

Autumn Newsletter 2018

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

Welcome to new members:
Peter Noonan, Peter Sledmore,
& Ian Nickson



Hebble on the road – when first preserved!

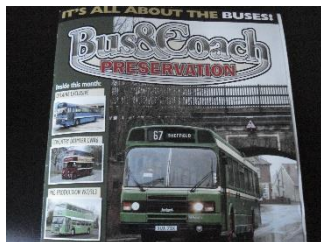
In our last issue we showed a shot of Hebble ECP 500 parked up in the old Ravensthorpe shed. The shot below was taken in happier times when this rare Bellhouse Hartwell bodied Royal Tiger was seen on the 1976 Trans Pennine Rally that ran from Manchester to Harrogate.



What a shame that it was allowed to fall into a state of disrepair and is no longer with us.

Front cover star!

XUA 73X finally made it to the front page of B & CP Magazine after years of tortuous restoration!



Shown in all her glory, the shots certainly did the restoration team proud, as did the favourable comments from the article about Dewsbury Bus Museum.

Inside the front cover we also featured with a cracking shot of four withdrawn Guy Arab IV, there to whet the appetite for when the restoration of 855 is completed!



Brighouse Bus Station

If you ever wondered what Brighouse bus station used to look like here is a shot of the old building kindly sent in by John Stringer. Featuring a YWD single decker on the 36 Leeds – Elland service it certainly looks busy.

Fleetline Fiasco – the debate continues

In our last Newsletter we reported on a slightly inaccurate article featured in Classic Bus where a West Riding Fleetline was identified incorrectly as a former Yorkshire Woollen bus. Several readers clearly took the hump and sent in various photographs and commentary correcting the error shown below!



Having previously reported that WHL 275J is still residing in Holland, we can now report that two other Fleetlines managed a much further excursion – all the way to Australia. These two escapees, a WHL and a BHL, featured in the magazine article above. The last we heard was that the WHL bus was up for sale a couple of years ago but all attempts to contact the owner failed. The BHL bus is a bit of a mystery. Let the detective work begin to see if anyone can track down either of the two buses featured in the article. Over to you!

Fords meets West Riding.... in a Pontefract dice with death



A photograph for our members who remember Pontefract Bus Station in years gone by. Sat in its usual spot for its departure to Ackworth Bracken Hill, is one of Fords of Ackworth regular performers. A dice with death awaits intending passengers since they were always expected to walk across the apron in front of West Riding rolling stock to reach the Fords bus! Health and Safety..... what??

Out and about

We have had a busy few months with various vehicles representing the Museum at various events. Leading the way has been Julie Aylward's Tiger and Doyen with so many long distance rally visits done we haven't got the space to detail them all. Julie is always happy to take along members to far flung places that we would never otherwise attend so show some support and get on board! Forthcoming trips include:

7th October – Nottingham Transport Heritage Centre Ruddington
28th October – Nocturnal Heart of the Pennines Halifax (if happening)
4th November Transport Festival at the Lincolnshire Vintage Vehicle Society

If you would like to book on one of Julie's excursions telephone 07983 095551. A full colour brochure detailing Julie's Ridings Travel tours is on the rally board right next to the entrance door at the Museum. These tours are free to Museum members so a huge thank you to Julie for her support of the Museum.

Meanwhile back at the ranch, TWY 8, LHL 164F, D901 MWR and XUA 73X supported the Leeds Bus Running day on 19th August with our sales stall also in attendance. Thanks to Steve Abrahams & Paul Goldthorpe for manning the stall all day along with Mark Byard. Thanks must also go to Bradley McMullen and Neil Millington for inviting us to this great event.

September got off to a busy start with the PD2 invited to the Big Bus Day by EYMS in Hull. Unfortunately, due to lack of an available crew, this being a Saturday, we could not attend.

Our friends at the Town and Country bus group in Accrington had an event on the 15th September so the Panther attended and provided a feeder service via Halifax and Todmorden.

Your membership renewed!

Included with this Newsletter is your 2019 renewal form. As we communicated last year, we have moved the Newsletter dates by one month to allow for a streamlining of postal despatch. Your 2019 membership card will therefore be sent out with the Winter Newsletter at the end of January.

It may seem a little early to be receiving your 2019 form, but the sooner you complete and return it, the sooner you can tick it off the list of things to do, especially before the mad rush of Christmas starts!!

It is also an opportunity to remind you that we will be having our usual Christmas Buffet at our December members meeting and all members are welcome to attend and enjoy a more "social" event, most of the normal meeting agenda being "parked up" for a month!.



B016 JAB all you need to know by Julie Aylward



Above: Making a low-profile debut at the South East Bus Festival in April 2018 as part of the South East Coach Works (Faversham) trade stand (Photograph by Stephen Day)

B106JAB is a 12m Leyland Tiger with a Plaxton Paramount 3200 MkII body. She was delivered new in C47Ft format to Midland Red West Ltd of Worcester in April 1985 as part of a batch of six vehicles. Two were delivered in the maroon, gold and white Midwest livery (1001 and 1002), two in National Express Rapide livery (1004 and 1005) and two in Eurocruising livery (1006 and 1007).

Fleet No. Reg No. Seating. Livery.

1002 B102JAB C48FT Midwest maroon/white
1003 B103JAB C48FT Midwest maroon/white
1004 B104JAB C48FT National Express Rapide
1005 B105JAB C48FT National Express Rapide
1006 B106JAB C47FT Eurocruising
1007 B107JAB C47FT Eurocruising

Midland Red West had secured a contract for the supply of two coaches to Eurocruising, a Birmingham based continental holiday operator, and 1006 and 1007 arrived at Padmore Street depot, Worcester, in a striking silvery grey and pale green livery. Unfortunately, Eurocruising had ceased trading shortly before delivery and the two green "Red" coaches were a bit of an embarrassment to MRW. To get them out of the way, they were sent to work for National Travel East which, by that time, had become in effect, the coaching unit of West Riding Automobile Company. Both retained their MRW fleet numbers and legal lettering but displayed National Travel East "O" licences.

The pair worked at Frost Hill (Liversedge) and Charlotte Road (Sheffield) depots for their first six months before returning to Worcester. In exchange, two Leyland Royal Tigers were sent down to Padmore Street these being two Leyland Royal Tigers with Plaxton Paramount 3500 bodies, registration numbers A327 XHE and A328 XHE.

On arrival back home in Worcester, 1006 was quickly repainted into the attractive "Midwest" livery whilst 1007 lasted another two months in the grey and green scheme, operating for West Yorkshire Roadcar Company of Harrogate where it received fleet number 2200. 1007 was repainted into "Midwest" livery on its return to Midland Red West.

In May 1987, 1006 was painted in National Express Rapide white and used on Worcester to London services before being transferred to Hereford Depot in December 1988. In December 1990, she transferred to Digbeth (Birmingham) and was repainted in overall red coach livery with "Midland Red Coaches" fleetnames.



*Now in National Express Rapide livery and leaving Digbeth Coach Station
(Photograph by Chris Samson)*



*Now in the overall red coaching livery and branded as Midland Red Coaches
(Photograph by Chris Samson)*

A few years of constant change followed with re-seating in February 1992 to C39Ft with tables, to C43Ft in April 1995 and a transfer to Reddich in November 1995. She was withdrawn in January 1997 and re-seated to C49Ft the same month. The following month, she was re-seated to C50Ft and fitted for One Person Operation and returned to service at Evesham. The conversion seems to have involved the dashboard having its left hand side removed with a chain saw to make room for a ticket machine.

In September 2001, she was transferred back to Padmore Street and fitted with BMAC rear lights. In March 2004 and with Midland Red West now part of First Group, she was re-numbered to 22006. She was stored in May 2005 before returning to Evesham in September before final withdrawal in April 2006.

She then passed to M James (dealer), Tamworth in May 2006 and Kinsley of Roth-erham in the same month, then Lewis of Kimberworth Park in May 2007 who kept her until December 2010.



*Lewis Luxury Travel
(Source unknown)*



*Daron didn't just slap on a coat of paint...
(Photograph by Daron Hardy)*

She then passed into preservation in the capable hands of Daron Hardy of Spennymoor who did a great deal of good work on her including many new panels (including stretched panels), re-fitting proper Plaxton rear light assemblies at the back and correct indicators and fog lamps at the front.

I acquired her in April 2017 and dispatched her to South East Coach Works in Faversham for a re-paint into as close as possible to "as delivered" Eurocruising livery. She has also been re-seated (again!) to C46Ft as there was not quite a full set of seats.

She made a low profile debut whilst still unfinished at the South East Bus Festival at Detling in April 2018 as part of the South East Coach Works trade stand and returned back in Yorkshire in June.

Mini miscellany!



FHL 998L is seen above on what was probably West Riding's first ever foray into minibus operation. Sat in Ossett town centre in the early 1970's little did anyone know that within a matter of 15 years many West Riding routes would be over-run with very similar vehicles, and a wholesale withdrawal of larger buses began.

Tracky delights ...

For our members in South Yorkshire we feature here a few of Tracky's 1960's fleet. We don't see many Tracky vehicles out and about in preservation despite quite a few awaiting restoration! If anyone can tell us more about what still survives and where they are located we would love to hear from you!



AGM Update

It is that time of year again when the AGM takes place in October. If you are interested in taking up one of the roles that are elected now is the time to shout up. Please contact John Flowers, Chairman to express your interest in any of the elected roles.

The Trustees would also like to update you on our intentions regarding replacing Tony White's position. We had asked for expressions of interest from anyone interested in undertaking a Trustee role to support our team of six other Trustees. Having reflected on our current position, the Trustees have decided that at the current time we will leave the existing Board of six Trustees in place and would therefore like to formally thank those who expressed an interest for their letters. This decision has been taken because we currently operate a Committee structure that means we have various other full members sitting on the Management Committee with the Trustees to manage the affairs of the charity. For clarity, the non-Trustee members currently elected to sit are Colin Poole, Stuart Goldthorpe, David Parkin, Andrew Tindall, Lisa Flowers and Paul Goldthorpe.

Going, going ... GONE!

A big thank you to Nigel Blair for sending in this little piece of history!



For many of our members that grew up in Wakefield, the term "under the bus station clock" will hold many fond memories. From being a meeting point for mates nights out, perhaps their first romantic date meeting point or even a HOT Dog or Hot Chestnuts from the seller stood near the entrance to the Bus Station, these shots are sure to stimulate a few memories.

For those not in the know, this building stood where the entrance to Wakefield Market Hall now stands, itself soon to be converted to a multiplex Cinema and restaurant complex. Nothing stands still given these shots were taken in this decade! We think forget the Multiplex let's have a bus Museum where the bus station once stood!

Christmas Raffle and Tombola appeal



As we approach the November Open Day, we are making plans to generate funds for the Museum. As usual, we have volunteers available to man our Tombola and to organise our Christmas Raffle that always go down a treat. However, we do have one problem... we need more donations to make this happen.

To make the point of how important this is, we thought we should share how much is raised over the year from these activities – over £1500!!

So please dig deep, raid those cupboards and search out anything that we can use from a tin of peas to that unwanted Christmas or birthday gift from Auntie Flo! Please bring them along to the Museum, a members meeting or contact Mark on 07956 579684 and he will happily collect anything. Sue Wood will be grateful for any donations she can use on the "Booze & Biscuits" Christmas raffle and Di Forbes is already gearing up for another cracking Tombola result so anything suitable will be gladly accepted.

Summer Spectacular – the results!

Well despite what the Met Office said about high winds and rain all day – which obviously put some families off coming to the event – we had a cracking day – Take a look at some of the quality vehicles at the event – photographs courtesy of Ian Nickson (the same one mentioned at the beginning of this Newsletter!)



Footfall was a little down on last year but the forecasted bad weather did not put off our bus enthusiast friends. The Mill Outlet were over the moon with the numbers of people on site on the day and the new parking arrangements seem to pull everything together in a much better location. Several traders pulled out at the last minute as they were worried about the potential of rain.

Meanwhile in the Museum, the Café did its normal trading with a steady flow of hungry punters. All the Bacon butties had gone by 12.15 – Julie Aylward got the last one with the Mayor of Kirklees most disappointed that she had just missed out! However, she was not disappointed by the cream tea we served her since David Parkin's scones were a delight and it's fair to say are becoming legendary! The Mayor, Gwen Lowe, had cut the ribbon to launch B106 JAB back into service followed by cutting the ribbon on the extensively restored Yorkshire Woollen model completed by Colin Wood that was on display in the Café area.

Overall the scores on the doors for money raised matched last year, despite slightly fewer booklet sales, so well done to everyone for making every penny count. We did encounter a few administration issues with paying in at the end of the day and some volunteers did not read their duty sheet resulting a few problems of some people not being in the right place at the right time. We would ask that you thoroughly read the instructions you are given so that you know what is expected of you and please do not deviate from them unless you discuss this with a Trustee first or in advance of the day with Andrew Beaver.

So all that remains to be said is **THANK YOU** to every one of our members that helped on the day as we could not do it without you. As usual, we made a small presentation to our star performers at the August Members meeting to thank them for their continued support. Take a bow, Colin Wood, David & Mrs Parkin, Tony Mowley, Stuart Goldthorpe and Martyn Eastwood.



Vehicle Updates

We have the following updates provided by WROPS

XUA 73X

In full running order with a modification completed to the floor to access the breather pipe. MOT completed. There is a diff filler issue that was agreed should be rectified at Clarks in Little Smeaton.

LHL 164F

In full running order. There are two side panels to complete with West Riding insignia and this will be completed when the Arab final coat of green is actioned by Andy. The two rear number plate lights have been fixed and a couple of light issues resolved. All the new window rubber has been fitted. Rear hubs still need painting and a new reversing light needs fitting. A full green re-varnish is also required.

THL 261H

There has been no further action on the issue with the air not building up. An ex West Riding fitter will be attending Barnsdale Bar to assess the air issue in September.

BHL 682

In full running order with no mechanical issues to report. A small hole in the silencer was fixed and the side blind needs re fixing to the mechanism.

EHL 344

In full running order. The front offside tyre appears soft and this is being taken to Clarks for testing.

JHL 983

In running order but brakes need attention. The front lighting rewire is complete. Andrew is now working on the rear end rewire assisted by David Parkin.

OWW 905P

Work has been completed on paint removal on the front of the bus. A working party of Steve, Duncan and Martin Cotton has been formed to move the restoration forward. Known actions are; Main switch requires wiring, Mitre Box leak at rear of bus but a replacement is in stock. Power steering box leaking oil front nearside with probable issue of loose pipe only. 2nd gear electrical issue and some soft seat cushions need attention in due course.

WHL 970

Front bearings have been pressed into hubs and disc skimmed. Modern seals fitted and wheels at front now spin freely. New brake pipes in situ and finger tight. Fuel return pipe relocated. Broken injector has been removed by Simon Turner and requires replacement along with servicing of injectors. Starter motor has been removed, serviced and re-installed.

UCX 275

Nothing to report. Three known issues to resolve – ball joint, wiper motor and washer tube severed.

The final bit.. in a small domestic garage



Left – picture from several years ago

Sat inside a small domestic garage is this former West Riding bus. Not seen by anyone for many years it sits beside a residential house in Wakefield awaiting attention. This shot was taken many years ago on a Museum Open Day when a tour was operated to said house and this Bristol 4 Tonner was rolled out for inspection by the interested party! It is certainly a long term project so who knows if it will ever be restored, but as far as we know all the bits and bobs are present to put it back on the road.