

Spring Newsletter 2015

(Items for inclusion can be handed to Mark Byard or Andrew Beaver)

**Welcome to new members:
Steven Waddington, Andy
Rawnsley, Colin Winpenny,
Keith Clark, Harry Peacock,
Dennis Brace, Tony Wilson,
David Flasher, Gilbert
Rhodes & John Baldwin**



25 years young

We are still celebrating 25 years of the Museum and took the opportunity to share a few crumbs together at a recent members meeting.



Above: Still in its wrapper to prevent any of it disappearing before the end of the meeting! Thanks to John Flowers for providing a very nice cake that went down extremely well.

RIP

It is with regret that we have to report the passing of one of our members Phillip Heywood. Phillip lived on Church Street near the Museum and would often pop in to see us on a Monday sporting his blazer and medals. He was certainly a character and was always pleasant and interested in what we were doing. Our condolences are extended to his family and friends.

With the passing of a member it is a gentle reminder to us all that thoughts we have about bequeathing gifts to the Museum do need formal paperwork in place. Gifts to a registered charity avoid inheritance tax and are an efficient way to pass on some of your estate to a cause of your choice rather than to the tax man. Full details are on www.gov.uk or from any legal practice. If you wish to bequeath something to the Museum to support our transport heritage the Trustees will ensure that any donation is spent wisely.

Whilst many people may have expressed their wishes to friends and even close family it is really important to formalise any instructions with a Solicitor if they are to be legally binding and followed through.

Stop press - WROPS acquires another vehicle

Following a recent request to find a home for a West Riding Bristol RE, THL 261H has been acquired from our friends at Escrick and now forms part of the WROPS collection. Below are some shots of her on arrival at Dewsbury.



Unique West Riding Bristol RE survivor



She is currently in MOT and whilst she doesn't sport exactly the right shade of green paint or carry West Riding fleet names she is a worthy addition to the ranks of the Museum collection. WROPS are extremely grateful to Ian Hunter and David Keel as they have looked after the RE for many years and kept her on the road. She doesn't have a custodian at the moment so if you are a member of WROPS and would like more input please speak up. The plan is to park her in the Museum building temporarily (whilst the Panther is at Oakenshaw for the steering repair) so that a deep clean can commence. If you are around on a Monday bring a cloth, bucket and Stardrops and get stuck in!

Are things going down the toilet?

If the article below is anything to go by then the next generation of bus restorers will have more than they bargained for when it comes to keeping buses of the future in running order!



Left; powered by

The bio bus is fuelled by bio methane made from treated sewage. Apparently it will go for 190 miles on one fill up. Obviously if we were running her out of the Museum building we have enough hot air going spare to keep her going for many more miles than that! Filling her up could also solve the lack of toilet facilities problem that we have at the Museum. Enough said.

If you want a ride on this beauty it is in service between Bristol Airport and Bath.

The Museum out station

Take a look at this lot parked up at Oakenshaw



A very busy day with 5 buses in view. If you didn't know better this could pass for some family run operator's premises in the early 80's.

Other activity in the last few months includes:

Out and about

We recently took Ethel out to visit a former Charles H Roe worker in celebration of his ripe old age of 95! Dennis Brace was delighted to find Ethel parked outside his home and a trip ensued visiting the old Roe factory site in Crossgates.



Left; Dennis admires his handy work 62 years on!

Dennis willingly signed up as a member on the spot and can probably now hold the title of the most mature person we have ever signed up as a new member.

We have completed further school visits in the spring. TWY 8, our regular performer on school services, attended St Johns School to the delight of the children.

A further visit to Healy Junior and Infants School planned for 2nd February had to be cancelled due to illness.

If school visits are something you would like to get involved with then please let any of the Trustees know. Obviously due to the sensitive nature of visiting children all members attending such events are subject to a criminal records check and disclosure process.



Four Square Coaches at Kinsley near Pontefract have a Tiger TL11 engine for sale. If you are interested or know someone who may be then please contact Don on 01977 616398

Leyland National2 restoration due for completion after 12 years!



Almost ready and looking good!



XUA 73X was one of five Leyland National 2 buses delivered to West Riding in 1982 numbered 72–76 and given registration numbers XUA 72–76X. They followed over 100 Leyland National 1 buses that had entered service from 1972, the first batch being JHL 856–860L with dual door bodies. The Mark 2 version differed from the original examples in that the Leyland 510 engine had been replaced by a choice of either a Leyland L11 or a Gardner 6LXB - 73 being powered by the Gardner option. 73 was originally allocated to Wakefield Saville Street Depot next to the old Bus Station and was transferred to Belle Isle Depot Wakefield after the closure of Saville Street in May 1992.

Number 73 has had a very "colourful" life having been delivered in NBC red wearing "Metrobus West Riding" Fleet names. At some point between 1983 and 1985 she then received the PTE's verona green and buttermilk livery along with most of the West Riding fleet. Before all the West Riding fleet received the PTE livery West Riding was privatised and repaints began into the Caldaire West Riding Buses green and cream livery. Thus, 73 was repainted again into the Caldaire chevron livery and continued in active service around Wakefield. 1989 brought another change when it was decided to repaint her again into an advertisement for the Wilton Ballroom and this livery lasted until 1995, before she was eventually painted into West Riding Caldaire livery for a second time, this being the updated 50/50 livery. Withdrawal came in June 1997 and she was amongst the last batch of Leyland National 2 to be withdrawn by the West Riding Group. She was sold on for further service to the North East Bus Group and became United Automobiles number 3763, eventually being renamed Arriva Durham County in April 1998. She was finally withdrawn from service in June 2000 and was sold for scrap to North East Bus Breakers.

In December 2002 West Riding Omnibus Preservation Society (WROPS) found 73 still languishing at the breakers yard and after an initial inspection she was acquired for preservation. She was moved to Belle Isle Depot Wakefield due to a lack of space in the Museum building and spent several years garaged at the back of the sheds. She briefly had TV stardom when a "Touch of Frost" episode was filmed at the Depot and she can clearly be seen in several shots. Unfortunately initial activity on restoration ceased and she has sat patiently waiting for further attention for several years. In July 2011 an opportunity arose to re-home her and she was towed to Ravensthorpe. Work began again and a partial strip down revealed some welding was required along with work on the brakes, this halting progress again. In late 2013 work commenced on the welding and was completed in February 2014 when external painting in traditional West Riding livery commenced to celebrate 25 years of Dewsbury Bus Museum and 110 years of West Riding. A start was made on interior refurbishment and our star award goes to new member Tony for his work on rubbing the seat frames down. She will be finally finished in 2015 so a big "thank you" to all that have helped restore her.

She perhaps holds the record of having carried the most number of liveries of all the vehicles in our collection - unless of course you know different!

Vehicle Updates

West Riding Roe Dalesman Coach AEC Reliance JHL 983

With the construction of the Mezzanine came the need to move several vehicles inside the shed. The Dalesman coach was shifted to the opposite corner and as can be seen below we got a good view of her rear end for the first time in over 5 years! As many of you know she suffered a minor collision with the shutter door a few years ago and needs some work on the rear frame – not that these photographs give much away. She has had a good clean and now awaits a thorough inspection to decide what work is actually required.



Left; Rear of the year!



West Riding Roe AEC Reliance JHL 708

Mike continues pushing ahead with his Reliance and as can be seen below it will not be ready for the August Open Day!



Left; work progressing on the front and step

Having moved the seat frames that were stored on the roof the prognosis is not good. It looks like they will need full re-trimming rather than just a deep clean.

West Riding Roe Guy Wulfrunian WHL 970

All the hard work undertaken by Colin and Stuart is finally paying off as the shots below clearly show and she made a fine exhibit at the recent open day.



Glass and panels sorted!



The missing glass and the panel work is completed and work has started on preparing the body for painting. With the National painting completed paint-pot Andy has his sights set on getting the Wulf sorted. When completed she will be the only preserved West Riding bus in the red and cream tramways livery that adorned buses on the Kettlethorpe and Ossett services. There are bound to be some confused looks from those not in the know and if they want to know more we have a less than half a dozen copies of "The Red Buses" left for sale so point them in the direction of the Museum cash desk or see Mark on any Monday.

West Riding Roe Guy Arab IV KHL 855

Having moved the Arab from Clarks Garage to a barn in Kirk Smeaton a return journey back to Clarks Garage was undertaken as a bonfire was planned near the barn and Mark decided the risk was too great to leave the Arab exposed. Whilst back at Clarks a few more jobs were undertaken including fitting a radiator tap, changing the engine oil, gearbox oil and diff oil. The sump was cleaned and the sump plug was replaced having found it was still in place only by good luck! A leaking pipe on the engine was also sorted. The Arab was put back on trade plates and moved back to the barn and work on removing the paint has continued. A set of destination gear has been located and obtained from our friends at Escrick and Roger Townend has kindly adapted the set and fitted it to the bus. Roger has also very kindly donated some Guy hub emblems.



Right; over the pit



Mark couldn't resist setting the blind to show 855 on one of its old routes that he travelled on as a child. If you don't know where Windy Nook or Frickley Bridge is you've never lived!

Yorkshire Woollen Duple Ford Thames GHD 765

Some work has been ongoing on Simon's coach and it has been parked up in the space formally occupied by the Dalesman. A report from Simon indicates that the rear brakes need attention.



Right; Simon backs her in

West Riding Roe Guy Wulfrunian UCX 275

Just in case you have forgotten what she looks like we have a shot of her taken about 18 months ago when she provided feeder services to the Museum Open Day from Pontefract and Wakefield. She gave a sprightly performance!



Left; 995 now awaits some maintenance

When presented for her MOT she failed on some steering issues and has been parked up at Oakenshaw awaiting custodians Mr Beever and Mr Byard's attention. Hopefully once the weather improves a start can be made or rectifying the problem with the assistance of Mr Bennett who has located replacement parts.

West Riding Roe Leyland Panther LHL 164F

Mike and Andrew are happy to report that the Panther sailed through her MOT on 18th February after a thorough going over by the dynamic duo! As usual Tony Salmon breathed a sigh of relief since a running board had already been constructed for the Panther to operate at the March Open Day. However, three days before the event a steering problem laid the Panther up!



Left; What might have been - The Panther on Huddersfield Road!

March Open Day

Well what can we say? Mark makes a TV appearance on Look North and Andrew is broadcast on BBC Radio Leeds. Thanks must go to Rachel Stockton for setting this (and Mark and Andrew) up!

We had a great turn out of vehicles and whilst we did not quite achieve the same number of visitors as November we certainly had a busy day.

New in the Museum building was a Tombola and Café. We had lots of positive comments about providing a formal Café area and the cakes and other treats went down a storm. For all those members who supported the Café with donations of cakes and other provisions we say thank you very much.

Rachel's Tombola was a huge success with more than £250 raised. Thank you Rachel!

Reports from the traders in the building indicate that they did brisk business and WROPS two stalls did extremely well – thanks to David and Trevor for spending all day manning them.

Some fine tuning on signage was completed for this event as the pictures below show.



Keith's signs looked great



Our Events Organiser Tony Salmon has a lot to be proud of. The financial return matched November which is outstanding. More funds equals more improvements to the building and more buses on the road.

To all those who have helped in any way we say a **BIG THANK YOU**. Now it's over to Tony to start the planning process all over again for our new August event.

Museum Building Update

Those members who attend each week saw a major flurry of activity during the second week of January. The steel structure for the new Mezzanine was delivered into the building and work began on assembling the structure on site. As can be seen in the shots below construction was fairly swift.



The addition of the new space will be very welcome and will allow us to safely store valuable spares and archive material. We have applied one golden rule – no rubbish or scrap is allowed on the deck!

The provision of the Mezzanine has long been talked about and it has finally happened. We hope this is yet another demonstration of how the whole team at Dewsbury are working towards common goals and getting things done. Thanks to all those who have helped prepare the shed for the work and particularly to Andrew Beever. Andrew has very kindly allowed several of the Museum vehicles to rest at Oakenshaw shed free of charge – thanks Andrew!!

Next on the agenda is the construction of a front extension. A site contractor visited the building in late December and has taken a full brief from us along with the necessary measurements. We are looking for ideas on how we can raise any funds needed for this project and already have a couple of thoughts. One is that for a one off lump sum a bus owner can pre rent a space in the Museum for 10 years in advance. If you are an owner and want to secure accommodation for your bus for a fixed term this could well work for you. Let us know what you think of this idea as it is exactly that at the moment – just an idea!

Wanted.....

Our monthly members meeting includes a small raffle and thanks to Irene, Steve and June's friendly persuasion most attendees usually part with some cash! We raise almost £400 a year from this activity so please let us have your unwanted gifts for both the Raffle and Rachel's Open Day Tombola!



Left; we have the tickets we just need more prizes!

The final bits

If you have not collected your 2015 membership card it is enclosed with this newsletter.

Planning has already started on our August event that will be based at both Batley and Ravensthorpe. **To assist in its promotion we have included leaflets with this Newsletter for you to distribute.** If you are out and about at any rally then do what you can to speak to bus owners, stall holders and the wider public. If you want more leaflets please contact Tony Salmon our Events Organiser. Thanks for your help!