

## Autumn Newsletter 2021

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CELEBRATING 50 GOLDEN YEARS 1971 - 2021



### *Early memories of the West Riding Wulfrunian Preservation Society*

In celebration of our Golden Anniversary, original founding member, Leo Pratt, takes us back to that first meeting, and the first few years of the Society.....

#### **The birth of WRWPS and its early days**

For the writer, this event started way back during September 1971, when along with fellow enthusiast (and future Society member) Ian Hunter, we visited Sandtoft to attend the Trolleybus Museum event. Upon our arrival, imagine our surprise to see one of the West Riding Automobile Company's Guy Wulfrunian double deck buses in attendance. This was UCX 275, and it appeared to be creating much interest amongst the visitors, so much so, it would be some time before we were able to board and talk to the West Riding personnel on board.



Left at Sandtoft – drumming up interest in saving a Wulf

Living in the West Riding Company operating area, the writer had always been aware that the Wulfrunian was almost unique to the company, and as an enthusiast, was also aware they were being slowly withdrawn, and soon would all be gone, so for the past year had been riding on them and photographing them prior to their demise. Therefore, it was with much interest that we learnt that the company was keen to see an example preserved, and this trip to the Sandtoft event had been sanctioned to assess the interest in such a venture. We also understood that now as part of the National Bus Company, such a project would be outside the scope of West Riding, but should enough interest be shown, then a new Society could be formed, with the company providing assistance whenever possible. It appeared that some West Riding employees were also very eager to form such a Society and should the project go ahead, they would welcome a limited amount of non-company enthusiasts as members. Needless to say, we left our details that day and were informed that contact would be made in due course.

Some two months then passed by, then on 11<sup>th</sup> November 1971 I received an invitation to attend an inaugural meeting at the West Riding Tramways Sports and Social Club, Market Street, Wakefield on November 17<sup>th</sup> to form the new Preservation Society. If memory serves me correct, this meeting was chaired by Mr F Dark, West Riding's General Manager, who set out that the company wished to see a Wulfrunian preserved, and offered a promise of as much help as the company was able to provide. Therefore, a Society was formed and a committee duly elected and the West Riding Wulfrunian Preservation Society was born.

The enthusiasm shown that first meeting is still recalled by your writer, and from here on in things moved at quite a pace, with a second meeting on November 24<sup>th</sup>, again at Market Street, and one

item discussed was a certain single decker, namely EHL 344. This 1952 Leyland Tiger PS2 saloon was the last half cab single decker in the West Riding fleet, and latterly been in service at Selby depot, but owing to engine failure had been moved to Castleford depot for repair. However, after assessment it had been decided it was to be withdrawn, and was the Society interested in acquiring it? The answer was a resounding yes!!



Ethel, devoid of engine, at Castleford Depot, with Leo.

So, an evening visit to Castleford depot was planned and upon arrival revealed a rather sad looking engineless hulk, as can be seen above, but still retaining its seats, even though it had been demoted to towing duties. She was altogether quite restorable, so with a very reasonable purchase price agreed, we went ahead with the purchase.

A further event occurred on Sunday November 28<sup>th</sup>, when the newly formed Society was given permission to line up all available Wulfrunian in the main Wakefield Belle Isle Depot yard, with a few out of service and others in dock, we did manage to line up eleven to photograph and record, all of which were to be withdrawn in the following few months.

Sunday December 12<sup>th</sup> saw the fledgling Society take a first trip out with UCX 275, this was for a visit to the Lincolnshire Vintage Vehicle Society premises near Lincoln, and on this fairly long run it was appreciated what the company members of the Society had told us, that this vehicle was in good condition and therefore a suitable candidate for preservation.



UCX 275, not quite a "Preserved" bus in this shot!

At the fourth Society meeting on December 20<sup>th</sup> 1971, it was confirmed that the sale of EHL 344 had been agreed and a suitable engine had been sourced, therefore as 1972 dawned, it appeared that much had been achieved during the first few weeks of WRWPS being created. Also, the company had agreed to provide storage facilities at their Saville Street depot in Wakefield for our vehicles, and in addition, work nights there would be allowed for Society members. EHL 344, was soon named "Ethel" and was resident in the depot shortly afterwards and much progress was made by the very enthusiastic membership. Our thoughts now began to turn towards a Wulfrunian, or more to the point, which Wulfrunian, as the remaining ones in service had only a few weeks left in service. Originally it had been suggested that perhaps two Wulfs could be preserved, one from each of the red and green fleets, with much discussion on the subject at our regular Society meetings - and now with 50 years on, this has finally been achieved!!

February 27<sup>th</sup> 1972 saw us borrow UCX 275 again, this time for a trip over to Keighley and Worth Valley Railway.

Confirming that this Wulfrunian was one of the better examples remaining, indeed just a few days later on March 4<sup>th</sup>, she was one of a handful in service on the very last day of West Riding Wulfrunian operation. This brought to an end a very brave venture by the then independent West Riding company and Guy Motors Ltd, a medium sized commercial vehicle and bus manufacturer, to produce a modern 75-seater front engine double decker of quite advanced design, which ultimately failed to attract orders, as has been well documented elsewhere, and ultimately contributed to the decline of both companies.



Left, at K&WVR and right, the last day



However, with the Society's interest in UCX 275, it was not delicensed and was again used on March 12th to take the Society members on a visit to Sandtoft Trolleybus Museum and Haxey depot as seen below, then when still West Riding owned, a final outing to the closure of Bradford Trolleybus system on March 26<sup>th</sup> 1972.



Left at Haxey and the borrowed Dennis Loline



It was now official, UCX 275, was our chosen Wulf, initially due to its condition but also due to it having been acquired from associate company County Motors of Lepton, and therefore being classed as second-hand, this being reflected in the attractive asking price offered to the Society. Now with the last batch of withdrawn Wulfs sold off to Norths for scrap, UCX 275 was moved to Saville Street depot, where we were still proceeding on Ethel. With the 1972 rally season starting, it was decided that until she was fully ready, we would attend some events by hiring interesting West Riding vehicles. So, on April 12th the Society entered ex Halifax Dennis Loline, FCP 300E (549) in the White Rose rally at Embsay and 549 can be seen above with her WRWPS board in the driver's window.

During May we hired Castleford depot's 131, a 1961 Leyland Leopard with Plaxton Derwent body, this being for a trip to the Dinting Railway event, and further hires would follow, the events allowing our sales stand to generate funds towards our restorations, something which has been resurrected in recent years and continues until today.

Later in May 1972, an opportunity arose to acquire another ex-West Riding vehicle, Willowbrook bodied Daimler single deck saloon CHL 772. She is pictured below at Saville Street depot having been in use by Mansfield School, and was now to be sold. It was agreed that they would bring her for inspection, this taking place on May 25<sup>th</sup>. At Saville Street we gave her a good going over and her over the pits and she was OK! But as hard as this is to believe today, the asking price was £175 and we could only muster £100! So, "no deal" and in the writer's opinion, this lovely little bus really was "the one that got away", although she does still survive, at the last count somewhere in France and with her original engine removed.



CHL 772 a former B&S and West Riding Daimler back home, briefly

It was now June 1972 and work on Ethel was now nearly complete, and she was gleaming, and by the worknight of June 6<sup>th</sup> she was road legal. So, we took her out for the first time as a Society vehicle by having an evening run over to Selby depot and back, with no problems. The following Sunday, June 11<sup>th</sup>, she attended her first event, the East Coast run from Hull to Scarborough, and there she won the cup for "Best Single Decker", and would go on to win many more, the WRWPS had arrived!!

Spurred on by this success, the Saville Street Tuesday worknights now concentrated solely on our Wulfrunian and with access to the pits, we gave her underside a thorough clean and a large quantity

of road dirt was removed from the chassis rails, this revealing numerous airpipes, many of which we renewed. We also found many other items in need of attention, and here the company gave us further assistance with spare parts. As can be imagined, after running the only fleet of Wulfrunian, many spare parts held by the company were now obsolete and as the last batch of Wulfs had gone for scrap, we were able to fit new parts that were available, these included the fitting of new kingpins and bushes, hand brake linkages, levelling valves, exhaust etc. However, what we did learn was that different batches of vehicles clearly had some different specifications as various parts would not fit and thus all parts were not interchangeable! The fact that the Society had many long-standing West Riding employees as members, some with many years of Wulf experience, this proved invaluable during the restoration and from them we learnt a lot that with a well set up Wulfrunian, there was no smother ride on the road! Indeed, on a long run and lightly loaded 15MPG could be achieved from the Gardner 6LX.



We've always been proud of Ethel B



One event that was pleasing to recall occurred on Friday September 1<sup>st</sup> when your scribe was asked to attend a gathering at Heath Common to attend a photoshoot. Here, pleased with the progress of the Society, a small group of West Riding staff along with some Society members were pictured in front of EHL 344 with the Silverware she had already won in the first few months in preservation. As can be seen above events such as these were pleasing for both parties and reinforced a good relationship between West Riding and the Society.

On November 20<sup>th</sup> 1972, the Society celebrated its first full year with the Annual General Meeting taking place at Market Street and it was at this meeting that we learnt that our days at Saville Street depot may soon be coming to an end, for with the forthcoming change of management at West Riding, and the fact that it was now part of the National Bus Company, the advent of poppy red buses meant that our two green examples really stood out from the rest. So, with the promise that there was no immediate urgency to move, we understood our position was now under review. To this end, in early 1973 we were made aware that the company had a little used garage over in Foundry Street Ravensthorpe, in use as a store for withdrawn vehicles, and that West Riding would be prepared to rent us the facility for our vehicles, subject to a suitable agreement being drawn up. We had been thrown a lifeline and so on Sunday January 21<sup>st</sup> a number of us visited Foundry Street and inspected the premises. What we found was pretty grim, but West Riding were offering to carry out some repairs on the property and the thought of having our own lock up premises set the wheels in motion.

In the meantime, work was continuing on UCX 275 until on June 7<sup>th</sup> 1973, after many months of restoration, she was finally booked in for a MOT over at Castleford, and fellow founding member Roger McKenzie and myself carefully set off from Saville Street depot. Roger, who would pilot 995 on many occasions later, had a saying concerning the Wulf which was "drive her like she is made of glass" and this he did as we made our way to Castleford to check her over and then up to the Test Centre, where she duly passed. One week later she would debut on the East Coast run and many more events would follow for both UCX and EHL.



995's first day as a preserved tested bus

Looking back, it is pleasing to record that on our many travels in those early days, no major breakdowns or problems ever occurred at events in Birmingham, Bristol, Cardiff, London,

Weymouth, East Coast, West Coast and even Scotland with either of the vehicles. However, one day a sudden front wheel puncture on the Wulf could have been serious, this occurred on a very hot day whilst on the A38, with fellow founder member Ken Aveyard at the wheel. Fortunately, Ken brought 995 to a safe halt on the narrow nearside verge alongside a deep ditch and here we succeeded in changing the large 11.00x20 front wheel for the spare we always carried on board, with only a small delay to our journey. Our investigations into the cause found there had been a pressure build up owing to the very hot day, the offside tyre thus being deflated to normal pressure before we moved on.

From the very start of our Society, it had set its standards high, with both a professional approach to conducting its affairs and in presenting tidy, well turned - out vehicles for various events. Therefore, as we celebrate our 50<sup>th</sup> birthday, it is pleasing to see that these standards are still being maintained and improved upon, recent restorations clearly reflecting this, and that the drive and enthusiasm is still very much alive within the Society. So, here is to the next 50 years! Yours, Leo.

## *Double Two challenge*

Back in our Spring Newsletter we made mention of Double Two Shirts of Wakefield and their notoriously poorly presented collection of staff buses. Take a look at this lot submitted by some of our readers.....



First up is a "double" triple with three trusty FLF's just in shot on the yard at Thornes Wharf Wakefield. When buses were acquired, it appeared nothing was changed from their former NBC paint schemes, the only luxury being the painting out of the constituent NBC company name. The addition of a Double Two shirts advertisement was usually added to both sides of the bus to promote the product. One wonders if this actually encouraged sales of their quality shirts with the buses looking so scruffy!



Ready for service, oh dear!



The attention to detailed presentation of the fleet is rather ironic, as in the last shot above, care has been taken to set the numeric blind to "22". Despite their poor external appearance, the buses were very reliable and trundled around the wider district for years, ferrying mainly machinists to the factory, day in, day out. Double Two's main product was shirt manufacturing and was so named because back in the day, they actually supplied two detachable collars and four detachable cuffs with each shirt! Younger readers are probably wondering why do this? With heavy industry and coal being the main source of power generation, the atmosphere was full of black dust and settled on nice clean white collared shirts. With washing powder yet to enter the biological era, there was only so much cleaning power you could get out of a packet of Tide or carbolic soap and a twin tub washing machine (if you were lucky enough to own one)! Thus, two sets of collars and cuffs made the shirts last longer! In later years, Double Two diversified into quality corporate uniform manufacturing for well-known high street chains like Thomas Cook. Eventually, production was gradually moved overseas, the girls on the factory line had more access to their own cars, and the volume of employees at Wakefield fell to such a low number that the last of the trusty FLF and some Bristol VR were sent on a one-way trip to Norths at Sherburn, who had carried out maintenance on the vehicles for several years. And before you ask, none of them were sent with two sets of tyres and they clearly had not been given a wash before departure, as the photographs prove!



## *The "tale" of a Lynx....*

Buses come and go in daily service and it is also true that they come and go in local preservation. West Riding Leyland Lynx was formally owned by Wakefield lad Adam Smith, but sometime ago moved further south to the Chesterfield area. C920 FMP was the pre-production Lynx that eventually found its way into West Riding ownership as 216. Seen below are a couple of shots of it when brand new;



There has been much debate over the identity of this bus! For many years it was argued that C920 FMP was in fact the same bus as C544 RAO which became Ribble 901. Basil Hancock reports conclusively that these vehicles were indeed two different ones with substantial differences inside, including the upholstery, with other minor external panel differences. C920 FMP did not carry the red white and grey livery for long and was rapidly repainted in its all-over white demonstration livery as can be seen below:



We are fortunate to have a Lynx2, J377 AWT, in our collection owned by Steve Hurley. It has been active on the rally scene in previous years and is now laid up awaiting its turn for attention.



Left, a West Riding Lynx2 and right, Steve's Lynx2



## *Picture Puzzle – more information.*

Following our article on the Wakefield to Leeds service, via Thorpe, David Byard reports that the 1948 timetable shows that service 75 seemed to be operating, broadly as Stuart described in his article. By January 1966, David reports that the service seems to have been cut back to a Wakefield - East Ardsley - Thorpe - Rothwell - Woodlesford service, operating hourly on Saturday and Sunday only. Interestingly, the 5.55 departure from Wakefield on a Saturday morning, also went via Water Haigh Colliery - at that time on a morning, we don't suppose any of the miners would have appreciated the musical tones of an Arab gearbox after 10 pints of Tetley's on the Friday night!

**\*\*\*\*\* Don't forget to complete your enclosed membership renewal form \*\*\*\*\***

During our AGM, a vote was taken and it was agreed to amend the annual Associate Membership fee to £15 per year. Those present felt that the previous subscription fee was no longer viable and that £15 still offered tremendous value when compared to other Bus Museum and Society subscriptions.

## *The Green buses story continued..... by Stuart Goldthorpe*

John Hinchliffe reports that in the last edition there was a slight correction to make! It was actually West Riding that ran the Wakefield – Midgley- Huddersfield service, not County Motors (as Stuart had thought). This service was operated much later by Yorkshire Traction. County Motors did run to Midgley on the Huddersfield – Emley – Midgley – Barnsley service on an hourly / 2 hourly service and every 3 hours a service ran via Bentley Springs, instead of Midgley, making it hourly between Huddersfield and Barnsley. (Editor's note; we are grateful for the correction, as Stuart often said he was not 100% sure on some details!)

Now, back to Stuart's story!

Over the previous seven years the West Riding had received over 150 new buses while large numbers of redundant vehicles had left the fleet. Their final journey to the breakers yard is always a sad time, especially if you travelled on or worked with buses. The reliable TD7 & TS7 were quite remarkable, although by now they looked outdated. However, they were to last a little longer, more so at the smaller depots.

The strangest vehicles to be owned were possibly the ex-Bullocks Daimler COG5 which were still in service in 1950. They were transferred to the West Riding upon takeover along with CWG5, CWA6/CWD6 with utility bodywork by Brush, Duple and Strachan. Other unusual buses were Seddon Mark IV 334-335 (ex-Bullocks) and 707-708 ordered by Bullock but received by the West Riding. I remember riding on a Seddon, a strange looking beast with a full front that curved back towards the front dome with a door at the front and I believe that it may have been either 707 or 708 (CHL 549-550). The West Riding purchased two Seddon buses, 738 (EHL 500) in 1952 and 751 (FHL 987) in 1954, which were based at Castleford and Selby depots respectively.

The pace of life in the fifties was slower than today and road conditions were not so hectic. Bus services were more effective as there was little traffic congestion. Only through reviewing old photographs can young people compare the scenes of yesterday with those of today. Police on point duty directed the traffic and pedestrians used Zebra crossings with flashing belisha orange globe beacons. Even today a number of these crossings still exist. Now the volume of traffic is more erratic and dense and crossings are normally controlled by traffic lights. Drivers do not have to give way to pedestrians only stopping when the red light shows. Pedestrians are directed by the red and green man and it seems to take ages for the green man to appear and when he does, he soon disappears. Nothing waits forever.

Although the busy road junctions and cross roads are controlled by traffic lights they can be a curse to modern society, especially when the lights change green and only allow five or six vehicles through before changing back to red creating a tail back of traffic at peak periods. The fifties saw the advent of electric lighting throughout the streets of Ossett. Electricity was nothing new, having been used in homes and factories since the years between the first and second world wars. Large concrete lamp standards were erected within a foot or two of the gas lamps. The main roads out of Ossett were the first to be converted although side roads had longer to wait. Unfortunately, off the beaten track places like Haggs Hill were last in line but they received new lights from end to end.

When the lights were finally switched on what a transformation it was. However, electricity was expensive so street lights were timed to switch off from 23.00 – 03.00. When electricity became cheaper the lights remained on all night. From the boundary between Ossett and Horbury to the boundary between Horbury and Wakefield the electric lights were tinted, sending down a blue glow across the main road (B6128) through Horbury. The yellow tungsten lighting from passing buses mixed with the blue glow of the street lamps gave passengers on the buses a pale green complexion.

During 1954 food rationing which had existed since the war ended. In towns and cities everything was changing and the town centre of Ossett had been redeveloped. A garden island with flowered borders surrounded by pavement was now in place although the underground toilets still remained. The fountain had gone, demoted to a small park on The Green. A batch of new buses to enter service were ten Leyland Titan PD2/22 with Roe L26/24R bodywork numbered 752-761 (GHL 301-310). These were the last Titans to be received and the only ones to have concealed radiators.

Although concealed radiators were modern, I must admit to favouring the exposed radiator of the earlier PD2/1. Throughout their working lives the PD2/22, like earlier batches, became residents at various depots. Castleford and Saville Street were two of the depots to receive them. Castleford depot placed the new PD's on the long 152 Leeds – Doncaster route. Saville Street depot's allocation was the 189 Wakefield-Castleford-Leeds. However, destination blinds were sometimes devoid of a route number. Occasionally one would appear on the Wakefield to Ossett and Healey route where I was able to try them out as a passenger.

I found the drawback of these particular Roe bodied vehicles was the rear platform. This was raised to the level of the lower deck floor and a small step around the circumference of the rear platform allowed passengers to achieve the necessary height. Senior citizens struggled to board, one lady remarking "I am too old to be climbing mountains". Now whether this was a new concept or not it was a design no other batch of West Riding vehicles acquired.

A change of policy by the West Riding saw a return to Guy Motors. In 1955 Guy Arab IV 762-781 (GHL 711-730) with Roe L27/26R bodies were delivered. Like the PD2/22, concealed radiators were fitted but were to a different style these being designed by Birmingham City Transport for their Guy Arabs purchased in 1950. So naturally they became known as the Birmingham style front. A majority of bus companies did not favour this new front so to appease them Guy Motors offered an exposed radiator version in 1953. Personally, I thought the Birmingham style ones looked just right with the Guy emblem, the Indian Chief with "feathers in our cap" displayed on top of the bonnet.

Guys 762-768 (GHL 711-717) entered service from Selby depot where they remained for a number of years, before returning to Wakefield. The remainder 769-781 remained at Wakefield finding their way on to the 100 Ossett (777-781) which they would share with the Titans. With Leyland and Guy now in charge the days of TD7 or TS7 workings on this route were brought to an end. However, some could still be seen at 3.30am if I was lucky enough to be awake operating the "paddy bus" staff shuttle duty via Manor Road and Station Road to Ossett.

By early 1956 five Guy Arab IV 782-786 (HHL 994-998) arrived completing the batch of twenty five. These had been built by Roe to an ultra-low height of 13'3" so that they could negotiate a very low bridge that carried the Leeds - London main railway line at Fitzwilliam on service number 83. Like the war time utility Guy, the Arab IV was sturdy and reliable, plodding away regardless, even on long routes, the Gardner 6LW performance at its best. Even with the intake of new buses over the previous years there was still a shortage of double deckers. To compensate for the shortage the West Riding had already withdrawn the ex-Bullock Leyland PS1/1 283, 287 & 290 with Barnaby bodies and 297, 299-306 with Willowbrook bodies, all B35F. Their bodies were removed, the chassis rebuilt and they were despatched to Roe for re-bodying.

The previous bodies of 283,287 and 299 plus 304 were scrapped. The bodies of 290, 297 and 302 were stored at Belle Isle depot whilst 305/306 became a tyre store at Selby depot. Only the body from 301 saw further service, being transferred to the chassis of 222 (HL 8814) a Leyland TS8. I am unsure as to what happened to 300 & 303. When the PS1/1 returned from Roe they proudly displayed a L27/26R body. The original registrations had been retained but the fleet numbers were now in the West Riding series, following on from the Guy Arab IV. The renumbered vehicles were 787/788 (AHL 693/697) 789 (BHL 372) 790-794 (AHL 806/808-811) and 795-798 (BHL 241-244). In their new guise the PS1/1 gained a new lease of life giving another 10/11 years of service in Selby and Wakefield.

Throughout the early 1950's single deckers were redesigned with underfloor engines placed amidships and the removal of the large radiator at the front of the vehicle. The first underfloor engine vehicles were for the coach fleet being AEC Reliance with Roe Dalesman C41C bodies, looking smart and modern. First to arrive were 799/800 (HHL 875-876) followed by 801/802 (JHL581-582). The remainder 803-805 (JHL 983-985) did not arrive until early 1957. I must admit to taking a shine to these coaches with their centre entrance sliding door. JHL 983 survives in preservation with the West Riding Omnibus Preservation Society. Although restored to full working condition in the 1980's, she now resides at Dewsbury Bus Museum and awaits restoration for a second time.

My first encounter with these coaches I believe was with 802 (JHL582) on the number 3 to Cullingworth, a stage carriage route! The coach was full, people were standing, the conductor was struggling and shouting to the driver when a passenger wanted to alight and again when passengers had entered due to there being no push bells. An experience to remember and one that would not



be tolerated today. On excursions the Reliance coaches gave a good account. Visiting many resorts these impressive vehicles were long serving, lasting into 1966. Depots at Castleford and Wakefield were recipients of these vehicles.

Following the underfloor engine coaches came twelve AEC Reliance for the service bus fleet. They were fitted with Roe B44F bodies and would have passed for one man operation should it have been conceived. Numbered 806-811 (JHL706-711) I think these entered service in green livery with white window surrounds, dark green waist rail being fitted below all windows in a circumference around the vehicles. When Reliance 812-817 (JHL 712-717) appeared they were in white livery and window surrounds, with a green roof and dark green waist rail. The reason behind the different livery was to allow these vehicles to be used on excursions during summer weekends and holiday periods when loadings were very heavy. I cannot say how long the six vehicles remained in white, maybe a year or two, however they were all eventually repainted green.

The allocation of the Reliances saw 806-811 on services from Castleford depot. However, 812/813 were based at Selby depot and 814-817 were at Wakefield Saville Street depot. Reliance 814 became a regular performer on the Cullingworth route and stable mates 815-817 shared the Healey route along with ex-Bullock Regent III's. A Reliance covered the even hours and a Regent III the odd ones. On Saturday the 1340 from Wakefield was covered by one single and one double decker bus for as long as I can remember and they were always nearly full. As passengers diminished in the late 1950's the practice of using two buses ceased but the odd and even hours arrangement remained the same.

The Reliances were the first buses to have folding doors that were operated by the driver. I believe they worked by a pull lever and not electrics. They were not very successful, so most of the time the doors remained open. Just like the coach, the service bus version was reliable lasting until 1971. During their time in service Reliance 812 was repainted in Tilling Green with white band covering the waist rail. Today 808 (JHL 708) still survives in Dewsbury Bus Museum under long term restoration. In 1957 numerous pre-war TS7 were finally withdrawn. Some had been re-bodied by Roe in 1949, but had still seen 20 years front line service. They were ousted by the 45 Roe bodied L29/26RD Guy Arab IV which were now entering service. These notable vehicles with Gardner 6LW engines were numbered 818-862 (KHL 818-862), the final few being delivered in January 1958.

These Guy Arab IV were unique within the West Riding, the last of the brand new half cabs, the last of the low height rear entrance buses with sunken gangways (head-bashers) and the last double deckers with manual gear change. They were not only the last but also the first, having been the first West Riding buses in the fleet to have rear platform doors which could only be closed by the Conductor. They were also the first vehicles to receive matching registration and fleet numbers and that is why I say unique. The Guy Arab IV became the mainstay of the West Riding fleet for nearly 20 years, the numbers totalling 70 vehicles. Guy Arab IV production ended in 1960 but was superseded by the Arab V in 1962/63, perhaps due to the lack of orders for the Wulfrunian?

The first Guy Arab IV 818 etc (I am not certain how many) were again despatched to Selby depot. As fast as these new vehicles arrived, no doubt other depots received a share. Only 850-862 appeared regularly around Wakefield, occasionally on the 100 Ossett. They were quite easily recognised from the rear, even from a reasonable distance, the rear platform was no longer visible so I called these buses square back KHL. Another giveaway was the registration plate which was in the middle of the lower between deck white waist band, not a small square plate on the lower right-hand corner, as on other vehicles. Several of the batch lasted well into the mid 1970's and after spending time in the driver training fleet 855 (KHL 855) was acquired for preservation. Stored for 30 years, 855 has now had a full restoration and is currently in the Museum building fully restored. To be continued...

### *R. I. P Irene Day*

We received news in July that well known member, Irene Day, had passed away. Many members will remember Irene for her forthright humour and contribution to our meetings. During recent years, ill-health had forced her to retreat from our events, and she welcomed the home visits we completed to keep her up to speed with what was happening at the Museum. Even during her last visit to the Museum, with walking frame to hand, she was keen to seek out anyone misbehaving, and put them in their place! Our condolences are sent to her family and close friends.

## *Fantasy Wulfrunian*

As we move towards the end of our Golden Jubilee year, celebrating the start of the West Riding Wulfrunian Preservation Society, thoughts have turned to a couple of "what might have been" buses.

As many of us know, West Riding did cancel their final order of Wulfrunian, having finally accepted that they could no longer continue "digging the hole." This led our member Basil Hancock, the man who saved 970 back in 1982, to produce the Wulfrunian picture below.



Left; Fantasy - Right reality



Given the Charles H Roe had commenced the "Panoramic" style of double deck bodies, prior to the final delivery date of the final batch, Basil has assumed that the buses may have looked like this, complete with their "E" registrations! Whether or not the bodywork would have stood the test of time, combined with all the Wulfrunian novel features, has led to a couple of comments along the lines of "that bus would have snapped in half" The one-piece front windscreen on a Wulfrunian as shown above, may have also presented major engine access issues unless the panel could have been made to hinge open upwards! The photograph on the right is courtesy of the John Sandom Collection, and shows what replaced the cancelled final Wulf order in the form of the Leyland Atlantean, but interestingly no panoramic windows are evident! After the Wulfrunian experience, "the Management" clearly decided to go with a trusted Atlantean body style rather than something more exotic!

Meanwhile, in a bit of light hearted fun, Julie Aylward produced the following image for publication on 1<sup>st</sup> April. Before you ask, yes, Julie did have several people asking for more information as they thought it was real.



It is fair to say that the tri-axle looks a bit of a beast, is in proportion, and would have certainly turned heads as it weaved through the various housing estates around Featherstone!! As for the resulting wear on the tyres – who knows whether this would have made things even worse!

Finally, an artist impression is shown above right, provided by Bill Oldroyd, of what an early 1980's Wulf may have looked like had the idea actually worked and caught on. Assuming Guy Motors would have been swallowed up by Leyland, here we have a "what might have been." There is something rather Olympian about this image but it clearly is a Wulf, perhaps this time in "sheep's" clothing!!

Coming in our next edition, a story from Tony Hanson about another Wulfrunian.....

## *What happened next?*



An advert for Guy Motors featuring one of the 1955 style West Riding Arab IV

The advert reads "due for delivery in 1957 are 45 Arab IV to the new overall length of 30ft!" As we all probably know, the KHL batch were actually 27'6" long, so what happened to the 30 footers? Does anyone know??

## *Out and about*

Several rally attendances by Museum vehicles can be reported. First up was Julie's C38 with a load of passengers to Gateshead on 25<sup>th</sup> July. On 1<sup>st</sup> August the PD2 and Ethel B represented the Museum at a display in Pontefract. 8<sup>th</sup> August saw our members only "Ride-Around" with Ethel B, the PD2 and Ethel C doing the honours. The tour kicked off from the Museum at 1015am and took in Leeds, Wakefield, Castleford, Pontefract and Hemsworth with the buses being posed on Union Street, Wakefield, right outside the site of the old Wakefield Bus Station, where they all worked from at some point.

The First Olive Grove Sheffield event in late August attracted BHL 682, EHL 344 and LHL 164F along with our sales stall. Colin Sidaway was also in situ with his Huddersfield Daimler and Andy Rawnsley made an appearance with his Leopard. We achieved an excellent result from the stall as there were very few traders present. Thanks to Colin, Mark B & Andrew B for driving and David P, Tony and Mark P for setting up and manning the stall all day.

On Sunday 3<sup>rd</sup> October we were out in force supporting our friends at SYTT, Eastwood, Rotherham with our stalls and several vehicles. We had an excellent day and the stall was busy so thanks to all those who helped set it up, man it and re-pack it. Without the efforts of the stall, we could not progress projects like Wulfrunian 970. The PD2 was out on service during the day.

We received a special request from our mates at AVTG to send our two Ethel's to Skipton on 10<sup>th</sup> October, so we duly obliged, along with PJX 35 with Dave at the wheel. Ethel C was out on service running in tandem with the AVTG Ethel C twin so they made a fine sight trundling down the A59 at speed to Bolton Abbey. Ethel B was given some challenging country routes, as was PJX 35. As usual, the event was well attended and the weather was bright and sunny so a great time was had by all on special thanks must go to Museum member David Hudson who is also a member of AVTG and plays a huge part in organising the event. We were also represented by our member Di Forbes who had been roped in to sell event booklets and organise queuing passengers. (she will now probably realise that running our Tombola is a lot easier job!!)

It is fair to say that we have represented the Museum with our vehicles all over the North and South. We are fortunate to have several long-distance coaches in the collection, which gives our membership the opportunity to travel with Julie to many locations not accessible using our older vehicles, so please give it a go in the coming year!! Our only wish for the 2022 season, is that more members would choose to travel with us to the events we attend. We realise that many of you don't live in Dewsbury and we often try to have several pick up points when practical, so why not turn over a new leaf and join us for a great day out during the 2022 rally season?



*Tombola appeal* - can you help Di re-stock the Tombola? - any

unwanted Gifts and other donations can be brought to any members meeting or the Museum. Please call 07956 579684 if you would like Mark to arrange a local collection.

## *Vintage folk with vintage buses!*

Thank you to long standing member Ian Hunter for this photograph from the early 1970s.



Get out your magnifying glass!! Left to right as follows

Fred Murray, Andy "Paintpot" Powell, George & Peter Stevenson, Robert Powell, Ken Aveyard, John Lambert, Tony White, Shaun Simpson, Unknown, Leo Pratt, Mick Hartley and David Furness. Taking the shot was Ian Hunter on the day AHL 694 was recovered. It is thought that the unknown chap was a friend of Mick Hartley – let us know if you know his name!!

## *Over and out.....*

We finish this edition with a play on words! The restoration of KHL 855 was truly remarkable given that the bus once did roll "over" and end up on its side. It did make the local newspaper with reports that an incident had happened, and a bus had "gone over"



On return to Belle Isle after recovery from the field, check out the liberal coating of mud on her side before she received attention and a return to training duties. Only a few years later it was time for the bus to finally bow "out" and here is the clipping. (thanks to Mike Bennett)

Plans included re-instatement of the missing sunken gangway, the front bulkhead and seating. In reality we all know now that having been laid up in a barn for over 30 years, rather more drastic renovation was required by the time its restoration was actually started! In the end, we got there with it, and it now looks rather splendid!



Left – first day back in service in August 2019, awaiting its "turn"