

Summer Newsletter 2019

If you have any news or views for publication please hand or send them to mark.byard@live.co.uk or Andrew Beever 01924 265528

Welcome to new members:
Jonathan Alp (Re-joined)
Chris Stott & Mark Parr



West Riding Arab returns to the road

After a 7 year extensive restoration, KHL 855 is back on the road!!

855 is owned by Mark Byard and he would like to formally thank the following that have been instrumental in bringing this bus back to life: Mike Bennett, Andrew Beever, Andy Powell, David Hudson, Colin Wood, Steve Hurley, Paul & Stuart Goldthorpe, Tony Mowvley and many others who have pitched in to help.

855 is a 1957 Guy ArabIV and had been stored for almost 30 years prior to be acquired by Mark in November 2011 from former Trustee Tony White. Despite being stored for many years the vehicle was complete. The restoration was started in 2012 at a site in Pontefract and the list of tasks undertaken to restore this bus to as near as delivered condition as possible would send you to sleep. If you want to see the comprehensive list please have a chat with Mark!

Fitted with a Gardner 6LW 8.4 litre six-cylinder engine, a Guy constant mesh gearbox and a vacuum assisted triple servo brake system, the body is built around a 27'6" x 7'6" chassis. This batch of Arab IV gained a reputation as being the mainstay of the fleet due to their reliability and they were often found on long distance routes, even in their final years of service, an endorsement of their rugged and comfortable construction.

855 had been delivered to West Riding Automobile Company of Wakefield on 1st November 1957 as part of the final batch of 45 Guy Arab IV buses with registration numbers KHL 818 – 862. It spent the majority of its working life at Belle Isle Depot Wakefield and had a brief spell at Castleford. It was later renumbered 458 and had a long service life due to the early withdrawal of the newer Wulfrunian buses, being finally withdrawn from passenger service in 1974. In 1975 it became part of the driver training fleet numbered A14 until final withdrawal in 1980, being then purchased for preservation on the 13th February for £650 plus VAT!

West Riding Automobile Company was a strong supporter of Guy Motors of Wolverhampton and had built up a large fleet of seventy Arab IV vehicles. This batch of Guy Arab IV were the last traditional new half cab style of buses purchased by the company. To achieve the low height required to operate the

many routes around Wakefield that were dotted with low bridges, the bodywork built by Charles H Roe of Leeds had a sunken gangway on the upper deck offside.

855 and its sisters differed from the earlier deliveries of Roe bodied ArabIV in that they had enclosed rear platforms for added comfort and passenger safety. They had a very high standard of Roe coachwork as can be seen from the original set of upholstery still in situ in the bus!

The KHL batch of ArabIV had the notoriety of being the last batch of low-bridge sunken gangway buses to operate within the National Bus Company. Despite being operated into the mid 1970's none of the batch ever received the National Bus Company red paint scheme that adorned the rest of the West Riding fleet by that time. Therefore, many museum members will probably remember them as the last link with the traditional green and cream West Riding buses until the final 5 were withdrawn from passenger duties in July 1976, those being; 421/422/433/457 & 459. All West Riding depots operated this type of bus.

KHL 855 is the only survivor of the 70 Guy Arab IV operated by West Riding and is a superb restoration that will now represent the Museum at events.

From 2012 to 2016 mechanical work was completed in Pontefract and then the paint was removed. 855 was then driven to the Museum..... and from this



June 2016



we achieved this... What a superb example of teamwork.



July 2019



Take a seat....



The double life of a bus- or how HL 9723 became CHL 721

Way back in 1949, a B&S Selby based Leyland DD, HL 9723 (240) left Doncaster on it's regular journey to York via Selby. Unfortunately, it left the road whilst ascending Bentley railway bridge. A number of passengers were injured and some doused in fuel oil. Although the incident happened 70 years ago, recent comments from local residents well remember the accident. One was a small girl playing in a field with friends nearby, who saw the double decker come down the embankment and eventually she gave a statement to the police. Another Whitley Bridge resident along with her small daughter was traumatised, and avoided bus travel afterwards but lived to be 93. At least one Bentley resident was trapped behind a seat for some time.

The bus was impounded by the authorities in Wakefield where it was taken back by Jackie Blackburn, a fitter at Saville Street garage (also a Featherstone Rovers player). It appeared excessive speed was declared the cause of the accident.

In due course the chassis was renovated and a Longford coach body fitted. It was re-registered CHL 721 (336) and gave a service life with West Riding until 1963.

Longford was a Welsh coachbuilder and appealed to Bullocks in the last years of its independence. The last new AEC and Leyland coaches purchased by Bullocks and a number of their pre-war Leyland single deckers received similar coach bodies. Did this re-bodying set West Riding thinking about the conversion of some postwar ex Bullock Leyland PS1 single deckers into double deckers a few years later?



Our thanks to David Allen for this

Work commences on E53 749

Julie's latest acquisition has already had its inspection and as the photographs show below, the panels are off!



Meanwhile, one of Julie's other Doyen's is already sat in the workshop being worked on.

Film stars take a bow.....

On Easter weekend, two of our buses were out and about for two days of filming in the Bradford area.

We had received a request for two vehicles that operated in the Wakefield area in the early 1950's with perhaps one that had even ran to Blackpool on service. Step up the PD2 and Ethel, meeting the criteria set, exactly!



The film, "once a year on Blackpool sands" tells the story of two miners that fall in love in the 1950's. It is billed as a comedy, and the clips already on the trailer teasers on the internet certainly suggest a few laughs will be the order of the day.

Out and about

The 28th of April was a very busy day! The Panther and 35 went to Morley, as can be seen below, and rubbed shoulders with a couple of Black Prince Ailsa's and a Metropolitan, to name a few!



Meanwhile, 73 attended Keighley, Julie's Doyen went to Middlesbrough and Ethel was in Sheffield!

Julie had a busy weekend in early May with B JAB making viists to Llandudno, Wythall and Winchester. On the 14th May, Ethel was out and about to celebrate one of our members birthdays with a trip to Mencap in Huddersfield.



June saw B JAB out and about at The East Coast Run and pictured above is Julie receiving an award on the Tyne Tees run for B JAB

We supported the Brighouse War time weekend handing out leaflets for our events and on 22nd June we displayed two buses in the Bull Ring Wakefield all day to promote the Redbeck event.

Meanwhile, one of our avid readers spotted this gem whilst out and about



Left ; The "Hurley" Flyer pub – obviously one of our Trustee's is moonlighting!

Redbeck Rally Report

Well what a lovely day it turned out to be. The sun was up, the temperature was lovely and we had a great 30th Anniversary event at the Redbeck Restaurant and Motel in Crofton.



In the shots above we can see some of the 40 buses that were in attendance so a big thank you to all the bus owners and crews that turned out on the day. A special mention must go to Nathan & Johnny from the White Rose Bus Group for supplying numerous exhibits, although their plan to run a Bendi bus came unstuck when it developed a technical fault at the rally site. We had more than a dozen traders on site and steady business was done all day. The bus queue was busy (see above) all day despite us having departures scheduled every ten minutes and our Rally Control Tent was kept busy with Jack, Lesley and Heather supported by Andrew and Mark.

So was it worth all the effort? Everyone enjoyed the day, we made a tidy sum for the Museum & WROPS and our visitors have given us glowing reports on Facebook so..... "YES" must be the answer!!

Vehicle Update

We have received the following updates from WROPS

XUA 73X Leyland National

In full running order. A small piece of gangway floor at the rear had worked loose. Steve had resolved this and re-screwed it to the floor.

LHL 164F Leyland Panther

In full running order. Paintpot Andy has started the two panel repaint and re-application of West Riding insignia along with a new rear garter. Andrew will refit the rear reversing light and Mark will paint up the rear wheel trims in the next month.

THL 261H Bristol RE

An ex West Riding fitter called Steve Clark will be attending Barnsdale Bar to assess the air issue now that new batteries have been fitted and the bus will start. Colin and Steve have secured the starter wire to stop the issue of intermittent starting and this is now resolved.

BHL 682 Leyland PD2

In full running order. The cab door has been springing open when the bus was in motion. Mike has now adjusted this and the matter is resolved. Some exhaust work is still required in the quiet months.

EHL 344 Leyland PS2

In full running order. An issue with loss of vacuum has been resolved but further cleaning of the pipe and gov are required. Paintpot Andy will commence a full repaint when the Panther is finished. This will be done whilst Ethel is kept in running condition in a similar fashion to how the Panther was painted nb working from the top down and keeping the bus mobile. It was agreed that if the rubber we have in stock (excess from the Arab minimum order that Mark acquired) fits we should re-rubber Ethel as the re-paint progresses doing one side at a time. Consideration is being given to also using metallic interior window pan paint before the new window rubbers are fitted as they may be slightly smaller than that be removed.

JHL 983 AEC Reliance

Runner. Some minor wiring to finish then Andrew and Mark will commence some road testing and interior restoration. Once Ethel is painted this coach will be the next in the queue for Paintpot Andy to tackle! (we are certainly keeping him busy poor lad!).

OWW 905P Bristol VR

Runner with issues to resolve. Removal of paint continues and some further cleaning has been done. A seat frame and cushions have been obtained free of charge from Ian Hunter. The plan of action is as follows:

Andrew to check the battery connection wire up to the starter

Steve to loan the YWD VR batteries to start the bus

Steve to check for obvious major oil leaks and resolve with guidance from Mike

Bus to be taken to Clark's

Replacement Mitre box to be sorted at Clark's along with a full mechanical assessment.

A VR Manual should be sourced.

WHL 970 Guy Wulfrunian

Non-runner but an attempt to start 970 is due shortly. Andrew has located and acquired a new set of injectors. More painting of the rear wheel area has been completed. Colin has completed refurbishment of the air cleaning system.

UCX 275 Guy Wulfrunian

Runner with three minor issues to resolve. Plan remains unchanged - once 970 is nearing completion the outstanding issues will be resolved so that both Wulfs can run together.

Governance

It is with regret that the Trustees announced that our long-standing President John Flowers stepped down from his role in April. We are currently operating without this role and Lesley Sleigh continues to keep us all in hand being our long serving President! A vote of thanks is extended to John for his efforts and when a new Chairman is elected this will be announced in due course.

Lifetime Gifts & Legacy

We are often asked about how to make provision for the Museum in the event of someone passing. We have previously explained that it is always best to seek formal legal advice from a Solicitor, but we have also detailed below some common phrasing used in a Will where the individual wishes to bequeath something to Dewsbury Bus Museum.

The Trustees will always attempt to honour specific bequests, however where we are unable to do so we would of course prioritise any spend on the most essential matter first. Suggested wording in a Will could be as follows:

"Subject to the payment of my debts and testamentary expenses I give the whole of my estate not otherwise disposed of by this Will to the West Riding Omnibus Museum Trust Registered Charity 702232 of 47E Dale Street Ossett WF5 9HE for the general purposes of WROMT and I declare that a receipt from their Treasurer or President shall be full and sufficient discharge"

Or where a specific amount is involved

"I give free of tax to the West Riding Omnibus Museum Trust Registered Charity 702232 of 47E Dale Street Ossett WF5 9HE the sum of £xxxx for the general purposes of WROMT and I declare that a receipt from their Treasurer or President shall be full and sufficient discharge."

Where a Will has already been made it is a simple process to add a bequest through a Codicil using similar wording which a Solicitor could action. This may also include the additional option of leaving a collection of books, models or other memorabilia.

Please always take legal advice on any matter relating to a Will to ensure that there is no doubt regarding your wishes being actioned. Simply saying that you "want" something to happen to relatives and friends does not mean it will happen unless you have followed the correct legal process to put your wishes into action. In many cases, where no Will has been left and no relatives survive, HMRC claim the estate and monies go back into the tax man!

Museum Building Update – bus stop conundrum!

Thanks to Tony Hanson for donating this rather unique YWD bus stop!



Left: already displayed on the museum walls!

It has certainly caused some discussion in the ranks as no one can quite work out where it was actually sited! It has the notation "downhill services only" Can any one of our Woolly experts throw any light on where it was used please – details to our Archivists David Parkin or Paul Goldthorpe.

A pause for thought.....JHL 708



Photo John Hinchliffe

Seen above, is none other than Museum resident JHL 708 in a rather fetching dual purpose livery. Heading towards Pontefract Bus Station and about to turn left, it was clearly on a local service despite being in the coach style livery. For those that have never seen this vehicle's seats, they are safely stored on the Mezzanine and are very similar to Ethel's high-backed dual-purpose style ones. In the years following when this shot was taken, the bus also carried two versions of the standard green bus livery, so let us pause for a moment, and consider the livery options that may be used by Mike when it comes to restoring this gem... Over to you Mike!

The final bit – take a bow E50 TYG

It is always nice to see a photograph of one of our vehicles in a national publication....



The quote in Bus & Coach Weekly read... "Looking as though it had just come off the production line in 1988 is West Riding E50 TYG"

Well done Julie!!