstick has been replaced in the cab, floor plates fitted, including a new one that was fabricated. The rear offside wing was repaired and refitted, filled and prepared for painting. New roof vents were primed, rubber pads cut and then the vents were refitted to the roof. The cab communication window has been converted from a fall-out and smash type to a half width slider. The nearside opening cab window has been reconstructed, re-inforced, reglazed and refitted. The cab footstep has been found and refitted. The gearbox oil has been drained and refilled. New main mounting bolts for the radiator have been obtained and fitted. It won't fall off now! Repairs have been made to the bonnet lid with it filled, rubbed down and primed. Meanwhile, Mark Parr has treated the front dome to lashings of filler and rubbed down to an excellent finish.

### **EHL 336 Tiger Ethel C**

Having been delivered to Ravensthorpe in December, she had been shunted in and out of the building a couple of times but had yet to take to the road. Having done a fluids check, and topped up the radiator with a significant quantity of water, she was left to settle but a couple of days later water was found on the floor. Hoping that this was a simple jubilee clip problem, it was planned to back her out and investigate, but she wouldn't start. A couple of days later, with more bodies about, an attempt was made to push her into a position that would allow proper investigation but after advice was taken from expert mechanic Bill, another attempt was made to fire her up and she ran fine to allow her to be turned around and moved into a better position (much to the relief of everyone). Having suspected a head gasket failure, initially diagnosed by Mike, Bill's hand was placed over the exhaust and it was obvious water was being blown out! So, within 5 hours the heads were stripped down by Bill and the problem definitely diagnosed. The heads were sent to Hindles in Bradford for overhaul and skimming, the injectors went to a local contact for a full service, new oil and fuel filters obtained and fortunately replacement head gaskets were found on ebay! The engine bay was cleaned down and some repainting was completed before the skimmed heads were returned and the refurbished injectors fitted. On 7<sup>th</sup> June a final test run was completed and the heads tightened down, the front wing was refitted and the repair was considered finished. Thanks are extended to Bill Oldroyd for his magnificent work on Ethel C.

### **WHL 970 Wulfrunian 970**

Lots of effort has been employed on 970 in the last three months with 6 people working on and around the bus on one Monday alone. The upholstery and seats have been deep cleaned by David, Tony and Mark and the floor thoroughly washed and polished. Windows and chrome work has been buffed up and some final trim has been applied. The wiper motors and blades have been re-instated, along with the window water washer bottle and system and the numeric destination blind and mechanism was re-instated by Steve and illuminated! Colin has continued to keep the project moving with Bill and Andy along with lots of "fiddly" finishing bits including the fitting of the four headlamps and one fog lamp. Next stop, the oil and filter change then road testing!

**STOP PRESS – Wulfrunian 995** is now in the paint shop!

### **KHL 855 Guy ArabIV**

On a test run a few days before Heath Common, she ran out of power on a long hill climb. Fortunately, Mark was able to limp her home and Bill investigated to find blocked fuel filters and a blocked fuel line was the problem. It is thought that when the fuel tank was refurbished, not all the shot from the shotblasting had been removed before the tank was refitted!

## *Thanks Heather B (& Abi)*

After a stint of more than 5 years helping to run our open day Café, Heather Baxter has finally hung up her apron!



Left; Heather in full swing, serving cake, coffee and sandwiches

Having managed to bring up five children, and help us out, she has finally returned to full time employment with the NHS, so will no longer be available on Sundays. A massive thanks to her, and her daughter Abi, for helping out despite having no interest in buses whatsoever! You will both be missed.

So, if you know someone who may be interested in helping out serving refreshments three times a year, please let us know. Training will be provided and we need someone who is friendly, smiley & chatty, and that can keep our hungry visitors well fed and watered. A desire to make money for the Museum is also preferable!!

**STOP PRESS** – Jack Berry, our long-standing Open Day Admission Desk Manager, has also had to retire from his open day duties due to his continuing health challenges. We will all still see Jack at our open days where he can enjoy the event for a couple of hours as a visitor. Thanks for all you've done Jack!!

## *Destination dilemma!*

Thanks to Julie Aylward for raising the matter of destination indicator layouts on West Riding buses in the 1960's!

The traditional standard layout on the 45 Guy ArabIV was a one-piece blind, but as Julie points out, KHL 857, had at some point be fitted with a blind arrangement that seemed to owe something to the arrival of the Wulfrunians! (As shown in Leo Pratt's shot below)



KHL 857 & FHL 114 with separate blinds



Does anyone know what this was all about? It does seem odd that only one Arab was thus treated so it was clearly an experiment, or was it accident damage resulting in a hybrid repair?? To confuse matters further, Castleford Depot also seem to have treated a PD2 to the same layout. So, over to you – can you solve this mystery for us?

## *Trip Advisor needs your reviews!*

We are now listed on TripAdvisor as an attraction (yes we know we have fantastic open days, but does the general public??) So, we are asking for your help to leave a great review of what we do at the Museum. You can simply go onto the Museum website as normal and then click the link to TripAdvisor to leave your review.



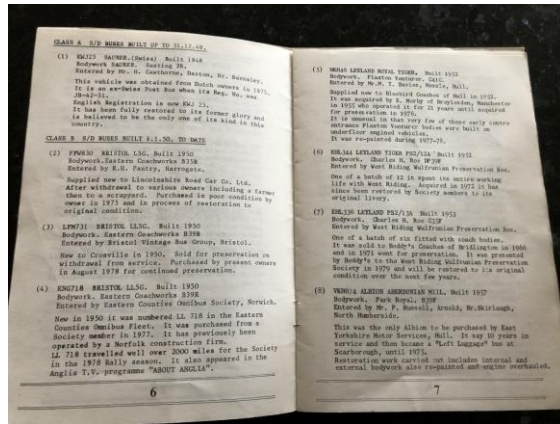
Go on... do it now and generate some positive feedback for the Museum!!



## 75 years of West Riding – the rally mentioned in our last edition

Our final article picture in the last edition certainly stimulated a few memories.

First up is a copy of the actual event booklet kindly supplied by Peter Sledmore



Not surprisingly, mention is made of EHL 344, EHL 336 and on another page UCX 275. Back then, a brass band was the order of the day and a performance was duly delivered during the event! Teas and coffees were served on site but there is no mention of any lovely homemade cakes, bacon butties, bus rides and traders stalls, these features being introduced later!

The two commemorative liveried buses – as mentioned in the last edition, can be seen below.



Bristol RE & Bristol VR



First up is THL 254H (which the editor remembers being a regular performer on his School Special service whilst he attended 6<sup>th</sup> form) followed by OWW 906P. They were both a very welcome sight, breaking up the mass of NBC red, and were very well presented. We have OWW 905P in our collection and she had the honour of carrying HM Queen Elizabeth Silver Jubilee livery in 1977, so when her turn comes for a full restoration, perhaps we could use some artistic licence.....

As we have just mentioned a royal commemorative bus – how about this one to finish off this part of the Newsletter?



During the Coronation of Queen Elizabeth II, several PD2's received this rather striking livery and on certain days offered free travel on selected services.

## *Wulfrunian in colour*

We have had a great response to our "colour the Wulf" article in the last edition – take a look at this lot!

Up first are three variations on a theme – United Services. Bingley's, Everett's and Cooper Bros were the last three standing on the Wakefield to Doncaster service and operated throughout the 60's so it is quite possible that rubbing shoulders with Wulfs every day in Wakefield Bus Station could have resulted in a purchase from Guy Motors!



Further afield, we find Wulfs in service with King Alfred, Blackpool and East Yorkshire!



Could the more conservative Corporation towns of Huddersfield and Halifax have been tempted? The Huddersfield livery version does seem to sit very well on a Wulf!



What about if they had been long lasting and West Riding had adopted a more "South Yorkshire Motors" livery style or had maintained B&S as a separate operation? Finally, the unspeakable, J Colin Wood buying one for the Dewsbury – Mirfield service!!



Our thanks go to Bill, Stephen, Mark, Colin & Terry for the published versions above. We hope you have enjoyed a few "what might have been" Wulfrunians.

## *Coming in the next edition....*

Memories of the 1979 West Riding Belle Isle Rally have stimulated more memories of the 1984 rally at the same venue, and the Double Two challenge has paid dividends with some interesting shots of trusty Bristol FLF's!

For our younger readers we have an opening article on the Leyland Lynx2 not to mention our regular features of the next instalment of the Green Buses book. Oh, and let's not forget it will be membership renewal time so we will be asking for your cash again!!

## *A different pair of Ethels – the unlucky ones*



We are fortunate to have both coaches EHL 335 & 336 in preservation, but the two above were not to be the lucky ones! Sat together are 331 & 333 looking rather smart, despite the drab setting of the depot behind them.

## *Rally reports and Golden Jubilee Town Visits*

There are many members who have assisted and enjoyed our days out displaying buses during the last few months as the shots below prove.



on the Bull Ring



First up was our first Golden Jubilee town visit to the Bull Ring, Wakefield, on 19th June, which saw Ethel C deliver her first official duty for the Museum, along with the Panther. Julie, Andrew, Steve, David & Mark manned the fort and were kept busy all day with lots of interested visitors. The day went very well with lots of enquiries about Heath Common, booklets were sold and new members joined up!

Heath Common was next with an absolutely amazing response from vehicle owners. We had 45 buses on site and 18 ran in service. We were grateful to Joe, the Chairman of Heath Parish Council and Laurie, the landlady of Public House, for their support after they had experienced some major issues with previous bus and car events on the site. After lots of re-assurance from us, they agreed that our professional approach meant they had little to worry about and gave us their blessing to go-ahead. It is fair to say that we had to "jump through hoops" to make this event happen due to various H&S compliance and COVID safe procedures that had to be signed off so a special thank you must go to Julie, Andrew and Mark for persevering to get the event across the line.

On the day, KHL 855 experienced a tow home after suffering a flat tyre on arrival at Heath Common – and the tyres have only covered 250 miles since they were fitted!

Thanks to Mike and Simon she was prepared for the "lift" home whilst Mark was out driving Ethel C! Safely returned to Ravensthorpe, a spare was fitted before she was put to bed. Meanwhile, and on her way home, the PD2 failed on Ings Road suffering a fuel pump issue. With thinking caps on, a solution was found to limp her home and the next day star mechanic Bill stripped the pump down and all now seems well.

We also must make a special mention to all those of you that help out as we need at least 30 people to run a professional event. None of us are getting any younger and the effort to pull off an external event certainly takes its toll! A huge thank you to everyone that helps in whatever capacity.

So, what about the actual event? No one seemed to mind wearing a mask and no one complained about having to give track and trace details for bus riding. Traders reported excellent business and there was no shortage of visitors – we estimate perhaps even double what we had at Redbeck in 2019. However, this did not translate into paid booklet sales despite all buses being manned with booklet sellers and a Control Tent selling them too for a bargain day out price of £4. Unfortunately, there seems to be an increasing number of "riders" who think it is acceptable not to contribute anything to our running costs **which now puts future events in jeopardy**. An amazing amount of effort goes into providing our open days, and it is now highly likely that our previous format will be abandoned or significantly scaled back. This should be no surprise, as many of you may have read that Lincoln have abandoned all plans to provide large scale events in the future, we suspect for similar reasons! The old fashioned "static Rally" may be back next year with little or no bus running, other than by invitation.

However, do not despair – as members of the Museum we are committed to serve your interests with a different style of bus riding that will be for members only, and more details are included on a separate sheet.

Now for an appeal – some of our regulars are retiring from "active service" and we need some new volunteers, so if you can help out in any way please shout up. The continued operation of events rests with the membership playing an active part on our future open days, in whatever format they may take. If we reach a point where we do not have enough active people to man our events, or attendees simply avoid paying a small cover charge for a booklet, they will have to cease.

### *The final bit – what's in a shot?*

There are many members who have loved the daily uploaded photograph on our website homepage of every Wulfrunian ever made. It is easy to forget how much work has actually gone into providing this daily piece of Wulfrunian history, so a huge thank you must go to Julie for all the time she has put in!

So, what's in a shot? Take this example below.....



This one threw up a right challenge!

Here we see a Wulf on an 82 heading for Leeds. This service ran in from Hemsworth via Crofton, Wakefield, Morley and then Leeds City Centre. But where was this Wulf caught on camera? Julie has been determined to be sure of her facts and reached out to several people, including one of our regular traders, to assist with the answer. After reviewing historic maps of Leeds, identifying which Gasometer was actually visible in the back ground and which pub was in the middle of the demolition site, the correct answer was found! And if you want to know the answer then why not check out our full Flickr album with all the published Wulfrunian shots in sequential order!