

## Autumn Newsletter 2020

If you have any news or views for publication please contact, hand or send them to [mark.byard@live.co.uk](mailto:mark.byard@live.co.uk) or Andrew Beever 01924 265528

### *Introducing C38 CWT*



Well Done Julie on yet another completed restoration – this time it's former West Riding Tiger C38 CWT, sporting the later "United" livery!! Collected from Cobus on the 12<sup>th</sup> August, after a previous spell at Reliance Bus Works, the Tiger took a leap down the A64 before returning home to West Yorkshire. As can be seen, she looks very well in her pseudo "FASTAWAY" livery adopted by "United" when all the batch of ten Tigers migrated North. 38 was initially bought for spares for sister 39, also in the care of Julie, but in the end, it seemed she was too good for scrapping!!

With 38 now complete, Julie has now turned her attention to 39! During October, 39 was driven to Cobus at Filey and is now receiving attention to bring her back to her former West Riding identity. She has already been a regular attender at our events in her "Primrose" livery so is well known to many members. The restoration of this coach will give us something to look forward to in the 2021 season and work is already underway at a very busy Cobus.

### *Website gets some T.L.C.*

We are pleased to report that our often-overlooked website is now being maintained by Julie Aylward. If you haven't taken a look for a while, then why not log on to; [www.dewsburybusmuseum.org](http://www.dewsburybusmuseum.org) to see what's changed?

Julie has been busy updating all the various pages and of particular note is the comprehensive details carried for each vehicle in the collection, along with a click link to numerous photographs on flickr. A history of the museum is also now included along with other bits of useful information.

Our "members only" section has also been extensively updated and is also worth a look. Included here you will find contact details for the Trustees and if you are relatively new as a member, lots of back issues of this newsletter, which you are free to look at and print off. In case you have forgotten your log-in details and password, these are included at the bottom of your annual membership renewal form.

Many of our published policy documents have also been loaded up, for example our Safeguarding policy, Archive policy and Vehicle Space Allocation policy.

During October the website featured a "send in your photograph section" and a wide range of shots were posted on the site.

Once you have had a look, if you can think of further improvements, please feel free to speak with Julie when you next see her. For the moment, all we can say is "well done Julie for your excellent work"

A formal thank you must also go to Andrew Beever for keeping the website ticking over for the last three years in the absence of any other willing party!!

## *West Riding in Pontefract in the 1970's – a personal memory*

Thank you to our new member, Michael Brook, for the following contribution....

As I attended Kings School in Pontefract from 1972-78, I travelled daily from Darrington on the Doncaster-Pontefract service, at that time being exclusively provided by the 1968 Roe bodied Daimler Fleetlines from the MHL.F batch. During 1975/76 services were gradually taken over by the Alexander bodied 1971 Fleetlines that carried the WHL.J registrations, these buses seemed a bit better quality and were more comfortable than the Roe examples.



Roe



Alexander

The "Express" Doncaster-Pontefract service, which used the A1 via Redhouse, was the domain of Leyland Panthers, almost exclusively, but with the odd appearance of a Bristol RE from the THL.H batch, and on a couple of occasions real luxury was experienced with the provision of a dual purpose Leyland Leopard. By this time in September 1972, these services were one-manned but by 1975 the number of school children was so great that a duplicate Darrington to Pontefract service was introduced, this being the reason for this article!



Panthers & RE



This service was crewed by a driver and conductor, one of the frequent conductor's being Allen Tidswell, who I know to this day as he is my sister-in-laws uncle! He was particularly efficient and needed to be with 70 school kids on board. He kept us in order whilst maintaining punctuality. He still has his West Riding conductor badge BB 94072. I particularly liked this service because the buses used tended to be those seeing out their last days of service, one regular performer often being Guy Arab IV KHL 818, fleet number 421, and the 1966 Leyland Atlanteans too, my favourite being EHL 690D, fleet number 556.



ArabIV



Leopard



Atlantean

One of the drivers with Allen was newly qualified Ray Woodcock who used to drive at let's say, "in a sporting manner" which as schoolkids was great. When the crew was Ray & Allen, we had no excuse for being late for school. Other drivers popular with us schoolkids were John Everett (Jake) who looked like David Bowie and Derek Ward. The duplicate bus home was an even more varied selection and could be anything, generally older buses, but usually an Arab IV, Atlantean or one of the ex-Yorkshire Woollen Leopards, usually HHD 874 fleet number 146.

My last journey on one of the Atlanteans was around February 1978 – they were already disappearing from service, and this one had a piece of scrap paper sellotaped to the dashboard

reading "Reconditioned engine fitted; please drive carefully" – a surprising note considering it was at the end of its working life, and it certainly did not run like a new bus.

I left school in 1978 and started my first job on 3<sup>rd</sup> July. As I rode from the factory gates at the tar works in Knottingley, Atlantean 556 pulled away from the bus stop opposite, crewed by Allen Tidswell and Derek Ward, heading for Pontefract. That was the last time I saw a West Riding Atlantean. How much longer were they in service? (Editor's note – I attended St Wilfrid's school at North Featherstone and the odd Atlantean was still around in winter 78/79 usually working the New Sharlston Circular route)

Buy 1979/80 the express service to Doncaster was withdrawn, the Panthers disappeared at the same time and the remaining Fleetlines were replaced by Bristol VR's

One delight of the duplicate school services was the impromptu orchestral sounds the older models would make, especially the Arabs, each gearing would play a different melodious chord, except the direct-drive top gear when everything descended into peaceful silence, as is usual with crash gearboxes. The Atlanteans were also musical, seeming to have aged more than the Fleetlines which would have only been a couple of years younger. The Panthers were another wonderful model, very fast too and I was told the 680 engines were fitted for speed and we thought this was great, whilst they were ideal for express work that was one manned.

The Arabs and ex Yorkshire Woollen Leopards had crash gearboxes and at the time I thought that the Arabs had only three gears as the drivers never used bottom gear even on a hill!

What a pleasant surprise to see all four gears being used so skilfully after Arab 855's restoration at the recent open day. It was apparent to me that the driver was an experienced, perhaps a retired West Riding Arab driver, only for me to discover it was Mark Byard at the wheel! Apparently, in service, bottom gear grated so badly only skilled drivers would attempt to use it and only then in an emergency and yet here was Mark using first gear for each start without any crunching!



a ride on 855 brought back a lot of happy memories

The smoothest and most comfortable ride at the time seemed to be the Bristol RE single deckers, which also seemed to be highly geared. I bet they would have gathered a lot of speed on the A1. (Editor's note – take a ride on our very own THL 261H Michael to refresh the memory)

I hope you have enjoyed me reminiscing and if I can get Allen Tidswell to relate some of his experiences I will!

Yours..... Michael

*Best wishes*



As many of you know, Mike Bennett has been laid up with a broken leg for several months. Mike has been instrumental in ensuring many of our vehicles are restored and maintained in running condition and we have certainly missed him, his skills, experience and hard work. So, all we can say is "GET WELL SOON" Mike, you are certainly being missed!

## Buses in and around Woodlesford



**A B & S bus on vacant ground at the rear of the Black Swan pub on Vicar Lane in Leeds in about 1924**

B & S Motor Services buses were the first to operate locally on a route between Leeds and Castleford through Methley and Oulton. The maroon coloured buses were owned by J. Bullock and Sons based at Featherstone and had started running between there and Pontefract in 1914. Ten years later, in February 1924, the service through Oulton was started with buses every hour which was soon extended to every half hour. A late bus left Leeds at 10.40 pm on Saturday nights.

The West Riding Automobile Company started running its green buses on the same route a few months after B & S and they quickly established another service between Leeds and Wakefield through Woodlesford, Oulton and Stanley. In 1925 both B & S and West Riding were licensed to run between Leeds and Woodlesford but the West Riding service was short lived. Three years later B & S were given permission to extend the route to Castleford via Swillington, Bowers Row and Allerton Bywater.

Many local passengers would walk to the bus stop at Oulton Lodge to catch the frequent buses into Leeds with some preferring to let a West Riding bus go past as they preferred the more comfortable B & S buses. After the Second World War B & S were one of the biggest independent bus companies in the country, owning 166 vehicles operating on 30 routes, but they were taken over by the West Riding company in 1950 which doubled the size of its fleet.

Jim Bullock, one of the four brothers that started the company, is understood to have stayed with his son in an "art deco" style house on Leeds Road in Oulton where he was frequently seen on the flat roof watching his company's buses pass by. A dispute between the brothers in 1930 led to the eldest, Ernest Peter Bullock, leaving the original company after which he bought the South Yorkshire Motor Company which ran between Leeds and Doncaster via Pontefract.

In 1934 the West Riding company were given permission by the Yorkshire Traffic Commissioners to start a new weekday service from Woodlesford to Ambler's Mill at Ardsley via Rothwell, Carlton, Ouzlewell Green and Thorpe. Rothwell based Newton and Ward buses operated between Carlton, Rothwell and Leeds and they also had a service between Rothwell and Swillington through Oulton and Woodlesford.



West Riding service 90 ran hourly from Royston to Leeds via Oulton and Woodlesford

## **MOTOR BUS SERVICES TO LEEDS - A THREE MONTHS' EXPERIMENT**

***(From the Yorkshire Post and Leeds Intelligencer - Thursday 12 February 1925)***

The motor bus controversy in Leeds is practically at an end. At a meeting of the Leeds Watch Committee yesterday, Mr. G. N. Morrison (deputy chairman) presiding, details were arranged in regard to stands, routes, stopping places, and time-tables, in conformity with the principles already agreed upon between the Committee and bus proprietors. These are to be submitted to a further meeting of the Watch Committee tomorrow week, and afterwards to the Council for approval. Mr. Morrison informed a representative of the "The Yorkshire Post" yesterday that the whole question is now likely to be settled amicably as between the Corporation and the bus proprietors. The scheme is subject to a three months' trial, during which period careful attention will be devoted to seeing that the regulations are carried out. For this purpose, eight extra men will be engaged in the Hackney Carriage Department. The initial licences will be for three months only.

Bus fares for within the city boundaries are to be not less than 2d. in excess of the charge for similar journeys by the Corporation trams or buses. These privately-owned buses will not be permitted pick up passengers within the city boundaries to be set down within that area. The bus proprietors desirous of running vehicles within the city were recently asked to send in an application, also submitting timetables and other details of their proposed services.

Yesterday the Watch Committee had before them 23 applications (including five from Leeds proprietors) affecting services to 28 destinations. The buses will run on eight routes into and out the city. The number of buses to run regularly is 142, but 51 additional buses are to be licensed in readiness in the event of breakdown.

There will seven stands for buses, five in the centre of the city and two in the suburbs. The position of the suburban stands has not yet been decided. At present there are about 120 buses running into and out of the city. Four persons who have been running services have not replied to the questionnaire submitted by the Watch Committee, and they will not be licensed until they do so.



**A South Yorkshire bus from Leeds passes Crossways Garage at the junction of Holmsley Lane and Leeds Road, now the site of the Tesco Express petrol station**

### **SUCCESS STORY**

***(From the Yorkshire Evening Post - Thursday 29 June 1950)***

Some 50 years ago, 68 years old James Bullock, joint managing director and owner of probably the largest privately owned bus company in the country used to leave a two bedroomed terrace house in Wilson Street Featherstone, to drive trippers about in one of his father's wagonettes.

Next Monday a merger agreement comes into effect in which the 166 modern buses of his company, J. Bullock and Sons (1928). Ltd, are taken over by "the West Riding Automobile Company at a figure reputed over half a million pounds. Mr. Bullock, also a well-known racehorse owner – his horse Good Taste, winner of the North Riding Cup 1948 – ran at Carlisle today – is proud of his achievements. From Featherstone he went to Wakefield in 1920 with one bus and a taxi and eight years later founded, with one of his brothers, the present firm.

In his house at Sandal Wakefield, he recalled days when driving a bus on outings meant snatching sleep in the back of the vehicle. During the 1914-18 war he and his brother drove Leeds munition workers to and from their factories. They carried early morning, noon and night shifts throughout the war, but this continuous strain resulted in Mr. Bullock ceasing to drive after the armistice.

Today his firm has reached its peak as a private company, and "in the Interests general economy" he has agreed to the merger.

"It has been bit of a wrench after all these years." he confesses. His recipe for success – hard work!



**A West Riding bus arriving at Leeds bus station on the 168 service from Castleford via Swillington, Woodlesford and Oulton.**

*Acknowledgement: Many thanks to the owner of [www.newwoodlesford.xyz/gallery/buses](http://www.newwoodlesford.xyz/gallery/buses) for their kind permission to reproduce this article*

### *Continental memories*

In a world where international travel has been somewhat curtailed this year, we bring you a fond memory of one child's continental holiday from a far-off time....



David Parkin's son James, takes up the story

My parents booked our first continental holiday to Valkenburg in southern Holland, the holiday was a coach tour with Beeline National holidays. Our holiday would start by a feeder coach service to Dover then ferry to Ostend and pickup by a Dutch based coach, well that was the idea! The Sunday morning of departure was upon us and a taxi to the old Dewsbury bus station arrived and along with other passengers for other services we waited for our coach. The coaches departed for other holiday destinations and our departure time passed. An Inspector came over and asked my dad where we were going, this was where the fun started, and I remember the conversation even now "Which coach are you waiting for" asked the Inspector, dad replied " Bee Line National feeder coach to Dover" the look on his face was a picture because he knew it wasn't coming . Off the inspector went to the bus station office and came back 10 minutes later looking very sheepish and told us that our feeder coach was in Doncaster and there was no pick-up down for Dewsbury! He said not to worry they're sending a car for you to take you to the SUT depot at Charlotte Road in Sheffield where they are going to hold the feeder coach.

So, there we were sat in Dewsbury Bus Station waiting for a car, after about 20 minutes a Plaxton Supreme bodied Leyland Leopard appeared and pulled up in front of us, the driver opened the door and said "Are you the ones for Sheffield?" dad replied "Aye lad" so cases were loaded mum going quietly bonkers thinking we were going to miss the ferry and me thinking what a great start to the holiday. Our driver got the Leyland Leopard to Sheffield in 35 minutes, the needle on the Speedo didn't go below 80mph all the way to Sheffield – he certainly knew how to drive a coach. When we arrived at Charlotte Road a Duple Dominant Leyland Leopard was parked inside the shed with around 30ish passengers on it waiting for us. Our driver said to him "yer balls this up haven't you" the poor driver said "I went to Doncaster and there was nobody there honest" we got on the coach,

the driver still apologising, and set off to Dover running 45 minutes late the driver had got a battle on to get to Dover for a 4pm sailing! As we drove out of Charlotte Road we saw a London Country Leyland National parked in the depot and we decided that at a suitable time would ask our driver what it was doing there. We had one more pick up to make at Chesterfield and then the M1 to London or so we thought. That particular Sunday morning it was pouring with rain and the driver was struggling with the pantograph window wipers which were not clearing the windscreen properly and unfortunately just before we got the Northampton junction on the M1 the wipers gave up and were just dangling off the wiper arms so off the M1 we came and went to the United Counties depot in Northampton for help. This was a great start to our holiday and that poor driver must have wondered what he'd done wrong. So, there we were in the United Counties Northampton depot with a fitter a step ladder and a wiper blade which was too short, but it was all they had and was duly fitted. It looked stupid but it was better than nothing and off we went again towards London via the M1. As we neared London we came off the M1 and took to "A" roads though the outskirts of North London, this driver knew London well and he took the coach on roads that had not seen a National Holidays coach from the looks of the locals! After some time we got to the Dartford tunnel and headed towards the M2 and Dover and to the services at Farthing Corner. After a sprint down the M2 we arrived at Farthing Corner services for a break, well earned by our driver who had made up a substantial delay from earlier in the day. After leaving Farthing Corner, we headed towards Dover where we would leave our National Travel coach and the driver, who's stress level must have been off the scale, but he had chilled on arrival at Dover. He explained to my dad what looked to have happened that morning, someone who was scheduling for the pick-up for the coach that morning had got Doncaster and Dewsbury codes mixed up so instead of a coach from Frost Hill doing the feeder service starting at Dewsbury, a former Sheffield United Tours coach had been allocated starting at ....Doncaster! I took this opportunity to ask about the London Country Leyland National in Charlotte Road - it had been a replacement for a failed National Express coach from London to Sheffield the previous evening, now that would have been an experience!!!!

After our arrival in Ostend and our journey through customs to our continental coaches, I thought which one would it be? Our coach was lined up with rest of the tour fleet with Van Hool & DAF coaches from the delights of the West Belgium Coach Company, Neoplan double deck and single deck coaches from Westerbeus plus various other coaches. Our coach was a DAF with a Bova body and with hindsight probably a fore runner of today's Bova Europa. The coach was in the livery of Gouldal Reizen grey and red and a driver called Jan, and our courier called Trusse. So began our holiday with a journey to Valkenburg via the motorways of Belgium and Holland.

We arrived at our hotel, the Grand Hotel Voncan in Valkenburg at daft o'clock in the morning, to a light buffet and wonderful bed. The following morning we were out exploring Valkenburg and found Splendid Cars coach company 200 yds along the road and wow what a fleet they had, Van Hool DAF, Vista Domes and all in a pale grey, typically Dutch. The first sight of the local buses came after breakfast on our first day when a grey and bright yellow single deck dual entrance went past our hotel on its way to a place called Maastricht, showing a Leyland badge and sounding like a Leyland Leopard but it wasn't it was called a Worldmaster! Bus spotting had started.

Our trips out started the following day with a full day out to the then West Germany and Cologne and the world of Mercedes Benz and MAN buses and the first bendibus, again a Mercedes Benz. The coaches parked up with various body styles seemed to a lad from Ossett, paradise after all I'd seen was Plaxtons and Duple plus older Harringtons. By this time I'd got to know the driver Jan very well and told him that I was a bus enthusiast, my holiday went to a higher level he told me about coach and the company who operated it. I ended up sitting behind Jan most days we went out just watching him drive and I discovered that the coach had a Bova Body a ZF gearbox and a 9.6litre engine based on a Leyland design. Jan told me that his previous coach was a Leyland chassis and Den Oulsen body which he said was much better and more ummp!!

While we were on our trips out I saw quite a number of british coaches like the usual Wallace Arnold Plaxton Supreme Volvo B58s and Leyland Leopards and Volvo B58s of Derick Randall. Other company's like Smiths Happiway Spencer's AEC Reliance and Ford's with Duple Dominant body's plus other company's ,one that comes to mind is a Devonways with a Duple Dominant Volvo B58 at the hotel next door. Our holiday came to the end and we headed back to Ostend and the ferry back to Dover and home ,we said our goodbyes to Jan and Trusse at Ostend boarded the ferry and after a rather steady trip across we arrived in Dover and our coach back to Yorkshire. The coaches were all lined up and the majority were Salopia or Beeline Plaxton Ford's apart from one lonely Duple Dominant National Travel Northeast Leyland Leopard. The driver started to walk over and

said "afternoon anyone for the following; London Victoria for Leeds, York, Hull, Derby, Chesterfield, Sheffield, Barnsley, Wakefield, Dewsbury & Bradford. The passengers from Derby to Bradford you're staying with me.

The cases were placed in the boot, the door was shut, and our driver introduced himself, but I've forgot his name, he then told us there was a slight problem with the coach, it had a new engine fitted on the Friday two days before it's trip to Dover and its top speed was 50mph! Oh crap, it was going to be a long ride home. We left Dover climbed up Jubilee Way up to the M2 towards London and we were passed by the Salopia and Beeline FORD'S, what an insult to the Leyland Leopard, but after a check by the driver he found out he'd no trip to Bradford which cheered him up because after Dewsbury he was straight to Frost Hill. I got to know the driver after our stop at Farthing Corner when he saw me taking a photo of the coach and I'm glad I did. Out came numerous National Express labels and destinations for my collection, such a shame that my mum threw them away bless her, they would have been great for the archive at the Museum.

So to London and Victoria coach station with the passengers for Leeds, York and Hull - off they went to their coach, an East Yorkshire Plaxton Supreme Leopard. On our journey North our driver got to know most of his passengers and where possible tried to drop them off as near home as he could. We were the last passengers on board and as we got to Wakefield the driver asked where we lived? So off he went to Manor Road crossroads, up though Horbury and when he got to the crossroads he stopped outside our house and so ended our first holiday abroad. The following year our holiday was in Valkenburg at the same hotel with the same driver and courier but that's another story.



## *Out and about*

Several members were certainly feeling frustrated at the lack of opportunity to visit events during the summer and autumn so could not miss the opportunity to celebrate Yorkshire Day on 1<sup>st</sup> August. Regular workers from the Monday workday team boarded BHL 682 and KHL 855 for a five-hour tour of former "West Riding" territory. Dewsbury, Wakefield, Hemsworth, Pontefract & Castleford were all treated to a "drive past" whilst the obligatory stop at the Redbeck Café, Crofton provided a lovely refreshment stop.



On 28<sup>th</sup> August PJX 35 attended a photoshoot in anticipation of being the launch vehicle on a new Yorkshire Tiger route that had been re-introduced from many, many years ago. Dave and Kelvyn took up the challenge to provide the opportunity for dignitaries to sample PJX on a trip to Keighley.



As can be seen above, old and new made a very interesting contrast