

Summer Newsletter 2017

If you have any news or views for publication please hand or send them to Mark Byard or Andrew Beever

Welcome to new member:
Stephen Tolley



If only..... BHL 899 in all its glory



West Riding AEC Regent BHL 899 stands proud in its early days of preservation.

It is hard to think that this wonderful bus actually made it into preservation but was sadly vandalised in Leeds and scrapped after only a few years of private ownership. If only we still had it what a magnificent sight it would make.

This is a timely reminder of the importance of having secure accommodation for all preserved buses and coaches and endorses the effort we put into finding undercover accommodation for our collection – see the news regarding our move to Penistone and Barnsdale Bar below.

Special news – goodbye Oakenshaw hello Penistone and Barnsdale Bar

In our Spring edition we promised you more news of the move out of the shed at Oakenshaw. It goes without saying that moving over 20 buses in a couple of weeks is no easy task. Having received notification of an excessive rent increase Andrew Beever decided he had no option to find alternative storage. Steve Hurley also decided that the time was right to look for storage for his buses, and perhaps a few more. Having searched the surrounding area, and with a view to try and keep the buses as near to Dewsbury or Wakefield, the only viable options found were Penistone and Barnsdale Bar, just south of Pontefract.

So whilst most of the members of the Museum were enjoying the run up to Christmas with decorations and festive drink and food to hand, Andrew and Steve were busy mobilising as many members as possible to assist with the moving of

buses and spare parts. Fortunately most of our collection is in running condition and roadworthy so the movement of many buses was straightforward. Several longer term projects required more delicate attention and the assistance of Kiran Tolson's tow truck. The Blackpool PD2, the Huddersfield Regent and the WROPS VR to name a few were expertly handled to their new homes.



Left: OWW 905P arrives at Barnsdale with Kiran's help



Right; the Barnsdale Bar shed with room for 15

Over at Penistone buses were being driven into the barns and here are a couple of shots to give you a flavour of how it all panned out.



It goes without saying that many members who are owners of buses are extremely grateful to both Andrew and Steve for taking personal responsibility and the financial risk and management of the two sites. For clarity neither WROMT nor WROPS are responsible for either of these two storage locations. So as the weather improves watch this space for a members trip out to these two locations to take a look at over 20 buses and coaches that we have stored off site, some of which have not been seen in public for many years.

******* STOP PRESS SUNDAY DAY OUT*******
24th September MEET AT THE MUSEUM AT 10.30AM
Visit to Barnsdale and Penistone with a REDBECK Lunch stop

This trip will only run if we have enough confirmed bookings. Please telephone Andrew Beever (07824 744252) or confirm your place at a Members Meeting.

Building update

Well done Colin Poole for masterminding the move of the racking from the front to the rear of the shed!



Mike & Colin admire the moved racks after days of hard work!

With the delivery of a spare Gardner engine and gearbox more space was needed at the rear of the building. Therefore a decision was taken to move the racking from the front of the shed to the rear and thus double its depth over the engine storage area. Well done to Colin for spending many hours moving the large quantity of spares from the front to the rear and well done to Mike and Andrew for managing to manoeuvre the engine and gearbox into place under the racks. We still have more work to do on sorting spares on the racks in the Mezz so any help from members will be gladly accepted.

United Services in colour

With our own West Riding National heading for a return to the road and Mr Beever's Tracky one being a regular performer at our events, wouldn't it be nice to have had a blue one to go with the green and red ones?

Below - Owned by Metro but not verona green!



Left; sat in Wakefield

After Metro acquired WR & P Bingley of Kinsley near Pontefract, they began some fleet replacements for the United Services part of the Bingley's operation. Several National2's arrived and most surprising was that they turned up in the blue and cream livery of the United Services fleet. What a nice relief they made from the mass of red in Wakefield Bus Station. For several years the Nationals ran alongside the more elderly Plaxton Derwent bodied Leopards that had been the mainstay of the Wakefield to Doncaster route from the late 1960's. Shown above is VWU 331X sporting the livery before it was acquired by Yorkshire Rider and eventually stripped of its blue and cream. With a change of ownership and privatisation Yorkshire Rider livery was applied to all the Kinsley based vehicles and all trace of United Services was gone forever! Well almost.....



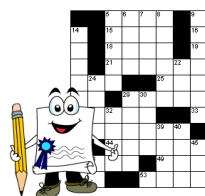
Above; the return of blue and cream!

After acquisition by Yorkshire Rider, and in recognition of the heritage of the Doncaster to Wakefield service, look what showed up in Wakefield once more! Celebrating 75 years of Cooper Brothers, one of the other members of the United Services operation, the same National2 regained its blue and cream livery a few years later but with the addition of "United CB Services" fleetnames as a gesture to the past.

Today Wakefield bus station is host to some other blue buses, BL Travel and Ross Travel. If you want to get to Doncaster board an Arriva bus that follows the same route as the former "United" buses to South Elmsall and then deviates well away from the original route for the remainder of the journey to Doncaster

Crossword winner

Well done to Colin & Sue Wood, our winners of the Spring edition crossword. They were the first out of the hat and had correctly completed the crossword. Colin says that Sue had no idea of the answers on the bus related elements but was a useful sidekick for the general knowledge answers!



"Pass the pencil Sue!!"

Colin is now the proud owner of a bus model from the WROPS sales stall to add to his extensive collection of hand built models. A big thank you to Julie Aylward for compiling the Crossword to get those brain cells working and to all those who sent in completed entries.

If you would like to supply any competition material please let us know!

Out and about

On the 26th April TWY 8 provided funeral transport for the funeral of Ron Stapleton. On 30th April both TWY 8 and A577 NWX attended the Keighley bus rally with 577 providing a free feeder service to the event. We supported the Crow Nest Park May Day event in Dewsbury. We have also completed several school visits in the spring months.

On the 21st June we had a second visit from the Sheffield Transport Study Group. Having arrived on a very smart Leyland Lynx, they were given a tour of the local area on the Crossley and Panther, enjoyed refreshments in the building and browsed the Museum sales stalls.



Left; a colourful Lynx! Right; stalls



On the 25th June we sent the PD2 and Panther to the Arriva Castleford Open Day whilst also sending the Oly & Volvo to support the Black Prince lads at their Morley running day. We also supported the KBMT Shipley event with Steve's Oly and Julie's Doyen visited Wales and Ecclesbourne on the same weekend.

Summer Spectacular Open Day

Tony is doing a sterling job at pulling together all the plans for our Summer Open Day at the Mill Outlet Batley on Sunday 13th August. We could not run such a professional event without all the support that our members provide on the day so a HUGE THANK YOU from the Trustees. We are always looking for anyone who has not helped before to pitch in so if you want to get involved please speak to Tony via the website email address or telephone.

As usual we do need some help with our Café so if you or your other half can help by providing some cakes, provisions such as tea, coffee and sugar all donations will be gratefully accepted. We are a little short of helpers for our WROPS and Tombola stalls sited within the building due to holidays and illness so if you can spare three hours during the day please let Tony know.

Tony has assumed that all those helping in March area available again to assist but if you cannot attend then please let him know. We have some interesting restorations almost ready to relaunch. Steve Hurley's Oly West Riding 577 is back on the road. Our Roe Dalesman Reliance JHL 983 has a minor electrical fault that is being worked on and MAY make its first public run for over 15 years and our West Riding National2 XUA 73X has one minor air leak preventing it being successfully MOT'd and launched as our latest restoration project. Several of our active members are working very hard to get these matters resolved but it all takes time and money!

The Mill Outlet has already committed sponsorship of another event in 2018 and we are certainly building this regular event into a proper family fun day out.

Vehicle Updates

In the last few months all vehicle owners and custodians were asked to supply an update of their vehicle's status – here are the responses we received.

Wallace Arnold H630 UWR – owned by Mark Byard

This coach is still presented in Dudleys livery, its final commercial operator. A class 5 MOT was obtained in March 2017 and Mark has no plans to commence any major restoration tasks whilst his WR Arab is being worked on. It has been a regular performer at Museum open days and was used to ferry members to Kirkby, Merseyside in 2016, it being suited to motorway work. It will continue to be used and kept in running condition.

West Riding WHL 970 Guy Wulfrunian – owned by WROPS with custodians Stuart Goldthorpe and Colin Poole



What a lovely sight – a red one!

The full repaint is now completed.

Currently a non-runner this Wulfrunian did enter the building under its own power many years ago and there is no reason to think that it will not start when an attempt is planned later this year. It is envisaged that 970 will be road fit within the next 12 months. Ongoing work currently completed or in the process of completion includes the refitting of the exhaust system, water pump pipes reconnection, all external lights refitting, number box winding mechanism, luggage rack and heater box filter. Extensive refurbishment of the brake callipers is being undertaken by an external supplier.

West Riding EHL 344 Leyland Tiger – owned by WROPS with custodian Colin Poole

After many years of active service Ethel now requires a new clutch and bell housing, engine valve guides, oil change and radiator flushing with some minor cosmetic works. Still in running condition and road legal she is not being used until the work gets underway. Colin plans to have Ethel back in the Museum building this year so that work can commence to get her back to tip top condition.

West Riding E50 TYG Leyland Doyen – owned by Julie Aylward

In full running order and out on the rally scene. Acquired by Julie Aylward in 2016 and has been repainted into Ridings Travel livery. Is due to have a new radio/sound system fitted and Julie is looking to acquire some wheel trims to finish off the external restoration. Longer term it is hoped that some replacement material can be obtained to re-trim seats. A new exhaust system as recently been fitted.

West Riding C39 CWT Leyland Tiger – owned by Julie Aylward

In full running order and recently acquired from Primrose Motors, still in Primrose livery and on a class 6 MOT until August 17. Julie Aylward's second recent purchase and is now subject to restoration back to original condition that will include refitting of original style front grille, rear light clusters and rubber trims providing the mechanical health check reveals no major issues. A cab divider will also be fitted if one can be sourced. Will be returned to as delivered West Riding National Express livery when retrofitting of lights etc. is completed. Julie will be working alongside the owner of C38 CWT (not in our collection) to share experiences and perhaps jointly acquire suitable moquette for seat re-trimming.

West Riding KHL 855 Guy ArabIV – owned by Mark Byard

Significant progress has been made in the last 6 months. All the body bearers have been replaced, including a full rebuild of the rear platform area. New rear wheel-arches are in place. Meanwhile at the front end the replacement front has been fitted and any rotten steel replaced. New front leaf springs have been purchased and fitted. There are far too many other restoration elements completed to list here so if you want to see the full progress take a look at this bus in the museum! This bus moves under its own power having already had significant mechanical work completed. There are 5 regulars working on this bus, often several days a week, so hopefully this bus will be restored rather more quickly than some of our other projects.

West Riding THL 261H Bristol RE – owned by WROPS with custodian John Riis

This bus is currently in full running order and there are no plans to complete any major restoration on it. It does have an incorrect shade of green paint and there are no plans to add West Riding insignia until this can be corrected. Some minor bodywork restoration will be required before a repaint can be completed subject to time and funds being available. Update – an intermittent issue with the bus building and holding its air needs attention as does some old hose replacement.

West Riding OWW 905P Bristol VR – owned by WROPS with custodian Colin Poole

Currently in bare metal condition having had paint removal completed by Colin. 3 panels have been identified as requiring replacement. The seats and interior are OK but do need deep cleaning. Major restoration tasks include gear box seals due to leaks, brake overhaul, gear control switch work and ECU valve work. Two cross members need attention and some odd parts are missing from the bus.

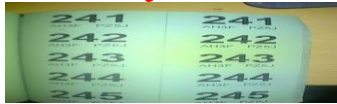
Yorkshire Woollen MUA 865P Leyland Atlantean – owned by Paul Goldthorpe

Currently in full running order with a valid MOT, Scheduled work for the coming months includes electrical work in the cab area, replacement of an offside panel around the screen wash compartment and panel work around the engine compartment. The engine compartment is being repainted along with the staircase. When all tasks are completed it is planned to repaint the bus in another coat of NBC Poppy Red to tie in with the bus having been in preservation for 20 years.

Monthly updates

At the monthly members meeting we cover a "restoration update" where all vehicles in the collection are discussed. If you want to find out the exact status of any bus or coach then please come along to the Royal Public House, next to the Museum building on the third Monday of each month at 7.15pm. Our website details any changes to planned meeting dates so please check in advance!

Monthly raffle



and the kind member is.....

Those members that attend the monthly meetings will know that part of our evening includes a raffle of three prizes per evening.

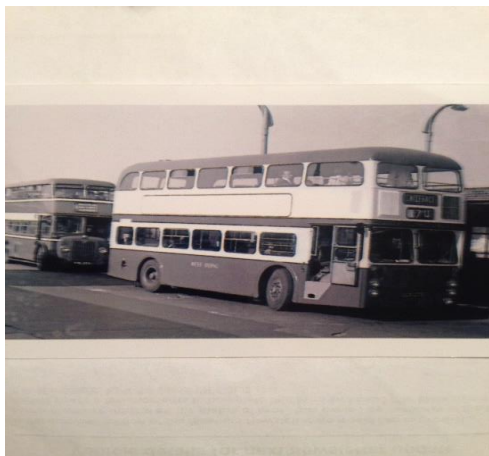
The proceeds from the raffle go to support the running cost of the Museum and rely totally on donations from members to keep the prize pot topped up. A special thank you must go to Darren Potter since he has kindly sponsored the next three months raffle prizes. Could you do the same????

Any donations of brand new unwanted gifts or indeed a cash donation will help to keep the prizes topped up and anything that is not used at the monthly raffle will be added to the selection of prizes we use of our Open Day Tombola stall.

So please have a clear out of all those unwanted gifts or dip your hand in your pocket to support the Museum financially. Every small gift helps us keep things going so bring them along to the members meetings or Open Day please.

The final bit – a stroke of fate

It's practically unheard of to find a photograph of two buses that made it into preservation sat side by side in service, so here is one that disproves the rule!



Left; 855 peeps out from behind 995

Sat in Wakefield bus station on stands 2 & 3 are the now preserved 995 and 855 in the mid 1960's. As they paused for departure, any avid bus spotter could only have dreamed that 50 years later they would both be sat tucked away and safe for future enthusiasts and preservationists to enjoy.

We last had 995 on the road in 2014/15 and attended a few events with her along with several runs at our own open day events. She now awaits some minor work prior to being put back on the road. Progress on 855 is going very well as can be seen in the Museum building. In the not too distant future perhaps we can pose 995 and 855 together once more as near as possible to the spot on the photograph, just outside the Market Hall on Union Street Wakefield. Then it could be a trip to Pontefract for the Wulf and a trip to Hemsworth for the Arab!