

Winter Newsletter 2019

If you have any news or views for publication please hand or send them to Mark Byard, Northfield, Water Lane, Kirk Smeaton. WF8 3LD
mark.byard@live.co.uk or Andrew Beever 01924 265528

Welcome to new members:

David Brook, John Wade, Andrew Pickles, Heather Goldthorpe & Bryan Batty



November Open day Success

Firstly, how did we manage that? We think that getting hold of the loading bays at the Retail Park was a stroke of genius! Bringing everything together as close as possible is a definite plus from the visitor's point of view and worked to our benefit. The traders in the building reported record sales, probably because having the static bus parking nearby meant that visitors were in and out of the Museum all day, unlike when we used Havelock Street. It took several months of negotiation, but we must say a huge thanks to Savills, the owners of the retail park and the following four retailers who said yes to our request: Heron Foods, Wynsors Shoes, Poundstretcher and Poundland. So, if you can support them in any way please do!



A fantastic new static area!



Above are a couple of shots that show the new area for anyone that did not make the event. We accommodated just short of 25 buses on the static area with another half a dozen out on service at the same time. At one point we had no more space left!! We had a few teething issues with people walking on the roadway at the entrance to the static area and will avoid this next time. Scores on the door – well we achieved a very similar financial result to November 2017 with just 70 pence less than last year's total banked! In addition, the WROPS sales stall was significantly up – thanks David and Peter!

Top open day performers were Colin Wood and Steve Waddington on booklet sales followed by Tony Mowvley and David Flasher on tin shaking. Trustee Steve Hurley was top collector and booklet seller overall, so well-done lads and a big thank you to all our volunteers for their efforts.

Feedback on Facebook has been overwhelmingly positive with other Museum and Bus Groups praising our organisational skills, friendly approach and a willingness to work with them. Only one negative comment on Facebook related to their not being more modern vehicles present – obviously we can do nothing about this if bus owners don't have modern vehicles to bring then what can we do? So, from us (the Trustees) to you, our members, THANK YOU VERY MUCH!

B & S in Normanton

Following our recent articles on AHL 694 regular contributor and member David Allen (Yes he of the Prestige Books on West Riding!) has come across an old article first published in 1970. He thought this may be of interest to many of our readers. The article was written by Gordon E Smith and gives some fascinating insight, having moved away from the area, he was at the time living in the USA.

"The small township of Normanton, in the coal mining belt of the West Riding of Yorkshire, was served in the late forties by two companies, namely the West Riding Automobile Company of Wakefield and B&S Motor Services, later to merge in 1950 when the last-mentioned company was bought by West Riding.

When I first took an interest in bus transport, B&S or Bullock & Sons (1928) Limited to give it its full title, operated a varied collection of assorted buses and coaches, all purchased over the years in small numbers. The double deckers were mainly Leyland PD or TD, AEC Regents and a handful of Daimler utilities, most stemming from the war years or just after. They had a variety of bodywork by Duple, Strachan and some very unusual Brush examples. Also, the local popular style of Roe bodywork was featured on several different types of chassis.

The single deck fleet was most interesting comprising of Leyland PS1/1 and Daimler CVD6 with Barnaby bodies and the ubiquitous Bedford OWB.

The livery was maroon, red and cream and the double deckers were all in a uniform style with no advertisements to disfigure their smart appearance. The single deckers however had an array of paint schemes dependent upon the style of bodywork. The coaches were very reminiscent of Barton Transport with their flashes altogether looking very attractive. Also, like Barton, the coaches and saloons would be used indiscriminately on single deck routes, even the latest AEC Regal III coaches with Longford bodies found themselves on stage carriage work.

There were two B & S routes which took in Normanton. The first was operated from Wakefield The Springs to Leeds by way of Castleford, Mickletown and Oulton and so into Central Leeds Bus Station. There were two journeys per hour and this service was operated jointly with West Riding from Wakefield to Castleford and still operates as the service 189 (Editor's note and still operates to this day!!) Incidentally this is a very indirect route from Wakefield to Leeds. I believe that for a short time there were interchange tickets, although when I used the service each company used its own tickets. Leyland PD2 and AEC Regents were used and on peak periods and Saturday's duplicate buses would be put on the service. Quite often the duplicates would be elderly Leyland Titans numbered 143-148 and they would often struggle up Haw Hill and Pineapple Hill and arrive with clouds of steam from the radiator.

Whilst once waiting for a bus from Normanton to Wakefield, what should turn up as a duplicate a Bedford OWB, complete with wooden seats. I still remember that uncomfortable ride and can still feel the slats. It did not take this bus long to fill for the brisk ride across Heath Common.

The second of the B & S routes was a single deck one, from Normanton to Pontefract. This was a short cut between the two townships as the West Riding service went via Castleford. This service could only be operated by single deck buses due to a low bridge at Loscoe (Dom Pedro Colliery). It was quite a pleasant journey which left Normanton via Loscoe and thence down narrow country lanes at quite a good pace, as there were very few stops and little competing traffic.

Apart from a stop at Ackton Hospital there was not a major stop until North Featherstone was reached. Here the main Castleford Featherstone road was crossed, almost a blind crossing in both directions followed by a fast exhilarating run over an undulating road with the golf course to the left and then Pontefract racecourse to the left-hand side and Pontefract Park, where a right turn brought the bus on to the main Castleford to Pontefract road. From there it was only a short distance into the centre of Pontefract and the terminus.

Most kinds of single deck buses found themselves on this service and I can well remember at the beginning of the war seeing AEC Q's 161 & 162 (HL 6268/9) with Weymann bodies participating. I can also remember being intrigued by their exhaust manifolds, plainly visible behind the grilled engine cover and glowing a very cherry red! Latterly, the Barnaby bodied Leyland PS1/1's were used and Guy Arabs 329/30, although my two favourites were the Daimler CVD6 buses with Barnaby bodies 281 & 282.

The tickets in use were bell Punch, but on the Loscoe run to Pontefract it was customary to use Bellgraphics. Garage wise the Depots were at Wakefield Savile Street, Featherstone, Selby and Doncaster, the latter being closed soon after takeover. Soon after, most of the familiar red buses were painted in the West Riding green but retaining their original fleet numbers. Some of the single deckers had their flashes picked out in a deeper shade on green, a thing that West Riding buses had never sported. West Riding had one service that had originated in Normanton at this period that ran to Pontefract via Castleford. Leyland TD5 and TD7 buses were used but I also recall earlier days when TD1's operated this route. They had petrol engines which were prone to back firing. This service was absorbed into the Wakefield to Castleford route in the early 1950's

The only time I can remember a red West Riding bus venturing into Normanton was at around 530pm when an elderly TD2 centre entrance bus toiled into the town. Laden with weary workers, the bus looking as tired as the passengers. Finally, mention must also be made of another independent coach operator in Normanton, Gillard's, who ran tours and works services but no stage carriage work. This company was eventually taken over by Wallace Arnold."

Editor's note – what an insightful article – you can almost imagine being sat on a B&S bus heading home for tea!

Book Bonanza!

Following our appeal to re-stock the Museum sales stalls in our last Newsletter, one of our members, Harold Peers, came forward and donated an extensive selection of books to raise funds to keep our vehicles on the road. At the last count in excess of 400 books were sorted, priced and bagged up. If you haven't looked at what we have for sale recently, make sure you visit our book stall at the March Open Day.



Left; Ready for sorting in October!

On behalf of WROPS, a massive THANK YOU to Harold for his very generous donation.

Interiors in focus

Thanks, are extended to Colin Poole for sending in some rather different shots of buses than we normally receive. Most of us are used to just flicking through shots of the exteriors of various buses that we have fallen in love with over the years, but how about some interior shots to stimulate the memory cells?

First up is one of the dual door Roe Reliance's from 1961



These very smart buses had a real solid feel to them and lasted with West Riding until 1973.

For our decker fans we have an Atlantean. Note that the pattern on the seats is identical to Wulfrunian 970 and is indeed RED!! (although this obviously cannot be seen on black & white shots!) One can only assume that between ordering the first batch of Atlanteans with Roe, and them being almost ready to deliver, a decision was taken to abandon the red and cream former tramways colour scheme, but it was too late to change the interiors. As a result, these buses were delivered with green paint and red seats! We know this for sure as a couple of the seats in Wulfrunian 970 came out of an Atlantean!!



60's style in full swing!



Left; one of the Atlanteans having a wash and brush up

We have a further selection of interior shots to share with you in the coming year. We are always interested in receiving any photographs for publication so please let us have anything of interest, particularly on the interiors of buses and coaches.

Pictorial history of the Museum

Julie Aylward has given all our members an open invitation to view a pictorial history of the Museum as it developed, along with several shots of some of the various exhibits housed over the years. The collection of shots is available on Flickr by searching the following in your web browser:

<https://www.flickr.com/photos/99854579@N06/with/44421643052/>

Alternatively, simply open Flickr and "search" in people for Julie Aylward. Happy viewing!

Out and about

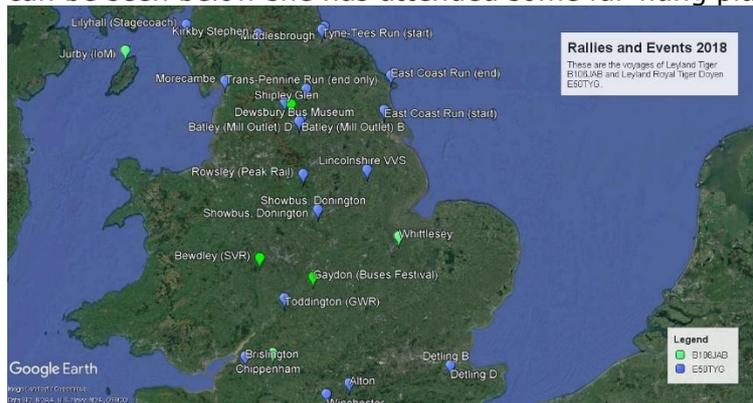
Skipton was the order of the day in mid-October with BHL 682 out on service for our friends at the AVTG.

We visited the KMBT event on 28th October with TWY 8 and our sales stall and a good time was had by all.



Setting up was made easy as we had a large band of members prepared to pitch in, so thanks very much to all those that helped. The pictures above show only part of our huge stalls and as can be seen on the one far left our new book stock collection looked amazing. (thanks Harold!)

8th November saw Julie's E50 TYG coach on a long-distance run from Woolley Edge with our members to Lincoln. A special note of thanks must go to Julie as the most travelled vehicle from the Museum collection over the last 12 months as can be seen below she has attended some far-flung places over the year.



Details of forthcoming trips are on a leaflet for Ridings Travel on our Rally Attendance board next to the entrance door of the Museum or contact Julie direct on 07836 342001 or Julie.aylward@hotmail.co.uk

We had a request to attend a 40's day in Ossett town centre a week before our open day and Andrew gladly obliged with Tony and Richard assisting with BHL representing the Museum. This was a great opportunity to promote our Autumn Open Day.

A question answered – Wakefield Bus Station

A couple of editions ago, we featured a shot of the opening day of the original Wakefield Bus Station and posed the question “where was the shot taken from?” Colin Poole has very kindly clarified the answer with the following shots:



As can be seen above left, the former Griffin Hotel was still under construction at the same time and a group of men can be clearly seen on the scaffolding – this giving a superb vantage spot to take the shot originally published.

We have also included below a few more shots that show the Bus Station in its final stages of construction and on its opening day.



The locator board for various stops makes an interesting comparison to the digital displays with live time information that we have all become used to in the present day! Finally, a bus official in a top hat - we wonder how long that would last on one of today's buses?

Tracky delights ...

Thanks go again to Mike Bennett following our appeal for information on restored or preserved tracky delights. Here is a list of the ones that Mike is aware of in various states of restoration!

- HE 12 - Leyland S3.30.T with Sutcliffe, Tottenhoe
- HE 6762 - Leyland TS7 with South Yorkshire Transport Museum
- AHE 163 - Leyland PD1 with Milner Lincoln
- BHE 442 - with Batley Scholes
- DHE 353 - Leyland PSU1/19 with Emery, Chase Terrace and garaged at Eastwood Rotherham
- GHE 27 - Leyland PSUC1/1 with Batley, Scholes
- HHE 323 (ex AHE 467) Leyland PS1 with Batley, Scholes
- SHE 166 - Leyland PSUC1/1 with Taylor, Barnsley
- YHE 240 (ex HD 8555) Leyland PS2/5 with Law, Swinton
- CHE 297C (ex EWB 386V) Leyland PSU3/1R with Taylor, Barnsley
- WHE 352J - Leyland PSU3A/4R with Taylor, Barnsley

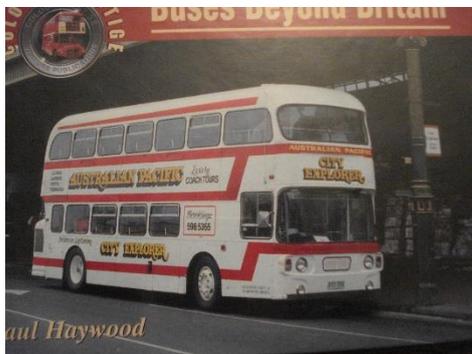
YHE 237J – Leyland PSU3A/4R with Whittaker Sheffield (?)
 EDT 205V – Leyland NL116L11/1R with Clarke, Brampton Bierlow
 EDT 208V - as above for spares (?)
 EDT 216V - as above
 MWG 941X – Bristol VRT/SL3/6LXB with Snowden, Sheffield
 NKU 245X – Leyland NL116AL11/1R with our own Andrew Beever and part of our collection
 A658 OCX – Leyland ONLXB/1R with Law, Swinton and garaged at Eastwood, Rotherham (Mexborough & Swinton livery and was a regular attender at our events until laid up)
 D504 NWG – MB L608D with McCafferty & Andrews, Somerset
 HIL 8418 (ex MSV 922, 3141 HE, VHE 890, A57 WDT) – Leyland TRCTL11/3R with Mason, Lincoln

This list is not exhaustive and other vehicles may well survive – let us know if one is missing or any information is incorrect!

Fleetlines go Kangaroo!!

Following our appeal for some clarification on which West Riding Fleetlines made the trip to Aussie, Mike Bennett has very kindly confirmed the following;

WHL 274J was at APT Bracebridge Heath by August 83, and by September 83 was with Love, Albany, Western Australia registered as EPL 476. She moved to Skybus Perth for City Tours during August and September 83. Her next stop was to Sandringham, Victoria, at some point in 84 and was registered as 103 BYF 558. By February 87 she was being used on a round Melbourne sightseeing tour.



Left as featured on the front cover of Buses beyond Britain!

WHL 278J was at APT Bracebridge Heath by August 83 and was exported to Australia the same month and passed to Companion Tours, Connington, Western Australia by October 83 registered 6PL 412. She was re-registered TC 203 by July 87 and had moved to Companion, Beckenham, Western Australia.

WHL 282J was at APT Bracebridge Heath between August and October 83 and was exported in late October to Australia but remained unsold and in stock as at November 1984.

BHL 616K was at APT Bracebridge Heath in May 1984 and was exported to Australia an August 1984. By January 87 she was at Companion Coach lines, Beckenham, Western Australia and registered as TC 420.

Dates for your diary

We have been asked to publish key dates for your 2019 diary by several members that do not have access to the web.

Our 2019 Museum open day event dates are as follows:

Sunday 10th March

Sunday 11th August (the Batley event)

Sunday 10th November

Our members meeting dates are as follows and take place at 7.15pm at the Staton Hotel Dewsbury, just behind the Market.

Monday 18th February

Monday 18th March

Monday 15th April

Monday 20th May

Monday 17th June

Monday 15th July

Monday 19th August

Monday 16th September

Monday 21st October

Monday 18th November

Monday 16th December

We are often asked why we do not send more information out by post. Please remember we are a charity and a £10 membership fee does not stretch very far! A stamp and envelope now costs £1 so we feel a membership at £10 is extremely good value as this gives you:

- 4 Newsletters per year
- The opportunity to travel on our vehicles to events for no fare
- Free entry to the Museum on open days (but not a free event booklet) on production of your membership badge
- The opportunity to "get involved" with any aspect of the Museum from helping restore buses to sweeping the floor
- The chance to socialise with like-minded individuals
- And finally, we hope, some fun!

If you would like communications sent direct to you, for example minutes of our monthly meetings etc, all we ask is that you supply some stamps to facilitate this. Several members already do this as they cannot attend meetings, this being an ideal way of keeping them more involved with all that is happening at the Museum. Please send your stamps and your name to Mark Byard, Northfield, Kirk Smeaton. WF8 3LD. Mark will then post out the minutes until the stamps are used up.

On a different note we are often asked how members can support the Museum if they are unable to assist in restoring vehicles or helping on open days. If you come along to our open days then buying an event booklet and spending some money in our café will always assist our endeavours. We have two stalls manned by members wearing Dewsbury Bus Museum Hi-viz so it is obvious which stalls are ours – please buy something from us!

Unwanted Christmas gifts can be donated to the Tombola or monthly raffle – simply call Mark on 07956 579684 if you live locally and would like anything collecting.

Vehicle Updates

The Woolly VR

Mr Hurley reports that progress is being made on RUA 455W with a significant amount of the lower deck floor removed to access corroded out riggers. Meanwhile Mr Beever and Mr Bennett refitted a refurbished fuel tank to ensure the bus could be driven out of the building on our open day.

Ethel returns

Back from Barnsdale in her rightful home, Ethel is undergoing a full clutch overhaul. Over the winter months she will be receiving a lot of attention.

855 the ArabIV

Over the last few months the final touches to this major restoration seem to have come together nicely including fitting of the new rear wheel arch trims, a new lower deck ceiling, new flooring throughout, the final internal painting and hopefully by the time you read this a start on putting the seats back in!

The Dalesman

A team of workers seem to be moving this coach forward bit by bit. The rear wiring is completed and the final bits at the front are being re-instated.

Primrose

Julie's third coach, the ex-West Riding Plaxton Tiger in Primrose livery currently, is being worked on in the South of England and the health check of the engine revealed no major issues, phew!!

Magic Rider

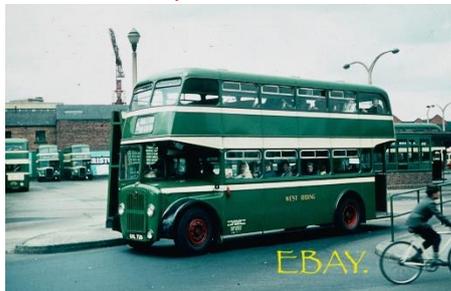
Simon and Jo have fitted a table to the coach, Jo is now considering if she can fit a Jacuzzi in to make it even more comfortable!

Red Wulf

The rear brake overhaul is well advanced, the exhaust re-attached and work is now focussed on starting the engine up!

So if you would like to help any of these projects along, come to the Museum on a Monday and pitch in!

Ebay delight



Providing an image of "something to come" in the form of a West Riding ArabIV, this shot popped up on Ebay recently. However, closer inspection will reveal that this bus is not a replica of our "under restoration" KHL 855, but is actually one of the 1955 deliveries, identified by a rear open platform. Lurking in the background are two PD2's, just like our restored version BHL.

Brain teaser

Thanks to Julie for supplying something to stimulate the brain cells. There is only one clue... Use the West Riding Fleet numbers to spell out a message!

		735	290	235	1	992	
			368	733	970		
		793	52	37	5		
			261	863			
			326	164	156		
			757	995	11		
	181	3	750	640	725	6	917

Museum Building Update

The commencement of construction of the extension to the front of the building is now planned for March 2019. Comprehensive building plans have been drawn up and submitted to Building Control for approval. The first job will be to dig up the forecourt and dig down to provide a bracing structure for the steel supports. If all goes to plan, this should start just after the March Open Day to allow a suitable time between events to restore the forecourt back to serviceable condition before the August event.

As everyone can imagine this structure will cost a significant sum of money and as Trustees we would prefer not to take on any debt to build it. Our funds are heading in the right direction but we are seeking donations, no matter how small, to support this initiative.

If you can help in any way then please send a Cheque payable to West Riding Omnibus Museum Trust to WROMT 47E Dale Street Ossett WF5 9HE.

Membership badge included

Thanks for renewing your subscription to the Museum – your membership badge is included with this newsletter. As a reminder, your badge will allow you free entry on Open Days providing you show it but please do not expect automatic entry if you don't have your membership badge to hand. However, we would always hope that you will support events by buying a booklet on the door.



The final bit. no more crossed legs – the WC relief!

Yes, we finally have a toilet facility in the building after almost 30 years! It may only be a temporary solution, but it is welcomed by all those that regularly attend the building to assist with the restoration of vehicles.

Faced with the closure of the Royal Public House, that offered us free use of the toilet facilities, and the ongoing need to hire in WC facilities for each open day, we have decided to invest in some owned units that will require minimal ongoing servicing. We are all feeling "flushed" with success, providing a "duplicate" by having two WC's, and a "relief" service by finally providing a WC in the building!!!