

Summer Newsletter June 2015

Items for inclusion in the newsletter can be handed to Mark or Andrew

Welcome to new members:

Keith Jones, Kiran Tolson,
Andrew Newsome, David
Wright, James Godson,
David Parkin & David Keel



What might have been!



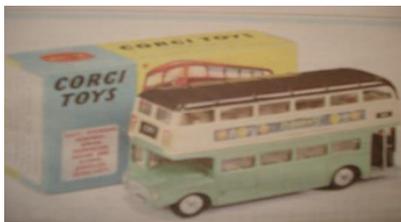
Left; West Riding BHL 864 as a trainer

WROPS are rightly proud of BHL 682 and its restoration but did you know that before it was acquired several vehicles were given the once over? Well here is one of the other candidates that "nearly" made it to preservation; PD2 BHL 864. Aficionados will note that the destination layout is slightly different to BHL 682 (640) but otherwise it's still a Leyland PD2 alright!

With 640 restored what a pity that a second PD2 wasn't bought into stock when WROPS was founded. That said we have a lot to thank the original membership for in saving so many noteworthy vehicles. Thanks to Andrew Tollet for sending this personal shot from his childhood collection that may stimulate the memory of some of our long standing members!

Tidy out your attic and see what gems you can uncover

Take a look at this recent auction sale and you may be in for a shock.



Left; 1960's Routemaster (of sorts) from Corgi

This little beauty fetched over £1300 at a recent auction in North Yorkshire and left us wondering what some of our members may have tucked away in cupboards and drawers. Obviously it goes without saying that if you have anything like this and you are feeling generous then the Museum will gladly accept your donation of any models.

Summer spectacular



All available members to make our new event a success

Tony Salmon has the organisation and planning well in hand however we need lots of help to make the event as successful as our spring and autumn events.

We have asked Tony what he has planned and here is what he said.....

We have an amazing event planned for Sunday 9th August and this will be something different from what we have done in the past. As we have a key sponsor on board in The Mill Outlet Batley, a lot of activity will take place from their venue rather than our normal overspill site at Havelock Street.

Inside our Museum we will operate our Café as normal and our two Museum stalls. We are also having a Charlottes Ice Cream Vintage cart inside since we will not be offering excursions to the Ice Cream Parlour at this event. So if someone asks for a Charlottes special send them to the Museum instead!

We will launch our latest restoration project back into service from outside the Museum and may even have a surprise up our sleeve and launch two on the day!

We plan to still make the Museum venue important by having both the Dalesman coach and Red Wulfrunian totally internally accessible for the first time in years along with some Archive displays around the building, perhaps including some uniform items. Obviously this will require lots of hard work between now and the event so if you can help please let me know. It is essential that we still drive footfall to the Museum building to support sales of the Programme, our Café and our sales stalls so please encourage people to visit on the basis of being able to take a view of the interior of the Dalesman and Wulf, have a coffee and cake or perhaps an ice cream.

At the Mill we will be having the trade stalls and vehicle parking with feeder services operating to and from Wakefield every hour, to and from Dewsbury every 15 minutes and an extension to Ravensthorpe every 30 minutes. We will operate bus wash tours kindly offered by Arriva, and our own Batley Circular.

At this stage we should have at least 20 buses in service on the day but this may well be exceeded if all goes to plan. There should also be plenty of static exhibits too. So if you want to see this event be a great success then please let me know what you can do to help.

I have already put basic details of the timetabled services on our website to assist in the promotion of the event so please tell fellow enthusiasts to take a look.

In the meantime please do your bit to promote the event at every opportunity. We still have flyers available to hand out so help yourself from the stack next to the signing in book in the Museum. If you are taking a vehicle to an event then please take our A Board to advertise the Museum and some leaflets for our event.

Once all the finer points are ironed out, I will present a final update at the July members meeting and confirm each volunteer's duties. Thanks for your help so far!

Vehicle updates

West Riding Leyland Lynx J377 JWT

Steve has sent us the following update for publication:

As you are all aware we now have a second shed in Wakefield and this has enabled good progress to be made on vehicles not housed in the Museum building at Ravensthorpe. One such bus is West Riding Leyland Lynx 377. The bus has been off the road for a couple of years now mainly due to my concentrating on my Olympian 577. Now the Olympian is on the road my attention has turned to the Lynx. The main problem has been an air leak which has made it increasingly more difficult to release the hand brake. The source of the leak has been traced to a corroded front nearside airbag plate and I have managed to acquire one and after a lot of effort and sweat I have managed to fit it. Reflecting on this task it was in fact an interesting learning process so that when the time comes to replace the offside one it should be a much easier job. Another job to do is the rebuilding of the front end as over the years panels have been botched and this needs addressing to ensure they are fastened securely. Finally I have acquired a pair of front wheel trims from Colin Poole and these have been fitted which I hope will give the bus a finishing touch. The bus will continue to wear its de-branded Midland Rider livery for the time being as it is still presentable, if not in local West Riding livery.

West Riding Leyland National XUA 73X

As you can see below the external finishing touches are being applied. Colin and Richard were disheartened to find that the old badges were past their best and new ones could not be located. Mark stepped in and put them in touch with a friend who runs a graphic design business and two new sets were manufactured to order.



Left; the old (top) and the new (bottom)

If you are looking to replicate any badges quotes can be obtained from Stu at Smudge Creations on 01977 620916

Work continues on the interior restoration in the hope that she will be ready for August but with limited resource available it may not be! If you want to see it completed by August then offer your help.

West Riding Guy Wulfruinian UCX 275

We have the parts we just need the time to fit them! We hope that once the parts are fitted she can go for MOT as we are not aware of any other issues that would prevent her being on the road. 995 is a good example of a vehicle that could be on the road at our Open Day events if only more members could get involved with some of the vehicle maintenance issues.

Halifax Leyland Leopard PJX 35

Dave has had his paintbrush out and 35 is now sporting the correct shade of paint on her previously damaged panel. We have to say that Dave did a marvellous job despite Steve Hurley standing three metres away with the jet washer and the overspray causing a few concerns. PJX has also had a polish and looks lovely.

West Riding Guy Wulfrunian WHL 970

See our feature later in this issue!

County Motors Guy Arab CCX 801

Tony continues with his restoration and he is still looking for some replacement parts. He had thought he had found the source of some until circumstances changed and he ended up back in the same position.

West Riding Guy Arab IV KHL 855

Work continues on paint removal and as can be seen in the shots below progress is being made. The destination gear donated by Ian Hunter has been adjusted to fit thanks to Roger Townend and his engineering skills. Below: work in progress in April & May.



Steve Hurley uncovered the original "855" under the drivers cab window and this has facilitated the opportunity to get exact replicas made since we have no replacement numbers of this style in stock.

West Riding Leyland Panther LHL 164F

Following her lack of attendance at the Open Day Andrew and Mike are pleased to report she is fully fit and back in action after a bearing on the steering box was replaced. A lot of effort went in to sorting out the problem and having plenty of room to work on the Panther at Oakenshaw helped the process. She made a trip to Keighley in April and expect to see her out and about in due course.

New to the collection.....

Simon Turner has recently presented his Plaxton Supreme Leyland Leopard coach for MOT however it failed on some required welding. He is hopeful that it will be ready for August and could be the star of the show if the National2 is not finished in time.

Simon has already completed the repaint and will eventually put the coach back into Pennine Motors livery. If you haven't been on board yet take a look when you next see it and it will certainly stimulate some memories of luxury travel Plaxton style.

From the Archive

Further discoveries from Tony White's donated collection have been made in the extensive selection of materials as can be seen below. With vibrant colours that verge on the psychedelic we can only conclude these two beauties are from the 1960's, unless you know different. Someone at Hebble had perhaps been doing their own "trip" when they put them together!



Another find was a stock of uniform that included various West Riding uniforms including two caps which are a first for the collection. We are hoping to have a display of uniform inside the Museum at the next Open Day.

Thanks also must go to Tony Hudson from the Doncaster area who has donated a West Riding ticket machine that was given to his mother Mary when she worked in the cash office at Belle Isle Depot. Tony is pretty sure that many staff were presented with the old machines when decimalisation was introduced in 1971 and the machines were beyond conversion.



Right; fares please! Only pounds, shillings and pence.

Tony, a former undercover police officer, also shared some stories about his past and has confessed that he often used the cover story that he worked for West Riding whilst completing his police work. He was never rumbled and must have been pretty convincing. Who would have thought it – West Riding Automobile Company and espionage hand in hand! As for the national press coverage of his under-cover work exposing a brothel in Wakefield and how his cover story fitted in with a bus company that is anyone's guess.

Museum Displays

We have managed to get a few more items framed up for display around the building and just need more help and time to get them mounted on display boards. Below; a few of the new exhibits.



More investment!

Following the continued success of the Café on our Museum Open Days the Trustees have made the decision to improve the offering for Café customers. Having initially started the Café with just one table and one boiler we now sport two boilers, three tables and have just acquired 24 brand new bistro chairs.

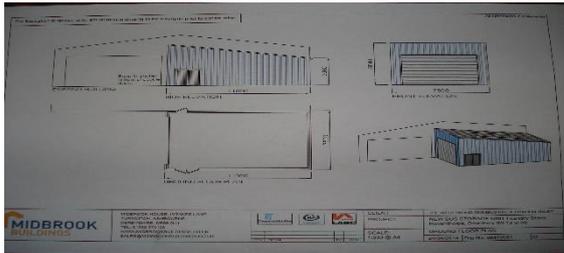


Left: something for Yorkshire Woollen fans – **RED** chairs!

We have also managed to acquire Jan Sycamore, Heather Goldthorpe and Heather Baxter on long term loan from their respective husbands. We understand they are in full working order, taxed and tested! We still need more help to support the Café so if you or your spouse can spare a few hours three times a year please shout up.

Building Update

The first set of plans have been drawn up for a proposed front extension to our building.



Left; how it might look

As can be seen the building would house two single deck buses, provide a new bigger pedestrian entrance straight onto the street for open day access and hopefully toilets and basic kitchen facilities along one wall. Initial costings came in excess of anticipated investment so we are currently reviewing all potential options. We are currently progressing planning consent.

Committee meeting (including the Trustees)

Following the announcement made by our Chairman that we intended to widen the Trustee meetings to include the wider Committee members, we are delighted to report that the first new style meeting took place in Wakefield in May. The idea of having more active members involved in the governance of the Trust can only improve things since more people means more ideas. Those attending included Trustees Andrew, Mike, & Mark, along with Committee members; Richard Hall, Keith Shenton, Steve Hurley and Tony Salmon.

Minutes from all Committee/Trustee meetings are placed in the minute book that is normally kept near the signing in book at the Museum. If you want to appraise yourself on the full content of what was covered please free to take a look.

The Trustees had also previously requested that anyone who had a wish to become a Trustee to make themselves known. We are therefore delighted to announce that Steve Hurley has accepted the challenge and will become a Trustee in due course.

Restoration in focus; West Riding Guy Wulfrunian WHL 970



Dust everywhere!



West Riding 970 was delivered new in September 1963 being one of 25 buses with registration numbers WHL 960 – 984. She gave only six years of service with West Riding being withdrawn in August 1969. Being originally destined for work on the former tram routes her interior was appointed in the red moquette rather than the normal green standard and this is still in situ in her. She fortunately escaped the fate of most of her stable mates that were sent for scrap and either by good luck or design passed through a succession of owners including J Moffat of Fife, McLennan of Spitalfield, Rennie of Dunfermline and eventually via Paul Sykes of Barnsley to her final operator in London, Crouch End Luxury Coaches. She can claim to be the last Wulfrunian in revenue earning service prior to being withdrawn and stored in 1978. She was acquired by Basil Hancock and was initially stored at Ormskirk before eventually taking up residence as a member of the West Riding Omnibus Preservation Society (WROPS) collection at Ravensthorpe several years ago.

Subject to a thorough restoration under the custodianship of Colin Poole and Stuart Goldthorpe, 970 has received much attention over the past four years. The interior refurbishment is just about complete and work is now progressing well on the brakes, and other mechanical servicing. Following assistance from Mark and Andrew an application was made to the Transport Trust for a grant and WROPS were successful in receiving £1000 in 2014. Further fundraising through our heritage appeal and the operation of two WROPS stalls at recent events meant another £2000 was secured and this assisted in moving things along. Thanks to assistance from David Hudson on the panel work and Steve Plant on the glazing much progress has been made in the last six months. Preparation for a repaint back to her original red and cream livery is now on the go thanks to Andy. It goes without saying that the sterling efforts of Colin and Stuart have kept the project on track!



Upper deck red moquette



Whilst 970 is being worked on and returned to "as delivered" condition with a full set of seats, WROPS other Wulfrunian, West Riding 995, is almost in roadworthy condition but currently awaiting MOT and is retained in its amended guise with 8 upper deck seats removed. The anticipation of seeing these two beauties side by side in service at one of our open days is tantalising to say the least! To whet your appetite even further take a look at the final article in this newsletter!

Finally, now we have 970 being painted in West Riding red livery we are not putting 995 back in County blue livery. We know that will disappoint you Tony!

Out and about

The WROPS sales stalls have been on a mini Tour during the last few months, well Kirby and Keighley actually.

[Keighley](#)

Mark, Keith and Andrew took the whole shooting match to Keighley using the Panther to transport everything and thanks must go to Kiran Tolson for arranging a party of able bodied Keighley members to help unload all the stock when we arrived. We had a productive day and it was certainly worth the effort with more money being added to the Wulfrunian restoration pot. Our members took several vehicles to support Keighley including the Panther, the PD2, Steve's Olympian and Joanne's Keighley Hoppa. It was great to see this event being a huge success for our friends at Keighley.

[Kirby](#)

On 31st May we loaded up what we could get into Mark's car to fill a 12 foot stall at the NWWRT event at Kirby, Merseyside. Keith assisted and again it was worth the effort, particularly given that we always get support for our events from our friends at Kirby. Andrew Tindall also supported the Kirby event and planned to take a party of members aboard his Bread van. He was let down at the last minute by several members which reflects really poorly when a vehicle owner puts a bus out to attend an event. If you make a commitment to attend an event on a museum bus to share costs then please honour it.

[Dewsbury Crow Nest Park](#)

We attended this local event and it was good to see two local buses back on home ground, Paul's Atlantean and Andrew's Crossley. This event always gives us the opportunity to promote our Museum Open days.

The final bit - Prototype OHL 863 the first, and BHL 380C the last.

To end our summer newsletter we delve back to a time when Belle Isle Depot bustled to the sound of the Wulfrunian. Obviously by the time this photograph was taken some of the operational issues were well recognised and someone decided that the chance to snap these two beauties side by side should be taken before withdrawal of their stablemates commenced!



Left; Side by side numbers 863 & 1029

West Riding 863 the prototype (and the only one with the butterfly embellishment) rolled off the production line in December 1959 as the first of its class. The final standard production Wulfrunian, West Riding 1029, left Guy Motors in April 1965 bringing the total production run to 137.

The countdown is now on to the day that two Wulfrunian run in service side by side once again, one red WHL 970, one green UCX 275!