

## Winter Newsletter 2020/21

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:

Bradley McMullan, Trevor Rhodes & Paul Cooper



### *Happy New Year!*

We start the year off with the inclusion of your membership badge with this Newsletter. It only seems two minutes since the badges were being sent out 12 months ago and perhaps this is just a sign of the fact that time flies, either when you're enjoying yourself, or when you are getting old (please decide which applies to you)

2020 was certainly a year that we will not forget. Our thoughts are with anyone that lost loved ones. Lock down, the mass cancellation of events that we all love to attend, the bounce back spirit following the easing of social distancing then a return to lock down in November and the fact that it now seems to be upon us once more. So, welcome 2021 with the hope that things can finally return to "normal service" by May and a busy year then awaits us.

### *Introducing the latest member of our collection – EHL 336*

Despite all the challenges that COVID has thrown at us, bus preservation has continued at a pace!



Seen above is West Riding 725, a 1952 Leyland Tiger with Roe coachwork acquired by Trustee Mark Byard on 13th December from the famous Roger Burdett.

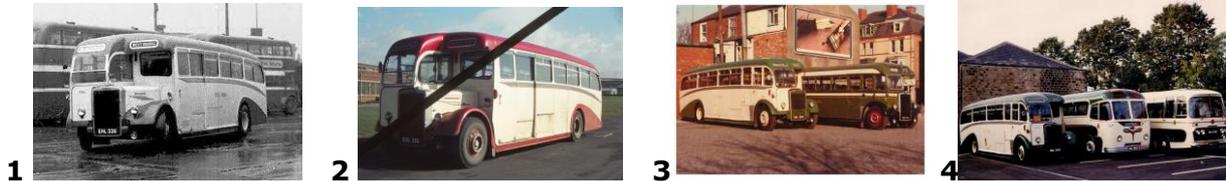
It is fair to say this coach is presented to an excellent condition and will fit in nicely with the rest of our West Riding collection. The team have already commenced some cosmetic restoration!!

EHL 336 is one of six coach bodied Leyland Tiger PS2/13A delivered in November 1952 and stored until being licensed from 1<sup>st</sup> March 1953, being built to a 30-foot length. This batch of vehicles were the last generation of half-cab coaches to enter service in the UK since most other operators had already switched allegiance to more modern looking full fronted underfloor engine coaches and they appeared very dated from the day they were delivered! They were more luxuriously appointed than their service bus counterparts EHL 337-348. The coaches had reversed cream and green livery to make them stand out from their bus counterparts and seated only 35 passengers, four less than their service bus sisters. They were fitted with a high-speed differential to provide a much higher cruising speed than the bus version.

Based at Belle Isle, EHL 336 was used on express services, coastal excursions and private hire duties, along with eventual use on contracts and bus service work. Withdrawal came in November 1965 following the arrival of more modern coaching stock in the form of Bedford VAL & VAM models.

Acquired by respected Bridlington operator, Boddy's, she was kept undercover in Boddy's small garage and after many years reliable service she was eventually retired and loaned to several local transport society groups from June 1973 to February 1979. Fortunately, Mr Boddy was aware of the existence of the West Riding Omnibus Preservation Society (WROPS) and in March 1979 he gifted EHL 336 to the Society where she became a regular attendee at bus events across the north.

Shown below left to right, **1** working a coastal service when fairly new out of Wakefield, **2** in red and cream livery with Boddy's, **3** early days of WROPS ownership and **4** at the Museum.



During her time in preservation 725 has had a chequered history. She became subject of an ownership dispute following her loan to Classic Coaches of High Wycombe and their eventual demise, this resulting in her being lost from the WROPS collection. In 2001 she passed to the Purvis Bros in the North East, where a good deal of restoration work was carried out during 2001 and 2002. She was acquired by well-known preservationist Roger Burdett in July 2006. Based in the Midlands, Roger lavished further care and attention on her, whilst ensuring as much originality could be retained, such as her original seat moquette. The engine and running units were overhauled and serviced, new tyres and leaf springs fitted, bodywork and cosmetic improvements made and a repaint completed.

WROPS member, Mark Byard, had been well aware that Ethel "C" (C for coach) was in the care of Roger and spent several years approaching Roger until during 2020 he negotiated her purchase. Thanks to Roger's understanding of the history of 725 and Mark's desire to see her back home, on 13<sup>th</sup> December she was returned to her spiritual home, Wakefield. Mark says "I managed to acquire a correct specification rear garter plate in 2016 with the hope that one day I would be able to fit a bus on the end of it" Finally, I achieved my aim just before Christmas 2020 and in time for the WROPS Golden Jubilee in 2021.



As can be seen above, EHL 336 is not the only survivor of this batch of Tigers. EHL 335 is owned by Greg Lawson & David Hudson and the garter plate acquired by Mark also assisted Greg & David to recreate a replica plate for their coach EHL 335. We are also fortunate to have bus version, EHL 344, owned by WROPS, in our collection and she is currently subject to a thorough overall in preparation for a busy 2021. For a change, she is seen from the rear in the above shot taken a few years ago.

As we now have three Ethel's around how can we differentiate them when talking about them? Here's a suggestion – Greg and David are part of the **A**ire Valley Group so 335 could be Ethel "**A**" or just Ethel Coach, 344 is a **B**us so could be Ethel "**B**" and 336 is an Ethel **C**oach so could be Ethel "**C**". These are just a suggestion – you decide as it's very confusing when talking about them!!

EHL 336 has often spent a full day in service at various events throughout the UK under Roger's former ownership and always delivers a faultless performance. She now has a very secure future in the hands of Mark and can once again be enjoyed by her Yorkshire fans at Dewsbury Bus Museum open days.

Technical details;

Chassis – Leyland Tiger PS2/13A 515268

Body – Charles H Roe of Leeds G03509

Power – Leyland 0600 with Leyland 4 speed synchromesh gearbox

## *Not only a Tiger returns – a Lodekka also takes shape*

Several issues ago we reported that several of our members had been secretly working away to bring a West Riding Bristol FLF to the fore. Take a look below to see it out on the road!!



EHT 108C should have been transferred to West Riding with sisters 106C & 107C but eluded its transfer with EHT 116C being sent north from Bristol Omnibus in lieu of 108! Many years later, and with the FLF converted to a motor home, the chance to put things right and make it what it should have been was an opportunity too good to miss. After many, many years of hard restoration work by David and Nigel the FLF finally was ready to take to the road in its West Riding guise. Looking rather fetching, with its blind set to Ferry Fryston, 108C was pictured here on a test run in October 2020.

As is well recorded, with the Wulfrunians being withdrawn prematurely, a quick fix was needed and a whole raft of Bristol LD6G were drafted in from Lincolnshire, Mansfield & District, Midland General and Notts & Derby Traction during 1969. Meanwhile, Bristol FLF6G from Bristol Omnibus came in 1969 & 1970. The LD6G rear loaders did not last long in West Riding service but the FLF6G with their higher seating capacity and front entrance arrangement were used up until the late 1970's some even seeing further service with Lincolnshire Road Car Co before final withdrawal.

So, for those who fondly remember the FLF's on their local routes, the chance to ride one again should be coming your way shortly. A massive well done must go to David and Nigel for having resurrected this bus from a condition which most would have simply walked away from. As Nigel reported a few issues ago, the bus has been totally restored to a small fixed budget. What a cracking result lads – well done and we can't wait for a ride!

## *Out and about – Barnsdale Bar in a different era!*

I



A little off route, but this picture does have a connection to us – namely Barnsdale Bar where we keep a selection of vehicles. Contained in a recent edition of the United Enthusiasts newsletter is this shot taken on the A1 Services (south bound) at Barnsdale Bar in 1968. For the eagle eyed amongst you, the corner of the distinctive building is just in the top right of the shot. Unfortunately, there are no Bristol coaches at our shed just up the road from where this shot was taken – what a shame!!

## *Number ones and firsts!*

### **WEST RIDING OMNIBUS MUSEUM TRUST (article kindly provided by Julie Aylward)**

#### **West Riding Number 1s**

##### **1904**

Tram number 1 - Electric Railway and Tramway Carriage Works of Preston

This car was originally open top with 34 seats outside and 22 inside. Top covers were fitted by 1914. It was fitted with Dick Kerr electrical equipment and mounted on a 6ft 0in Brill truck. The cars arrived at Wakefield Kirkgate by rail and were moved down from the station on a temporary track as far as Chantry Bridge where they met the company's tracks.



*Photograph: S.L.Smith, 5<sup>th</sup> October 1930*

##### **1932**

HL 5306 – Leyland TD2 with Roe H48C bodywork

This was the first of a fleet of 50 centre entrance double deckers. They were the first West Riding buses to carry the red livery so as to identify them as tram replacement vehicles. They were used principally on services 10 (Leeds – Sandal) and 20 (Wakefield – Ossett) "track" routes. All were Leyland TD2s apart from the last two which were Guy Arab 1s. Sadly, this is the only photograph of it that is available (unless you know differently.....)



*Photograph A.B.Cross, date unknown*

## 1966

EHL 470D – Bedford VAL 14 with Plaxton C52F bodywork

This was the first of the last of three batches of three coaches delivered between 1963 and 1966. The first two batches were numbered 992 – 994 and 997 – 999 so were split by the addition to the fleet of the two ex-County Motors Guy Wulfrunians 995/996. They had the earlier style of Plaxton bodywork.

This No. 1 ended its days with the Cockerton Comets jazz band in Darlington, whilst No. 2 provided many spare parts for number 3, before meeting its maker at Wigley's in Carlton. No. 3 was fully restored and resided in Ravensthorpe for many years before passing to an operator in the Midlands, where it remains to this day awaiting re-restoration. (and from our inspection of it, quite a bit of work is required to bring it back to life, unfortunately)



*Photograph: Ian Hignett, date unknown*

Sat to the right of number 1, appears to be number 2 & 3??

## 1971

AHL 730K – Leyland Leopard with Plaxton Derwent DP49F bodywork (rear view)

This was the last of a batch of five vehicles and was numbered 330 on delivery. In the 1982 renumbering scheme, its four sister vehicles 326 to 329 were numbered 64 - 67 in the Leopard bus series, although their configuration was unchanged. The need to retain one classified as a DP led to 330 becoming number 1. After disposal in 1983, it passed to Ribble Motor Services where it spent about six months before crossing the Irish Sea to work for Lough Swilly until withdrawal and scrapping in 1993.



*Photograph: Ken Aveyard, April 1983*

## 1976

PWW 706R – Leyland Leopard with Alexander TS DP49F bodywork

This is the first coach on our list not to carry a “proper” registration following the 1974 closure of the Wakefield Local Vehicle Licencing Office and the transfer of “HL” to Rotherham for use in South Yorkshire. It was the first of a batch of four and became 14 in the 1982 re-numbering scheme.



*Photograph: Nigel Blair, date unknown*

## 1986

C220 CWW - Neoplan with Plaxton Paramount 4000 CH71CT bodywork

This is the first of a pair of double deck coaches for National Express Rapide work on the 561 and 564 services. Following privatisation and the loss of the bulk of the Sheffield coaching operation to ATL Holdings (who re-named it SUT – they couldn't call it Sheffield United Tours since that name had been sold to Wallace Arnold), the pair were re-numbered to 1 and 2 in October 1986. Upon withdrawal, the pair passed to United Automobile Services, along with a great many other vehicles. United was, by that time, owned by the Caldaire Group.



*Photograph: Tony White, March 1988*

## The last few words

I hope that you have found this article interesting and informative.

I would like to thank Ken Aveyard for using his scythe-like editing pencil in a very helpful and constructive way and for furnishing me with some of the photographs above. If you have any photographs of any of the vehicles, particularly HL 5306, do please send them to me electronically at [info@wraco.uk](mailto:info@wraco.uk) or by post via the museum address.

Also, if you would like to compile any articles for inclusion in forthcoming newsletters, please send them to [mark.byard@live.co.uk](mailto:mark.byard@live.co.uk)

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**Editors note; thank you for your regular contributions Julie. It would be nice to have some wider content from those members with an interest in YWD, Hebble, Halifax and Huddersfield undertakings at some point in 2021**

## *WROPS Golden Jubilee 2021*

We make no apology for being WEST RIDING focussed, particularly when the Society celebrates its **GOLDEN JUBILEE** this year! Whilst the society is not the same thing as the Trust (Museum), was it not for those original WROPS pioneers, then the Museum would probably not exist, so it is fair to say that we, the members of Dewsbury Bus Museum, owe a lot to the original formation of WROPS in 1971!!

Provisional dates for our Golden Jubilee Town visits, where we plan to display two or three buses and perhaps even offer some rides (subject to Council approval) are Saturday 8<sup>th</sup> May Pontefract, Saturday 19<sup>th</sup> June Wakefield, Saturday 24<sup>th</sup> July Ossett and Saturday 25<sup>th</sup> September Castleford. All these dates are still to be cleared with the relevant authorities so are only provisional and are in addition to our four "proper" rally dates detailed below.

## *Wishing you a speedy recovery*

We must send everyone's wishes to our star painter "Paint-pot" Andy Powell who recently spent an extended period in hospital for treatment.



Left – Artists impression of Andy on a Saturday all gowned up for his next painting job!

It is fair to say that Andy is a critical part of our restoration team and his handywork can only ever be described as first class. So, we all wish you a fast recovery back to full health Andy and your absence has been too long!! A nice cup of tea and fish and chips awaits your return.....

## *March Open Day planning*

We have now made a decision to defer this event until Sunday 23<sup>rd</sup> May. Other dates for planned open days are Sunday 27<sup>th</sup> June Wakefield, Sunday 8<sup>th</sup> August the Mill Batley & Museum and Sunday 14<sup>th</sup> November Museum.

## *Vehicle Updates*

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

### **Wulfrunian WHL 970**

It finally happened – she was started up, gear engaged and she moved around the shed under her own power thanks to the efforts of Bill, Colin and Andrew. We must also not forget the sterling efforts of Stuart Goldthorpe prior to his passing. Colin is still on with finishing the interior final touches which include the odd bit of upholstery refurbishment and yes, we do have the correct specification material for the seats so there will be no odd ones in place!! She is so close to re-launch we are all desperate for her to be finished! We are sure Colin would welcome help with a final deep clean so if you're a regular Monday work visitor please offer your help.

### **Dalesman coach JHL 983**

After completion of the external rewire it occurred to Andrew Beever that he should perhaps make a start on running some new wire from the cab control box to the racks for a later fix of the internal lighting. There seemed little point in putting the cab panels and driver's seat back in, to then have to take them back out in 2021 when he commenced the internal rewire. In true Andrew style, he did not stop there and out came all the old internal lighting wire, the light fittings and a rewire is now already ongoing. The fittings are being re-chromed where needed and various parts are being repainted whilst the fittings are accessible. Meanwhile Mark tracked down some replacement missing

seat numbers and spent hours trying to free off the sky light brackets that had seized, eventually achieving success in early November! Sometimes a project feels like it is going backwards as more parts are removed but we are determined to bottom this coach once and for all. She will be repainted in due course whilst being kept in a running condition in a similar fashion to how the Panther was done.

### **Tiger Ethel B**

Unfortunately, things have ground to a halt. With both Mick and paint-pot Andy out of action she has stood untouched for the last six months. Both Mick and Andy are making progress with their health challenges so hopefully she will have some life breathed back in to her shortly.

### **Tiger Ethel C**

Whilst already being in great condition this will not stop further improvements being made! The rear garter is in the capable hands of David Hudson for a "tart up" before being refitted. A loose near side headlamp was secured the day after arrival and having spotted that all the ash trays were seized, they were immediately removed for overhaul the day after delivery of the coach! Ash tray refurbishment will include a proper clean up and polish and the addition of some green WR paint that has faded on some of the detailing. Only one seat cushion is suspect, having suffered water damage so this is already out with a specialist upholsterer we use for attention and replacement of the moquette with correct specification replacement material. Mark is looking for an original WR destination blind as the one in situ, whilst more than acceptable, only has 7 destinations on it!

### **Tiger C39 CWT**

Julie's pace of restoring her vehicles never ceases to amaze! 39 is now at Cobus for the correct rear end light clusters fitting and other improvements, before a repaint in to a different livery. If you can't place this Tiger it is the one currently in Primrose Coaches livery!

### **FLF EHT 108C**

Nigel reports that a small fuel leak on the tank is being resolved prior to the FLF attending our events. Fingers crossed it will be OK for the rally season as we know there will be a big queue to ride this one. When did you last board a FLF??

## *Our role of honour*

With the recent COVID situation making the operation of our events impossible, we would like to thank the following members for their kind additional financial donations to support the activities of the Museum in our time of need. Take a bow.....David Allen, John Baldwin, Jack Berry, John Berry, David Byard, Peter Calvert, Keith Clark, Richard Clegg, Chris Ellum, Stephen Frisby, Andy Hartley, Frank Hillier, Ian Lethbridge, Paul Mather, Ian Nickson, Mark Parr, Colin Poole, Darren Potter, Leo Pratt, Gilbert Rhodes, Ron Rhodes, Jan Sandom, David Sayer, Alan Sledmore, Pater Sledmore, Lesley Sleigh, Steven Smith, Jim Speed, Andrew Stopford, John Stringer, John Turner, Trevor Wainwright, Steve Waddington, Kelvyn Waites, Ian Wild, Tony Wilson, Sue & Colin Wood.

In excess of £2000 was raised from our appeal for help – this is amazing and is not taken for granted.

In addition, the Trustees would like to say a formal thank you to the following members who attend the museum workdays on a very regular basis to donate their time for free and see the restoration of vehicles completed, complete maintenance on the Museum building and complete all manner of activities behind the scenes to "make things happen"

Tony Hanson, David Hudson, Tony Mowvley, Bill Oldroyd, David Parkin, Paul Goldthorpe, Mark Parr, Andy Powell, Dave Sayer, Andrew Tindall, Simon Turner (all supported by our Trustee team)

As for our regular events volunteer team, whilst many of you have been resting, we could not do it without you during our normal event season so a big thank you to you all – there are fortunately too many to individually mention you by name. As a bus owner from outside Yorkshire said when visiting the Museum recently "it is amazing that you have such an active group of volunteers as when we organise things in our area it is all down to just a couple of us"

It's great to start our Golden Jubilee year with such a strong team around, so once again **THANK YOU**

## *With the best of intentions.....*

Take a look at these two Daimler Roadliner coaches that recently appeared on ebay



Unfortunately for the purists amongst us, they have no connection to Yorkshire but are probably worthy of note simply because they perhaps tell a tale of what can happen, even with the best of intentions. The other link is that West Riding did operate a batch of Roadliners, bodied by Plaxton, but these were to a bus standard rather than a coach version



Left – a West Riding Roadliner bus with Plaxton bodywork

The Roadliner batch consisting of FHL 819-828D delivered in 1966 gained a very poor reputation and it is reported that they were frequently in the pits at Belle Isle out of service, in fact they were withdrawn from West Riding service very early. (Editor's note – having travelled on them as a child I can report that they were extremely noisy at the rear, seemed unrefined compared to Leyland Leopards and Bristol RE and had the unusual feature of two inward facing seats over the rear wheel arch area which was not common on single deck buses of the era)

Does anyone else have any recollections of these machines? They were regular performers on the Pontefract to Holmfirth and the Hemsworth to Leeds via Wakefield routes. With hindsight, this does seem very brave putting these buses on a very long route to Holmfirth given the reputation they had for failures! Eventually they found their way on to more local services like the Agbrigg to Broadway and fill in services like the 105 to Shay Lane Estate, all fitted in around being towed back into Belle Isle on a very regular basis!

Meanwhile back to the restoration prospects above, KDD 276E & RDG 308G are both former Black & White Motorways coaches with Plaxton Panorama and Elite bodywork respectively. Are they beyond redemption and if a West Riding Roadliner ever appeared in a barn find would any of us seriously take it on????? (clean answers on a postcard please!)

Footnote – there are many critics of the Wulfrunian design, but does the Roadliner eclipse the Wulfrunian as the biggest ever nightmare purchased by West Riding?

## *AHL 694 rears its head once more*

AHL 694 appeared on an auction site in November with an estimated selling price of £20-23k. For those not in the know – this is the vehicle that one of our Trustee’s attempted to buy about 4 years ago.



Left – seen last year in the company of Julie’s Tiger

B106 JAB

Upon inspection in Devon by four Trustees, given the amount of work required to return it to the standard associated with the Museum, it was not worth the price being asked. The purchase was aborted and the journey to Devon to collect it had been a very enlightening.

The auction went ahead, it reached £15k and bidding stopped and as far as we understand it went unsold. So, should we have it?? If the bus was acquired, it would be a missing link as a former B&S bus, it could possibly be rallied for a few seasons but it would need some serious structural work in the following years.

Arguably it could sit in a queue if it was bought and donated to WROPS but it would not be an instant restoration. Two of our members did make a very generous offer of assistance to acquire it but we have to be realistic about what it is actually worth in cash terms and we think even at £15k it is not a good buy! Let’s see what happens in the coming year but our understanding is £22k is still being asked for it.

## *STOP PRESS – WULFRUNIAN DAILY FEATURE*

If you are not a regular visitor to the museum website [www.dewsburybusmuseum.org](http://www.dewsburybusmuseum.org), then perhaps you should be? From 1<sup>st</sup> January 2021 our Web Manager, Julie, has been posting a daily shot of a Wulfrunian, in fleet number order from the first delivery number 863. The plan is to show every Wulf ever produced in sequential fleet number order, one a day, so what better way to celebrate our Golden Jubilee than with a Wulfrunian feature- after all it was 995 that started it all off! (A big thank you must go to Julie for the enormous amount of work undertaken to complete this)

## *The final bit – a rear end, at the end of a newsletter*

There are very few pictures of our Roe bodied Reliance JHL 708 but here is one that recently appeared on ebay



Left; anyone for Chicken for tea?

Still in Chuckie Chicken livery, this shot was probably taken when Tony White first acquired the bus as it is parked up next to a West Riding or Yorkshire National. Anyone know for sure????

So, at the rear end of our newsletter, here is the rear end of JHL 708, now subject to a thorough restoration by expert Mike Bennett.