

## Winter Newsletter 2017/18

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

Welcome to new members:  
Chantal Mowvley,  
Rosemary Mclean, Di  
Forbes (WE HAVE SOME  
SERIOUS GIRL POWER  
GOING ON THIS  
QUARTER!) Wayne Collins,  
Andrew Woodcock &  
Christopher Fisher



### *Welcome to 2018 – your membership badge is enclosed*

With the festive period a distant memory, welcome to the first newsletter of 2018. Please find enclosed your 2018 membership badge that you should retain for reference purposes. The "Members Only" section of the website is open for viewing and logon details remain unchanged from 2017. We are in the process of updating the content so if you have any views please speak to Andrew Beever.

The winter months have been a busy period with work continuing on restoring our vehicles. Despite the cold weather, it is great to see so many regulars showing up on a Monday and Saturday to pitch in with restoration activity and building maintenance. Hopefully 2018 will see more buses returned to the road!!

### *Barnaby almost comes home – the failed return of AHL 694*

You may have seen a press report that former B & S and West Riding Tiger AHL 694 was for sale. This vehicle had previously been part of the Museum collection in the early days of Ravensthorpe but had been moved on and restored in the North East around 25 years ago. With a desire to see it returned home, and a price agreed with the seller subject to a satisfactory inspection, four of our members set off for a long journey to Devon with the expectation of driving Barnaby back home that evening and the next day.... But it was not to be!



Left – happier days when in service in Torquay.

Having arrived at the barn where the bus was stored, a thorough examination of the bodywork was undertaken which revealed that the bus was far from in pristine condition, and in the view of all present, certainly not worth anything like the expected price. Therefore, with a heavy heart, and a long journey home on the same day, the sale fell through and AHL 694 remains in Devon.

## *Special news – Wulfrunian WHL 970 gets a very special visitor*

On the 12<sup>th</sup> September Wulfrunian 970 had a very special visit from none other than one of her former owners - Eric Rayner, the former owner of Crouch End Luxury Coaches in North London.

Eric has recently celebrated his 90<sup>th</sup> birthday and as a special treat some family and friends brought him from Scotland to see the bus he bought from Paul Sykes in 1972. Had he not done so then we are fairly sure that 970 would have gone for scrap. We therefore owe Eric a massive thank you for falling in love with 970 and buying her.



Left; At the Museum - Eric beside his beloved Wulfrunian - the only decker in his Crouch End Luxury Coaches fleet

Eric was full of stories of how he operated the bus. In fact, he passed his double deck bus licence using 970 as he had previously only operated coaches but had decided he must have a decker!

Having collected the bus from Barnsley it was regularly used and the Wulfrunian operated on all sorts of work during its 4 years of operation. These included excursions to Wembley, the races and even trips to the coast carrying London Transport employees – which of course must have been very interesting for them!!

Whilst at the Museum he produced some notes on the work he had completed to gain a COF – all of these being extremely useful to Colin & Stuart who are progressing well with its current restoration. He talked very fondly of the bus but remembers one rather trying day when he had to turn 970 around in his yard. He said "it was full of my coaches and I had to move the Wulfrunian and turn it around. Given how heavy the steering was instead of it being a five point turn it was a 35 point turn which I never repeated!" (Editor's note; those of us that drive Wulfrunian 995 can vouch for that)

That said, he still holds very fond memories of 970 for obvious reasons and was overwhelmed to be stood on the bus once more.



Left; Eric back on board 970 for the first time in almost 40 years

It was a real pleasure to meet such a gentleman and to share stories of the times he spent with his favourite bus! He can't wait to see it finished and has made a cash donation to ensure its restoration progresses.

## *West Riding Leyland PD2 – the original bill of sale*

Our West Riding Leyland PD2 was bought direct from West Riding on 9<sup>th</sup> April 1975, when Trainer A13 finally bowed out of service from the fleet, as the receipt below shows.



Left: original bill of sale from the National Bus Company

So how much did it cost???? We have deliberately shrunk this photograph and would like you to estimate what the PD2 cost to buy?

Answer A £48.60 / Answer B £59.40 / Answer C £75.00 / Answer D £108.00

The above invoice is number W04631 and contains a VAT element of 8%. Get your thinking caps on!! (the answer is at the end of this Newsletter)

## *November Open Day Results*

As you are aware our former Events Organiser left his post only 3 weeks before the November Open Day. Fortunately two of our Trustees took over the reins and the event went ahead and was a huge success. The most important things about our open days are; how our visitors feel about the day, how busy we are, running the buses as scheduled, having a happy bunch of traders, a cracking group of helpful volunteers, a varied selection of visiting buses in service and finally how much money we can make for the Museum.

### **WELL ON ALL COUNTS WE CAN SAY WE ACHIEVED 5 GOLD STARS!**

Over £4000 was raised thanks to a lot of hard work and in recognition of some of the star performers of the day we presented awards at the Christmas Buffet in December to the following members. Take a bow.....



Richard Hall      Steve Abrahams  
Sophie Jenkins      Stuart Goldthorpe

It goes without saying that the effort of everyone that contributed is much appreciated – maybe your name will be up on the awards list after the next event in March? Watch out for Tony Mowvley as he came a close second on two awards!

We are also delighted to announce that two members of the Management Committee, Paul Goldthorpe and David Parkin, will now be assisting Andrew Beever with the planning of all our future Events.

## *A sad looking Selby*



Very sad .....



Thanks to member David Allen for sharing these two shots of the old West Riding Depot in Selby after closure.

Who would have thought that one day the sound of Leyland, Gardner, Daimler and AEC engines roaring around the building would be no more. But as the shots show the noise was all but a distant memory after the depot was moved.

## *Out and about*

The run up to Christmas was as busy as ever with XUA 73X making her first debut in preservation at the Crow Nest Park event organised by Jack Berry.

October saw us supporting the AVTG lads at Skipton with the PD2, PJX 35 and our recently completed National2 all present. The PD2 ran in service and the National2 and PJX were static exhibits.

We attended the Sammy Ledgard celebration on 14<sup>th</sup> October and used the opportunity to promote the Museum. We ran a few excursions between 12 noon and 3pm at the request of the Ledgard Society. Thanks must go to Kelvyn for allowing us to use PJX at short notice as the Panther's repaint wasn't finished!

KBMT hosted their twilight running event on 29<sup>th</sup> October, so our stall was out in full force and did some brisk business but our plan to take two buses to Rotherham in December was cancelled due to snow.

Bradley and the Black Prince lads sprung a surprise January event on us the week before Sunday 7<sup>th</sup> January so Steve supported them with his Lynx for a small running day around Morley.

Finally, the dynamic duo of Colin Sidaway and Baz Beaumont must get the award for most travelled bus in the Museum collection with Huddersfield 472 attending numerous rally events throughout the Autumn and Winter months. We think 5



gold stars are due for that effort...

## *March Open Day takes shape*

Andrew, David Parkin and Paul Goldthorpe are on with the process of pulling everything together and have assumed that if you were allocated a task in November you will be happy to help in March! If you are new to the Museum and want to get involved then contact Andrew Beever.

## *The photo of Wakefield Bus Station – an update*

Following on from our last Newsletter we published a shot with some ambiguity over what buses were actually parked up in the bus station. Regular contributor, Stuart Goldthorpe has sent in his views for publication.

"I look forward to reading the snippets of bygone times which appear on occasions in the Newsletter. The Autumn issue showed a scene of the old bus station, which I would guess by the way people are dressed to be an October scene of 1968 (As no Bristol Lodekka are present)

The bus in the background on the Ossett stand is a Daimler Fleetline, the engine bonnet grill gives the secret away. The single decker through the looking glass I believe is a Leyland Panther with Marshall Cambridge bodywork because the fleet number is on the offside. Daimler Roadliner and AEC Swift had fleet numbers in a central position.

I would also like to add something to Mark's account about the red Wulfrunian 895. It was quite normal to see red buses on green routes throughout the 50's and 60's. Information received from a former driver said that it was simply because there was a shortage of green vehicles.

The red centre entrance Regent III of the late forties and early fifties saw a total of 61 vehicles taken into stock, these vehicles filling a complete section of the Belle Isle Depot to the right of the office block of the depot. Monday to Friday operation required 30 vehicles leaving a massive surplus of red deckers, something unheard of today. However, on Saturdays frequency on key routes required 50 vehicles. The Regent III's were restricted to certain routes because of height, these being:

61 Wakefield – Bradford, 67 Leeds- Wakefield- Sheffield, 69 Wakefield – Dewsbury, 82 Wakefield- Hemsworth. 84 Hemsworth via Nostell Long Row, 98 Wakefield - Overton, 111 Wakefield – Lingwell Gate, 114 Wakefield - Flanshaw Estate, 120 Wakefield – Netherton and 121/122 Wakefield – Lupset Estate.

With the arrival of the Wulfrunians (as mentioned in Mark's article in the last edition) a total of 40 vehicles were delivered in 1960/61 for red fleet replacement. At the same time services were reduced Monday to Friday and only 25 vehicles were required, Saturday requiring a complement of 37 with only 3 spares available. Inevitably red Wulfrunians found themselves on green routes including long journeys such as the Sheffield service.

During 1968/69 the red Wulfrunians were repainted into Tilling green livery and this saw the end of traditional red and cream West Riding buses – someone should have been shot! I have supplied a photograph of a Red AEC Regent III (104) and known to depot staff as "track" buses and this is operating on a green route 114 to Flanshaw Avenue.



Left – heading down Westgate

These buses could not go to Alverthorpe due to the low bridges on Flanshaw Lane and Batley Road. The bridges were removed in the 1960's when the railway line from Wakefield to Bradford via Dewsbury Central and Ossett closed and it would now be difficult to recognise where any of the bridges existed since most of the land has been built on."

## *AGM Update*

Our AGM has resulted in several changes to our Management Committee and the summary is detailed below.

Archivist – this role is now shared between Paul Goldthorpe & David Parkin and replaces Mark Byard.

Committee Member – Richard Hall has replaced Jack Berry.

Membership Secretary – Tony Salmon replaced Mark Byard

Following Tony Salmon's resignation the week after the AGM, at the November Members Meeting Mark was asked to retain the Membership Secretary role which he had previously resigned. Mark agreed to do so and was re-elected to the post. Andrew Beever was asked to undertake the role of Events Organiser with assistance from Mark until a small group could be formed to help Andrew on an ongoing basis. Andrew was elected to the role.

Keith Shenton resigned as Health & Safety Officer after the AGM and Colin Poole was elected to the role at the November Members Meeting. **Congratulations to all those in new posts!!**

Paul Goldthorpe and David Parkin have also volunteered to help Andrew Beever with organisation of our Open Days – well done chaps!!

## *Museum Building Update*

Do we ever get two minutes at the Museum?? Not really would be the answer of the Monday crew who are responsible for this.....



After the November Open day we had a few weeks grace to get to a part of the shed walls that are normally inaccessible. So it was out with the cleaning material and scaffolding and we put some memorabilia to good use.

So if you have any suitable items lurking in your lofts, hiding in your sheds or hidden under your beds, why not donate them so that they can be shared with our visitors. See Mark Byard, David Parkin or Paul Goldthorpe if you would like to donate anything. This also includes any books, models, uniforms of any age (even relatively new ones) as these can be used to re-stock the Museum stall.



Thanks must also go to Simon Turner for donating or loaning many items from his personal collection.

## *Vehicle Updates*

**KHL 855** – This bus has had the Lion's share of attention during the last few months with massive steps being made on its restoration. In late November paint-pot Andy even started rubbing down the upper deck ceiling with the assistance of Andrew Beever, Steve Hurley and Tony Mowvley! All the structural bodywork repairs are completed with the exception cab area and the front offside mudguard which requires some welding and is being worked on right now.



**J377 AWT** – Steve Hurley got his Lynx through its test in November and the bus is once again out on the rally circuit.



Left: Sister 371 in service and perhaps showing how 377 may look in the future?

**WHL 970** – A major step has been taken with the Wulfrunian with the brake Callipers having been overhauled – at a significant cost – OUCH! Once these are back in position the next step is to fire her up and test the gearbox and engine.  
**IT GOES WITHOUT SAYING ANY CASH DONATIONS GRATEFULLY ACCEPTED!**

**BHL 682** – The immaculate PD2 has had some work completed on her silencer and the spare wheel brace on the platform area has been painted and refitted by Mike.



Left – Put to bed for the winter

**XUA 73X** – Was launched back into public service at the November Open Day and is performing well. Thanks to everyone who helped get her finally back on the road in 2017 – Colin is enjoying using 73 until Ethel is back on the road.

**LHL 164F** – Paint-pot Andy has almost finished the repaint with the lining out and varnishing to be completed. The final steps cannot be completed until the side window rubber is changed, this being planned for after the March open day.



Left – rear panel off receiving attention

If you would like to help with any aspect of restoring our collection of vehicles then please visit the Museum on any Monday (except bank holidays) to see what our current members get up to.

WROPS are also looking for support to ensure the continued preservation of vehicles owned by the Society – this includes helping with rental payments for storage, covering insurance or tax costs, cleaning buses or even asking to be considered to be the custodian of a vehicle. Shout up if you're interested.

## *A Trustee behind the wheel - and this happens!*

Lesley Sleigh is our longest standing Trustee and is not afraid to "fess up" to her previous errors! Having got behind the wheel of Huddersfield 473 at the former West Yorkshire Transport Museum – this is how she returned the bus an hour later!



Left - "Sorry!"

She has promised to stick to Cash Desk duties on our Open Day Events and for that we say..... "THANK YOU VERY MUCH AND WE UNANIMOUSLY AGREE!!"

## *Monthly meeting – change of venue*

**Just a quick reminder that until further notice our monthly members meetings now take place at the Shepherds Boy public house on Huddersfield Road, Dewsbury, until further notice. Thanks to Lisa and John Flowers for sorting this out at short notice following the closure of the Royal. Check our members only page for updates on any changes.**

## *The final bit – and the answer is "A" £48.60*

On the front page we showed the bill – here it is blown up to a readable size.

Mr D Kemp,  
59 Walton Lane,  
Wakefield

**NATIONAL**  
West Riding Automobile Co. Ltd.  
Belle Isle  
Wakefield WF1 6JX  
Telephone 75521

VAT Registration No. 169 8782 81  
Date 9<sup>th</sup> April '75

Tax Point	Description	Amount	VAT Rate
	To Sale of "Training Vehicle" A13.	45.00	
		45.00	
		3.60	
	TOTAL	48.60	

CHEQUES, MONEY ORDERS, POSTAL ORDERS PAYABLE TO:  
WEST RIDING AUTOMOBILE CO. LTD.

spaces, but will cost £11.50 each per week. J.speed has arranged free storage for these two elsewhere, and the

It is pretty unbelievable that such a superb vehicle cost less than £50 to buy. However, if you take into account all the man hours spent restoring it, the cost of materials to bring it up to the current standard of presentation and ongoing running costs, then it all adds up. Anyone fancy a Spectra for £50?