

D EWSBURY BUS MUSEU M

WEST RIDING OMNIBUS MUSEUM TRUST

Summer Newsletter 2018

If you have any news or views for publication please contact
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Welcome to new member:
Colin Ward



A look inside the old Ravensthorpe Building

As many of you know the Trust actually began its activities in the old shed acquired from West Riding for a nominal sum of money. We have all the original paperwork on file of the discussions regarding the valuation of the building, despite the fact it was not in the best condition. Regardless of its condition, it was acquired and packed to the rafters with buses and coaches from our then members, WROPS and a few aliens too! (vehicles not actually connected with Yorkshire!)



As you can see above lighting was practically non-existent. Ian Hunter has recently unearthed some measurements and hand drawn plans of the building that were used to decide where each bus could be positioned due to height restrictions.

Top left we have Wulfrunian UCX 275, PD2 BHL 682 and Tiger AHL 694. Top right we have Reliance JHL 983, Tiger EHL 336 and former Hebble ECP 500, a Tiger PSU1 with Bellhouse Hartwell coachwork. Some essential equipment is missing – no kettle and mugs are in sight! On Mondays we sometime have a moan about how cold the current building can be in winter but at least it's watertight – unlike the old building as shown above. Can you imagine holding Open Days in the old shed??

We really should be proud of just how far the Trust has come in the last 28 years and it would be very easy to rest on our laurels. It is fair to say that over the years there have been issues, fall outs and personal agendas. We are now in our strongest ever position and the Trustees will always act in the best interests of the Museum and vehicles. Thank you for your continued support.

A tribute to Tony White by Nigel Blair

Tony was born at Manygates Maternity Hospital, Wakefield in March 1950. He was educated at Manygates and Kettlethorpe Schools.

On leaving school he landed a dream start to his working life as Apprentice Coach Painter at Les Raynors at Thornes Wakefield. He served there full time and so was a time served Coach Painter. The title Coach Painter is a little monochromatic.

Painting coaches was perhaps sometimes on the worksheet but Tony told many a tale of painting anything from Hansons wagons to Ice Cream vans, both Lumbs and Massarella's Mister Softee Commer/Smiths vans. He had become a master of all types of painting from cellulose spraying to enamel brush, and all in between. By the mid 1970's Tony had been offered his dream job in the paint shops of the West Riding Group, which he promptly accepted. By this time poppy red and white was the norm. Brief respites would come with anniversary liveries. Then came the West Yorkshire Metro National agreement with buses painted into Verona Cream and Buttermilk. West Riding put Tony through their driving school for the purpose of ferrying buses to and from Wakefield and Dewsbury however, this stopped short of passing the PSV test. He would pass this at Andrews of Sheffield at a later date. 1986 brought privatisation of the National Bus Company and Calderdale tick livery. Ultimately, with streamlining the maintenance costs, this led to Tony being made redundant.

Not one for sitting around Tony held a multitude of jobs thereafter. At this point details from my memory are sketchy so apologies if I miss any out. He did part time driving for White Rose on their Routemasters from Castleford to Leeds. He cleaned and fuelled for Black Prince at Morley and National Express and was a feeder driver for AJC of Leeds. He completed similar duties for Yorkshire Travel at Dewsbury. [Although he did paint one of Yorkshire Travels Leyland Nationals 17 in their attractive yellow and blue with a twist]. When Yorkshire Travel packed in Tony found his way back to what was by now Arriva. Would you believe painting buses. This lasted a few years until the paint programme was complete and again Tony was out of a job. He did get a job at Stanley Cylinders, but this was only for a week. He made his way to Arriva Bus and Coach at Gomersal where he initially prepared buses and coaches for hire, lease or resale. He later moved on to vehicle movements as well, collecting and delivering new and used buses and coaches countrywide. Ill health forced his retirement a couple of years later

So.... my name is Nigel Blair, helped by Richard Hall. My part in this came in 1974. I had been on a tour of Yorkshire Traction's Central Works at Upper Sheffield Road Barnsley and had been informed of a group of people who met on a Tuesday evening at Saville Street Depot, Wakefield to restore old buses. This was the West Riding Wulfrunian Preservation Society. There I was still going to school and attending a Tuesday work night. Tony being the person he was, made sure I got home safely giving me a lift home in his Reliant Regal van, ENW 88K. It's difficult to explain how friendships grow, but the hobby was the main focus. Tony had a wealth of knowledge and stories to tell. His own early spotting exploits of red centre entrance AEC Regents, of course Guy Wulfruniens and things like Tommy Burrows operations through Wakefield were always a good source of awe. He had relatives that lived in Brighton that he visited, so he had a fondness for Southdown Motor Services. Richard Hall also started to attend the Tuesday work nights shortly after and being of a similar age, Tony also took him under his wing. Tony acquired a Triumph Vitesse, KRL 884F, with Radiomobile 8 track stereo. Music was quite diverse, Queen, Beatles, Elton John to The Carpenters. It is strange how some things stick in the memory. Anyway, many miles were covered in this fine, fast car touring our bus haunts. Richard liked his beloved Sheffield Transport, and I Yorkshire Traction so South Yorkshire was a popular visit. Always some good-natured banter there as well. Many trips to London were also undertaken as Tony introduced us to the Underground. By the late 1970's I had jointly bought West Riding Guy Arab KHL 855 with Tony. Some years later I let Tony

have my half as family commitments began to bite and a mortgage on a new house. He also bought West Riding AEC Reliance JHL 708. Both buses would take a back seat as other restoration jobs took precedence. The Society's then recent purchase Roe Dalesman JHL 983 would probably be the next undertaken. I think I can safely say I would be unwise to try and list the restoration paint jobs undertaken down the years, there are so many. A couple of odd ones at the time would be a Leyland fire engine, I polished enough brass there for a lifetime, and an Austin K2 fire tender. An ex Lincolnshire Roadcar Bristol SC4LK, RFE 492, for Majestic Motors of Darton was a bit of a diversion as well. Another commercial was an Austin MWY 527, owned by Geo. Bennett and Son, Ossett. Yes the family run haulage firm of our own Mike Bennett. By this time the Society had acquired the old Ravensthorpe depot. With Ludlam Street in Bradford operational, there were plenty of restoration irons in the fire. Another oddball paint job was a British Rail Standard Class 5 Steam Locomotive, don't ask me which one, other than the tender was located just off Dewsbury Road Wakefield, at the rear of the cricket field, for a long time.

Years rolled by and so did the paint jobs. Mostly buses, but there were a couple of cars in there. One that I know that he was particularly proud of would be AEC Routemaster RM 2208 CUV 208C, the Shillibeer one. He did paint another RM prior to this, RM 254 I think [I would stand corrected on that one though], which was another outstanding one. Of course, when I acquired Great Yarmouth AEC Swift WEX 685M Tony jumped straight in with his paint brush. He also did plenty of preparation work on my other bus MCK 229J, but sadly he was unable to complete this. Something I really ought to finish.

Down the years there were countless evening and days off. Bus Rallies on a Sunday, but in the week, after work trips out to do overnight trainspotting jaunts to Crewe. London trips continued with crazy peak hour spotting at Clapham Junction and London Bridge. Touring Lincolnshire, before Stagecoach took Roadcar was popular, Wales, the Midlands, pretty much anywhere interesting on days off. A week all line Rail Rover, we rode the rails that week. Suffice to say Tony was always up for a trip out, including trains. Just thinking about all these reminds me of the endless stories of days off I could tell, the countless memories that I know other people will have too of Tony on similar jaunts or work related friendships. Then there's still lots of bus preservation I could mention. But space has run out. You choose your friends, you couldn't choose a better friend than Tony.

Nigel Blair (with a contribution from Richard Hall)

B & CP Magazine stars!

We recently were featured in Bus & Coach Preservation Magazine and to quote the magazine "Dewsbury Bus Museum is a rising star of today's preservation scene"



An excellent report, very favourable indeed!

Thanks to everyone that supports us and obviously creates such a great impression particularly those that turn up every week to work in the Museum and to help on Open Days – well done everyone.

Wrong company, great bus!

Recent readers of Classic Bus were quick to point out some inaccuracy in an article featuring WHL 283J.



Here she is in Classic Bus with the wrong history

The article featured the personal recollections of a driver from his work in rural Lincolnshire in the mid 1980's. The mind can play tricks and his recollection was that the Fleetline he drove had previously worked with Yorkshire Woollen. In fact, said Fleetline spent its working life in West Yorkshire with West Riding but all agree it was an easy mistake to make with Yorkshire Woollen also operating almost identical Fleetlines. The experts will know that only the destination blind layout was different and this gave the game away at first glance of the photograph.

To prove the point here is a YWD Alexander bodied Fleetline - Spot the differences.....



Left: JHD 331J turning out of an old bus station!

As we have previously reported, an ex-West Riding Alexander bodied Fleetline WHL 275J is still in Holland and awaiting rescue if you fancy one!

August Open Day

We are just putting the finishing touches to this event which includes a visit from the Mayor of Batley, Gwen Lowe, who will be cutting the ribbon to launch B106 JAB back into public service.

We have a full set of free feeder services operating to the event from Bradford, Castleford, Halifax, Huddersfield, Keighley, Leeds, Pontefract and Wakefield. More may be added nearer the date!

The Museum will have its usual Café so don't bring your own butties – buy one from us!!

If you are unsure what duties you have been allocated please contact Andrew on 01924 265528 or 07551 905697

AHL 694 some history

Following the article about the failed attempt to repatriate AHL 694, we received a couple of photographs that may interest some readers.



To the left, sat on the airfield with trusty tow bus Ethel in the background, AHL 694 was made ready for the Journey back to West Yorkshire. To the right, in service in Torquay after restoration.

AHL 694 was new to B & S Featherstone and gave sterling service becoming part of the West Riding fleet when B & S was taken over. This Tiger with her Barneby bodywork was never the most robust of vehicles since the bodybuilder had a reputation for products that needed ongoing maintenance! It is said that this batch of Tigers received quite a bit of ongoing bodywork overhauls to keep them on the road and some were eventually sent off to Charles H Roe and had double deck bodies fitted. AHL 694 obviously escaped that fate and ended up as a glider control room on an Airfield in Lincolnshire before being repatriated by WROPS. Once moved into the Ravensthorpe building she sat in a corner with very little restoration completed on her, but she did receive a coat of red paint from Ian Hunter on a couple of elevations depicting her B & S heritage. She was eventually moved on and restored in the North East and the found herself in an episode of the BBC drama "Born & Bred" where she was made to look like a mobile library! Finally, she ended up in commercial service in the South West before being laid up about 18 months ago. It is a shame that the original restoration did not address all the issues with her bodywork, which has now come home to roost. What a shame. **Stop Press ::::** We understand this bus has now been sold via ebay.

Out and about

We were out in force at the Teesside 500 Group running day on 22nd April at the Middlesbrough Transporter bridge with Julie's Ridings Travel Doyen and Colin's Huddersfield Daimler out on several services at the rally. Mr Rawnsley's WYPTE Leopard also put in an appearance so it's fair to say West Yorkshire was well represented.

On the 29th April we attended the Keighley Bus Museum event and had a good day with our two stalls – thanks to all those members that came and help set up the stalls and man them throughout the day. Activities like this put funds in the pot to pay for major expenditure such as the £4000 Wulfrunian new wheel bearings and calliper refurbishment. If we did not operate our stalls it would mean that many projects would not get completed. Therefore, we ask that if you have any transport books, models, DVD's etc that you can donate bring them to the Museum please so that we can restock the stalls!

Please see Mark Byard with anything you would like to donate.



Left; Colin & Tony take a break!



Right; Paul and Steve ready for action in Keighley

We supported two requests from local groups and provided a bus for a local creche and school visit and a personal tour of the museum for a chap with learning difficulties for his birthday surprise in May.

We supported the usual Crow Nest Park May Day event with a bus to promote our August Open Day. Thanks to Jack Berry for inviting us again and to Andrew Beever and Steve Abrahams for giving up their bank holiday Monday to promote the Museum!

We sent two buses to support the Brighouse 40's event in June and had a great turn out of support from members to conduct our buses – thanks lads!

July saw us at Shipley Glen with four buses and our sales stall. We had a day full of sunshine and thanks to all those who brought a bus to represent the Museum and those that helped man our sales stall.

On 6th July Joanne and Simon took the Magic Rider to Thornes Park Wakefield and walked away with first prize in the PCV category – well done!!

On 8th July Kelvyn and Dave took PJX to Crich to a Leyland Society event.

Coaching delights

Stuart Goldthorpe has sent in some lovely shots of West Riding coaching stock – take a look at these!



First up is YHL 992 followed by 2980 HL and finally MHL 226F. West Riding had never really been a fan of Bedford but by the mid 60's had built up a sizable fleet of coaching stock for use on excursions and express work. Two identical batches of three of the Chinese six wheel VAL arrived as can be seen above, followed by a further batch of three with the later Plaxton body style. Several larger batches of VAM were received at similar times as represented in the final shot on the right.

Plaxton had clearly been the favoured coach builder as evidenced by the earlier delivery of several Reliance chassis with the earlier style of bodywork as seen below.



SHL 917 as restored



SHL 917 was acquired for restoration along with sister SHL 918 for spares from Imperial Coachways. Having been fully restored at Ludlam Street Bradford she was a regular attender on the rally scene before being sold on and repainted in the livery of Pride of the Wolds. She is still seen in the North from time to time sporting a very smart blue and cream livery.

Vehicle Updates

Another addition to our collection!! (recently acquired by Julie Aylward)

B106 JAB is a 12M Leyland Tiger with a Plaxton Paramount MkII 3200 body.

Despite its "as delivered" livery it did actually operate out of Yorkshire for the first six months of its life with its sister B107 JAB, being based out of Frost Hill and Charlotte Street in Sheffield operating for National Travel East.

Midland Red Worcester ordered a batch of 6 vehicles for delivery in 1985, two of which were to cover a contract for a small tour operator providing European Holidays. Alas just as the batch was delivered the two painted in Eurocruising livery of silver grey and green livery became redundant as the Tour Operator ceased trading before they entered service!

They were then despatched North still in their as delivered livery for use on National Express work and other duties. Julie therefore decided to return the coach to the Eurocruising livery rather than National Express white.

So all is not what it seems if you thought Julie had bought a coach with no local connections! Quite the opposite in reality. Well done Julie on another tidy acquisition.

A FULL REPORT ON THIS VEHICLE WILL APPEAR IN THE NEXT ISSUE!!

OWW 905P – the West Riding VR

Colin quietly continues work on the VR and reports that Duncan Laverty is now custodian of this bus. A lot of work is still required on this vehicle but with a new young custodian in place we have high hopes for its future restoration! Steve Hurley and Martin Cotton are also pitching in and removing paint!

KHL 855 – the West Riding Guy Arab IV

The Dynamo has been fully re-conditioned and returned with a whopping £1000 bill!) The cab area has been rebuilt recently and work continues on the painting



It is very fitting that we are making great strides on this bus since it was originally purchased by Tony White and Nigel Blair straight out of service from West Riding. Richard Hall & Mark Byard regularly visited Tony in the residential home where he was resident and kept him fully updated on the progress of his Arab.

WHL 970 – the Red Wulfrunian

The team have been very busy – the removal of the callipers has resulted in a strip down and replacement of all the bearings since there is no better time to tackle this job. The starter motor has been away for a full service and reconditioning and has now been refitted. awaits refitting. Sometimes it feels like a project is going backwards because more tasks are found to complete but as we all know if a job is worth doing its worth doing well! If that wasn't bad enough all is not well with the Gardner – more information in the next edition!

XUA 73X – The National

The National has been throwing some oil out near the rear wheels so Colin is busy ensuring the issue is resolved before she is presented for MOT in the next few weeks.

JHL 983 – the Dalesman

Out in the fresh air on the Open Day and re-wire progressing well in the capable hands of Andrew, supported by David Parkin.



PJX 35 – the Halifax Leopard

Rear oil seals have been in focus following a spirited run down the A64! Dave and Kelvyn have sorted the worn seals out and she is fit and well again.

Huddersfield 472 – Colin's Daimler

After an extensive tour of the UK, Colin and Baz found some minor issues that are, as usual, in hand.

West Riding Primrose Plaxton Tiger

Julie reports that Primrose is now away "down South" for some fettling. Early inspection of the engine has revealed some issues that may require an engine change

TOD 9

John and Lisa's lovely Leopard is back on the road – watch out for her at forthcoming events!

YWD model saga continues.....

Ken Aveyard has sent us this update for publication following the story about the Yorkshire Woollen model at the start of the last edition of the Newsletter. Over to you Ken..... Here's the story as to how we came to acquire the model.

"I can't remember exactly which year it was, late 70's or early 80's but I had an elderly great aunt living in the British Legion flats in Batley, and whom my mother would visit every Tuesday. One day she was introduced to the lady from the flat above my aunt, and when conversation got around to children, my mother said I worked at Yorkshire Woollen's head office. The lady from upstairs then offered my mother a model bus, but my mother didn't mention it to me thinking it would be some old toy or something. Well it turned out that this lady was the sister of the builder of the models that appeared on the counter in Dewsbury Bus Station, and she had been given the PD2 but she had no idea where the coach model had gone.

My mother carried this model home on the bus from Batley, in a cardboard box tied up with string, and you can imagine my surprise when it was presented to me as I knew exactly what it was from having seen a photograph of it in an old YWD staff magazine.

I took the model in to Belle Isle and the company photographer John Spole took a series of 8 pictures including close ups and inside views, and a couple of these were later published in the National Bus Company employee's newspaper, which had a local page specific to each company within the paper. I still have a full set of these images in my archive.

The model then remained at my home for a few years until I was able to put it in a display case in the West Yorkshire Transport Museum's Ludlam Street depot. When I relocated to Dorset I failed to reclaim the model and was very relieved to find it had been rescued by fellow Museum members when that project was closed.

Hopefully once restored the model can be displayed in Ravensthorpe for all to see and I wonder if it will shed some light on the fate of the other model."

Yours Ken

Editor's note; Ken has very kindly sent a formal letter gifting the model permanently to the Museum

E53 TYG some more information....

Also following on from the last newsletter Julie Aylward has sent in the following shots and information



E53 TYG



E53 TYG was the first of the batch built for West Riding despite its registration number! After withdrawal from service 53 was sold to Birmingham International

(Wilkins) and as can be seen in the photograph retained her Ridings Travel livery but with the addition of Birmingham International branding. She was stripped of her original registration and given CAZ 2747, probably to hide her age! She was eventually to receive a full repaint before being moved on to Washington Coaches Philadelphia where her stretch panels were replaced and she was "pimped up" with some extra LCD lighting added to her interior. At closure of that business she was sold to Talisman Coaches in Essex where she was operated until the business was wound down recently. She still remains there for sale and the interior shot shows how she looks today.

The final bit – back in time to 89!

We started this Newsletter with shots of the old Ravensthorpe shed. So we thought why not end this Newsletter with a shot of what replaced it!



It is amazing to think that without the efforts of many original members of both WROPS & WROMT we would not be so fortunate to own our current building, and have no debt on it.

The above shot shows some of those members "hard at it" laying concrete on the forecourt in front of the building in 1989 – see who you can spot!

Tucked away in the building and in sight are a high bridge Guy Arab IV from Wales, Val EHL 472D, current resident our Roe Dalesman Reliance JHL 983, AHL 694 the subject of a recent failed attempt to repatriate it, Ethel Coach EHL 336 currently owned by Roger Burdett in the Midlands, a LCT Leyland decker and by the looks of it a kettle, teapot and cups for the worker's tea breaks.

Not a lot changes – the tea breaks are still a regular feature of our Monday and Saturday work days!! (We are even managing about four days a week at the moment if you want to drop in check with Andrew Beever for details of which days we are around)