

# DEWSBURY BUS MUSEUM

WEST RIDING OMNIBUS MUSEUM TRUST

## Spring 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

### Welcome to new members:

Andy Hartley, Mark Round,  
Basil Hancock, Frank Hillier,  
& Alex Clough



### *Front cover star -*



*centre stage - another completed restoration at the Museum*

Sat proudly in all her glory on the front cover of the January 2020 edition of Bus & Coach Preservation Magazine was KHL 855, our latest completed project.

A four-page report was included inside detailing the history of the bus and the thorough list of jobs tackled to see the restoration through. Although Mark set the destination blind for New Crofton, the route he had travelled on the bus as a child, the photographs were actually taken in Pudsey as Phillip and Sandra Lamb were at the Civic Centre with their stall. That said, whilst the Arab wasn't on her normal territory, a wet autumn day certainly gave the shots a nice atmospheric feel.

We obviously benefit from regular coverage in the Magazine and many of us wait with anticipation for the magazine to drop on the doormat. It is therefore sad to know that each month the financial viability of the magazine is threatened by dwindling readership. Please try and support the magazine and buy a copy, either by subscription or at a newsagent as the Magazine supports our events with the attendance of their stall and provides regular coverage of our projects and open days.

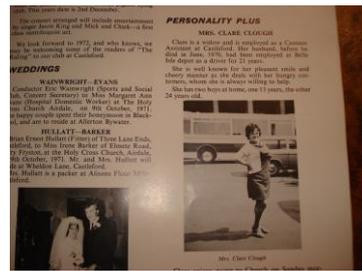
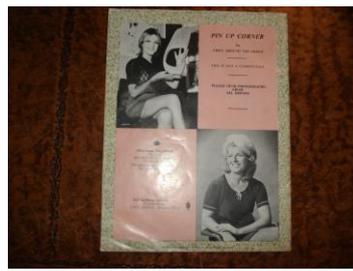
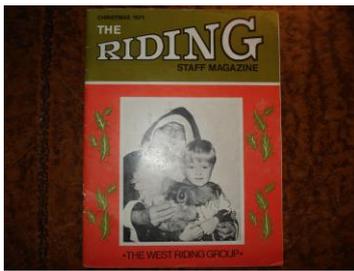
We are often complimented by the wider enthusiasts on both the quality and number of projects that we complete at the Museum. It is fair to say that we do seem to "get things done" at Dewsbury and this must surely be down to the excellent team spirit we have and a willingness to simply pitch in on projects.

The last few weeks have seen some major progress on Wulfrunian WHL 970 and Ethel's refresh. To see the Wulfrunian come to life with its first engine start up in 35 years was a sight to behold. Initially a little "lumpy" the engine settled down with mechanic Bill working his wonders, a nice tick over saw the bus slowly rise as the air suspension kicked in, and yes, finally, 970 sat level with the usual Wulfrunian hissing noises as the valves did their respective jobs and levelled the bus up, well almost!

Meanwhile Ethel continues to get some TLC, the external repainting that was required is done, the paint is going back on and the internal refresh is well advanced (on the nearside of the bus). Well done everyone!!

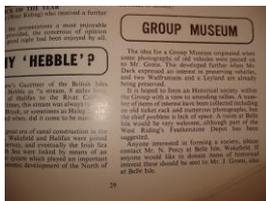
# The Riding Staff Magazine uncovered – Christmas 1971

Thank you to our member Paul Mather for donating this gem to the Archive at the Museum.



Crammed with information in almost 40 pages, "the Riding" Magazine heralded the start of the combined West Riding and Yorkshire Woollen business (along with a slight mention of Hebble Coaches) It is fair to say that things were not as "politically correct" in 1971 as can be seen above!

Some would now argue that "Pin up" corner in the centre shot, and "Miss Personality Plus", Claire Clough from Castleford Depot on the right, were just bits of fun in a very innocent time. The fact that Conductor Gary Dutton stated that Claire had hidden two grapefruits about her person for the photoshoot, could be interpreted another way. Innocent fun or blatant sexism? – you decide.



Left; Mention is made of 2(?) Wulfs and a Leyland



Reference is made to West Riding setting up a group museum for historic documents etc – does anyone know if this ever actually happened? Also reviewed was the delivery of Yorkshire Woollen's latest Fleetline buses – the JHD-J reg batch. The magazine is now safely stored in the Archive.

## When the minibus was king of the road

Some recently donated photographs that have been placed in the Archive reveal a time when the "Minibus" was king of the road!



First up above is D823 KWT then M748 WWR. The dormobile conversion was the first real big batch of mini's used by West Riding. With a very angular shape they soon earned the nickname of "breadvans", and it is very easy to see why!



Heading out of Wakefield Bus Station is H709 UNW and finally E497 HHN sits in Pontefract Bus Station on a foggy Autumn day.

## *West Riding group Olympians in later life*

It is no secret that both Yorkshire and West Riding operated a sizable number of Olympians before their eventual withdrawal to make way for a flawed policy of single deck operation on all routes. Fortunately, half way through their withdrawal process it was realised that the policy was a failure, because of both capacity requirements and public affection for deckers, this resulting in the halting of Olympian withdrawals. However, many of the species had already escaped to pastures new and many of them gave their second owners a long and uneventful life.

Thanks to Jeff Tattersall off the United Enthusiasts Club we are able to share the story of those that escaped to North East Bus, Northumbria Motor Services NE and Arriva Northumbria.

17 examples moved to the north east, all with ECW bodies, some being dual purpose seated examples. Most arrived direct from West Riding although several had been further north operating for Arriva Scotland West.

XWY 477 -479X arrived first and were very quickly followed by CWR 505Y – all initially based at Middlesbrough.



Tees & District's Middlesbrough depot also picked up two dual purpose examples. A563 KWY & B598 SWX made themselves useful on a variety of work, including the X1/X10 to Newcastle and more mundane local work.

Northumbria acquired a quartet of dual-purpose versions in 1993, those being C613/4/6/7 ANW. Three of the four retained Leyland TL11 engines that had been installed by their former owner and these were regular performers on the Newcastle – Alnwick/Berwick corridor, where their good turn of speed was useful. Below is C613 ANW seen arriving into Morpeth bus station whilst working a 505 from Berwick to Newcastle on 26/02/02. (Jeff Tattersall)



The odd one out from the quartet of dual-purpose Olympians that Northumbria acquired was C617 ANW. It was reported at the time to be one of a couple of vehicles trial fitted with a Gardner LG1200 engine. It is presumed that, if it happened at all, this was not a success as it had reverted to trusty 6LXB power by late 1997. It is seen in Blyth in February 1998. (Jeff Tattersall)



In mid-2004 a selection of elderly Leyland Olympians arrived from Arriva Scotland West, most of which had been new to West Riding, these being A580/4/567 NWX & CWR 514/8/9Y. Most similarly aged examples had already left the region and these did not have long lives in the North East. CWR 514Y was not used in service at all and was noted as a spares donor (below) at Blyth during a visit in February 2005. (Jeff Tattersall)



CWR 518Y saw use at Ashington and Alnwick, in spite of perhaps not being best suited to rural routes.



Whilst most of the late arrivals from Arriva Scotland West went to Arriva Northumbria, Arriva Durham County gained CWR 519Y. A580 NWX operated from Durham, albeit not for a particularly long time and is seen on North Road working busy cross-city service 63 on 29/09/06. (Jeff Tattersall) The other one of the pair operated from Ashington. These would be the last Olympians to come up from what was by then Arriva Yorkshire.

As a footnote, it is interesting to note that two vehicles in the WROPS collection also operated in the North East after West Riding life – XUA 73X and OWW 905P, so our connection to the area is cemented! XUA is fully restored and is a regular performer at our Open Days, whilst OWW is garaged at Barnsdale Bar and receives regular, but limited restoration focus, due to other priorities.

## *March Open Day reviewed*

Thanks to everyone for turning up to help give the public an amazing day out. The weather was mainly warm and sunny but two quick bursts of rain drove visitors back into the Museum for two unscheduled 15 minute coffee and shopping breaks!

We ran to time and all services were covered. We had 3 booked in vehicles not show up but 6 non-booked vehicles rolled in on the day so vehicle attendance was really good – in fact had they all showed up the loading bay would have been double stacked!

The new system for managing the loading bay entry point seemed to work very well (sorry you got drenched Andy until the Gazebo was erected) with all Conductors covering small stints at the gate. Overall visitor numbers were down by 40 on last March but St Helens had an event on the same date this year which may have diluted some attendances from the North West and Coronavirus concerns may have put some regulars off attending.

The Café provided its usual quality sandwiches and cakes and we took a very reasonable amount of cash on our sales stalls. As for our Conductor stars of the day, in top position was Steve Waddington, 2<sup>nd</sup> Tony Mowvley and 3<sup>rd</sup> David Flasher. We could not run the open days without the excellent team work we have here at Dewsbury so well done to each and every volunteer and for sharing good humour and a sense of fun that keeps us all going.

## *WROPS Golden Jubilee 2021*

Taking a look back, here below we see the last time our two Wulfs sat side by side in the Museum building. (970 certainly looks a lot better now!) With the Golden Jubilee year almost upon us, work is in hand to have these two out in service together again.



UCX 275 (West Riding 995) was the bus that started it all off, well sort of. In November 1971, a group of Wulfrunian fanatics met to discuss saving one of the ever-dwindling number of serviceable Wulfs. During the several months of negotiations with West Riding, the group were told that Ethel, the trusty PS2 that had been demoted to towing duties at Selby, could in theory also be passed on to the newly formed group. With the Society up and running, and despite it being named the "West Riding Wulfrunian Preservation Society", a deal was done and Ethel was acquired before 995, and the rest is history!!

For those not in the know, over the years the collection of WROPS vehicles continued to grow and the following vehicles now make up the collection. Details below show the current status of each bus:

BHL 682 – PD2 – fully operational and restored to as new condition and returned to the road in 2012  
EHL 344 – PS2 – fully operational and kept in full running order and currently receiving a refresh  
JHL 983 – Reliance – mechanically fit and requires cosmetic work, repaint and road testing  
UCX 275 – Wulfrunian – kept in running condition and requires minor ball joint work  
WHL 970 – Wulfrunian - restoration nearing completion after more than 10 years focus  
LHL 164F- Panther – fully operational and was stripped down and rebuilt in the early 1990's  
THL 261H – RE – fully operational but has a minor air issue to resolve  
OWW 905P – VR – Runner and complete but is a medium-term project (off the road)  
XUA 73X – fully operational and restored in commemorative West Riding livery

For clarity, these buses are not owned by the Museum. WROPS vehicles are the property of the Society, which is a standalone small group of like-minded West Riding enthusiasts who keep the vehicles on the road from their own pockets and from monies raised by operating the WROPS sales stalls. The Society is always looking for financial support to restore vehicles and keep them roadworthy and cover storage costs – please speak with any Trustee if you would like to help.

## *Colin Poole appointed Trustee*

Many of our regular attenders know Colin Poole and his long involvement with Ethel, The National2 and the red Wulfrunian. He has for many years been our Health & Safety Manager and his support for the running of the Museum, and its resident vehicles has been beyond question.

It is therefore with great pleasure that the Trustee and Management Committee can confirm the appointment of Colin to the role of Trustee. Colin brings with him many skills gained in his various charitable roles, particularly as a former Parish Councillor and his involvement with other charitable organisations. Congratulations are extended to Colin along with thanks for his many years of service – long may it continue!

## *Cancellation of all Member Meetings – notice to all members*

In line with the current guidance on Coronavirus, we have taken the decision to cancel all Member Meetings at Soothill WMC until further notice. In addition, Trustee & Management Committee Meetings will not take place, nor will WROPS hold their quarterly Meetings. We will post updates on our Facebook page and Website and once it is safe to do so we will of course recommence our meetings at our usual venue, Soothill WMC Batley, 715pm on the third Monday of each month.

## *Vehicle Updates*

**This section requires information from vehicle owners so if you own a bus or coach please can you send in your updates!!**

**CCX 801** Tony Hanson reports that CCX 801, the County Arab, has had the axle removed and is awaiting replacement parts. The internal lights fittings have been removed and are being prepared for re-chroming. The headlight cases have been de-rusted and prepared for painting. New kick plate for the cab area has been made and fitted and the platform bell push bezel has been restored and is ready for refitting. A proper Roe pattern bell has been found. Finally, having completed a sort out of the bottom deck of the bus many useful "un-lost" parts have been recovered!

**WHL 970** The red Wulf 970 was finally started up and the engine is now running smoothly. After the March open day the bus has been jacked up and a thorough check of all components is being made working from the front to the rear of the bus, including the underside. Cosmetic finishing is progressing with the headlights, number rollers and final pieces of floorcovering due to be fitted imminently. Star mechanic Bill is supporting Colin to move this project to completion at a pace.

**JHL 708** Mike's Reliance has seen major work completed on the offside and nearside framework. This bus is being readied for the fitting of external panel work over the coming months.

**EVD 406** Andrews Crossley was driven from Penistone the day before the open day and has taken up temporary residence whilst the front wheel arches receive some black gloss paint. The extra space has been created by the permanent removal of Todmorden 9 from our collection.

## *Out and about – where do you fancy going?*

We are fortunate to have Julie Aylward as an active member of the Museum, with her range of long-distance coaches placed at our service throughout the year. Julie publishes a comprehensive booklet with all planned departures for the year. A copy of the 2020 Programme is attached to our Rally Attendance board just inside the side door of the Museum. More details can be found at [www.wraco.uk](http://www.wraco.uk) or speak with Julie at any meeting. These trips are a fantastic way to see other organisations events, often long distances from Yorkshire and Julie welcomes all members and friends on these trips. Why not travel in period style luxury travel for a grand day out?

## *The final bit – in memory of Stuart Goldthorpe*

There are very few pictures of our red Wulfrunian in service however here is a shot that is a fitting tribute to Stuart Goldthorpe. Shown below is 970 in Wakefield Bus Station in all her glory and even better, about to depart for Ossett on service 20, Stuart's old home run. It will be a fitting tribute to Stuart when 970 makes a return to the road and perhaps his wife Heather could cut the ribbon as a timely reminder of her wonderful husband and his involvement with the restoration.



As many of you will have noticed, following a significant investment of time by our new mechanic volunteer, Bill Oldroyd, our red Wulfrunian is in the final throws of being restored to the extent that the restoration team can confidently say that 2020 WILL BE her year for a return to the road! Watch out for our Wulfrunian re-union, featuring both 970 and 995!