

## Spring Newsletter 2016

If you have any news or views for publication please hand or send them to Mark Byard or Andrew Beever

Welcome to new members:  
John Frisby, Kieron  
Patterson, Martin Cotton &  
Andrew Wardman



### *West Riding Leyland takes up residence at Beamish*

West Riding Roe bodied Leyland Cub HL 9621 is now in residence at Beamish and subject to continued restoration. Originally rescued by WROPS many years ago, the Cub has been resident in Oxfordshire for some time where attempts were made at restoration as can be seen in the shots below.



In early 2015 it was offered to Beamish and they snapped it up for continued restoration, along with a large selection of spares that would assist in another vehicle being saved. (Apologies for the poor quality of the shots)

A similar vehicle HL 7538 is fully restored in Pritchard's blue and cream livery and is often seen at events in the North West. Wouldn't it be nice to see one of the two back in green and cream livery?

### *AGM Update & Website Members Only Page*

We omitted some news from the last Newsletter regarding some formal changes to the management Committee. John Flowers was elected as Meeting Chairman and Mark Byard was elected as Archivist. It was agreed that Tony Salmon should be supported by a sub-committee and Keith Shenton and David Aston will now be formally assisting Tony. All other posts remain unchanged.

If you want to access the members only pages then the details are below:  
User name is; member2016 and the password is; mezzanine

## *Special news - a focus on Oakenshaw*

We thought we would start the New Year with a spring review of what is going on at our second shed at Crofton. Firstly, why do we sometimes call it Oakenshaw when it is actually in Crofton? Although Crofton is a village, Oakenshaw is a district within the village and hence the reason why sometimes we refer to it as Crofton and at other times Oakenshaw.

Before we go any further it is also worth pointing out that the Oakenshaw shed is not part of the Museum, Charity or Trust. This has been communicated at several meetings and it is important that everyone understands that Andrew Beever has very kindly taken on the commercial responsibility for the premises as an individual and as such he manages all financial matters and governance of the building on a personal basis. For that initiative it is worth saying a massive "thank you" from all the owners of the vehicles housed at Oakenshaw to Andrew and another "thank you" to Steve Hurley who actually found the building in the first place.

### **The history of how we got there**

Several of our buses took up residence at Oakenshaw as a result of us having a disparate collection of outstations in various farms and ancillary buildings and the odd space with a commercial operator. We had 6 buses at a farm at Sykehouse (near Doncaster) and we were faced with an uncertain future when the farm was put up for sale. We had 3 buses at Kirk Smeaton (near Pontefract) which whilst being under cover was vulnerable to dust as the barn had an open front. Finally, the Arches in Huddersfield where several vehicles were housed was becoming increasingly unviable and unsuitable. Add to that the growing number of exhibits that we were attracting made the situation a "no brainer" when Steve found more suitable premises.

Right; how the shed looks from outside



### **Residents take a bow – it's a full house with no spare space!**

We are often asked what vehicles live at Oakenshaw so here are a few pointers:

TOD 9 took up temporary residence so that the Woods Crossley could have a temporary home at Ravensthorpe.

Paul Goldthorpe's YWD Atlantean was an early resident and the jointly owned YWD Bristol VR RUA 455W is currently sat on the lifts having fuel tanks and skirt panels refurbished.

Steve Hurley has both West Riding Oly 577 and Lynx 377 sat side by side and Andrew Beever's Tracky National 245 was perhaps the first resident!

WROPS have the Bristol RE THL 261H, Wulfrunian UCX 275, Bristol VR OWW 905P and Ethel tucked up in the shed. Ethel is in temporary residence to free up space at Ravensthorpe so that we can get the scaffolding around WHL for painting.

A further two olies, one West Riding that operated in Fastaway livery and has coach style seating and is currently being worked on, and a Yorkshire example sit together.

Colin Sidaway has his two former Huddersfield beauties in residence – the Daimler that we see out and about and a Roe bodied Regent that is currently being worked on. John Hinchcliffe's centre entrance, full fronted Burlingham bodied Blackpool PD2 will make a fine sight when it is fully restored. His Sentinel is sat next to the PD2.

Simon and Joanne have the Keighley Hoppa, the Pennine Leopard and the Optare mini in residence. Mark's former Wallace Arnold Plaxton bodied Volvo B10M is also present and a Leyland National Greenaway is also with us for a temporary stay. Finally, Andrew Tindall's Warmington-on-sea Mercedes bread van takes up the last slot of space.

### **Request for a visit**

At a recent members meeting it was suggested that an organised trip be arranged for those members who have not been to the building. We agreed to do this in the early months of 2016 so an announcement about the date will be made at the April members meeting.

Given that we do not own the building and are on a private site we would ask that you do not simply turn up at the building unannounced unless you are a vehicle owner with a bus stored on the site. A large guard dog awaits your arrival!

If you would like to complete a private visit then Andrew Beever can arrange a time when someone will be on site so simply contact him to make the arrangement. He will do his best to help.

We are really lucky to have this facility as we have run out of space at Ravensthorpe and it provides a practical solution for many of our active preservationists who actually live closer to Wakefield than Dewsbury. It helps on Open days making more buses available to run in service. Long may it continue!

### ***Front cover Panther!***

LHL 164F found herself as the cover girl for the March edition of Bus & Coach Preservation magazine. Thanks must go to Mike and Andrew for spending a snowy Sunday morning out on the road with Philip and Sandra Lamb.



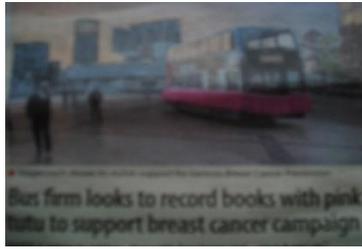
Doesn't she look well



It was perfect timing, we thought, when we were asked to help out at short notice as this gave us another opportunity to promote the March Open Day.

## *First dress up a bus!*

If you ever wondered (and you probably never have) what a bus looks like in a pink tutu then take a look at this: What next a PD2 in pyjamas!



Left; dressed up to support breast cancer campaign

## *More on Hedingham*

In the Winter 15 edition we showed a black and white shot of WHL 275J in service with Hedingham & District Omnibuses. As we said, Hedingham had a liking for ex West Riding rolling stock and to prove the point here is sister bus WHL 279J in full colour!



This one eventually ended up in Wales

Having served Hedingham well, WHL 279J ended up in Anglesey and was still in service in the new millennium! Rumour has it that an attempt was made to save it but those interested arrived one month after it had been scrapped. Lesson learnt – if you want to preserve a bus get your skates on!

## *Out and about*

As we all know the winter months are very quiet on the rally scene so our collection of vehicles has been tucked up over the cold winter period. However, we did take the PD2 to St Helens on 6<sup>th</sup> March and ten members enjoyed the event to the full. Planning for where we are going to take some of them in the next few months is well advanced and here are a few pointers of our planned destinations:

**Keighley Atlantean Spectacular Sunday 24<sup>th</sup> April – we will be running a free feeder to and from the event for members and the general public. Watch out for details! CONFIRMED.**

Andrew Beever is currently reviewing the rally calendar and an update will be given at the members meeting and on the members only page of the Museum website. Perhaps Rotherham and Peak Rail will be on the list?

## *Book donations urgently needed*

Our Museum Book Stall has been doing such roaring business that we urgently require replacement stock. Any bus related books, timetables DVD's & Video's that you have tired of will be gladly accepted. Simply bring them to a members meeting, the Museum or call Mark on 07956 579684 if you need help as a pick-up of the books could be made from your home if you are local.

## *The Magnificent March Open Day!*

It is very fair to say that Tony and his team had things planned well in advance with the outline already in place by early December along with several pre booked stalls and committed advertising from our partners.

With the weather really poor in November expectations for a busy March were high as several regular visitors were not present in November due to the early wet conditions on the day. We were not to be disappointed as the building was rammed with attending members of the public. We estimate around 1000 people attended.

Star of the show was West Riding Leyland National XUA 73X having made her static debut on the day. Many favourable comments were passed about the standard of the restoration and she certainly turned heads in her former West Riding Automobile Company livery. A last minute gear box sensor fault prevented her being taken for MOT so fingers crossed for next time. For the purists we are well aware that the livery is not to everyone's taste as she never actually carried this livery in service however we can all agree on one thing and that is the excellent paint job completed by paint pot Andy. (We are looking forward to the completion of WHL 970 to the same standard Andy!)

We operated 119 journeys on 24 different buses using a very comprehensive timetable. Charlottes services were so full that four extra buses had to be used! Stall holders commented that they were extremely happy with numbers in the building and our two WROPS stalls had their busiest ever day. Many traders were very keen to get booked in for the August event which demonstrates how our events are building year on year. The Café was well supported and several visitors commented on the superb range of homemade cakes so thank you very much to the bakers!

The one thing that really stood out was how the Dewsbury Bus Museum team came together once again. We had every job covered thanks to all of you willingly giving up your time to help. The Trustees would like to thank you all very much as an event of this size can only happen with teamwork, co-operation and good humour! (especially when planned bus attendance changes at the last minute)

The Facebook comments went wild with positive comments about the event and this obviously reflects very well on how professional our events are. Visitors were asked to complete a questionnaire and the comments were superb - we will share the results with you at a forthcoming members meeting. Visitors can also rate their experience of the day on the Museum homepage by simply clicking a few buttons!

Finally a massive well done to Tony Salmon for organising the event and for dealing with 4 cancelled vehicle attendances in the few days before the event. He managed to pull off a David Nixon style trick and found four substitute buses at very short notice!

## *R.I.P Geoff Holt*

It is with sadness that we have to report the passing of Geoff. Although he was not an official member of the Museum, Geoff made significant financial donations to WROPS to secure the ongoing preservation of Ethel and BHL. Although no longer a native of Yorkshire he had regular updates provided by Stuart Goldthorpe and thanks must go to Stuart for his friendship to Geoff in his final years.

## *Keeping you updated*

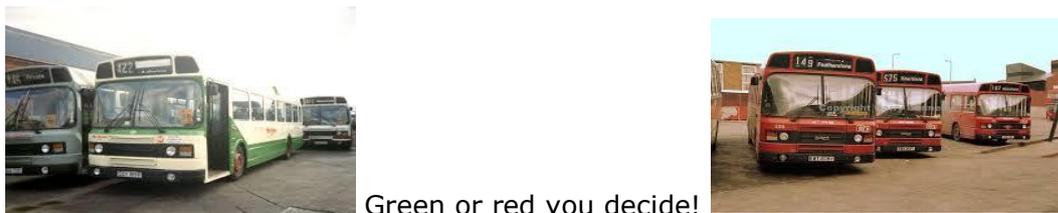
If you can't attend the monthly members meeting (Every third Monday of the month at the Royal Public House next to the Museum from 7.15pm) but would like to see the minutes from each meeting, then simply send a supply of stamped self-addressed envelopes to Andrew Beever, 20A Brookfields, Netherton Wakefield, WF4 4NL and Andrew will sort out a monthly copy for you. Happy reading!

## *Vehicle Updates*

**The National** is shown here basking in the spring sun in all her glory almost ready for her MOT..... (Well done Colin Poole for sticking with this project!!)



And for the purists amongst us here is how she might have looked if we had gone for an "in-service" livery choice.....



Green or red you decide!

To all those who have helped restore XUA 73X thank you very much! A few tasks are needed to get her ready for the trip to the test station including the small matter of a working inhibitor which will allow her to engage all forward gears!

**The Arab** KHL 855 has had her missing piece of sunken gangway re-instated and the bottom section of the missing piece of offside front bulkhead put back in place. The front and rear domes have been knocked back into shape and a full rewire has commenced. It is planned to move her to the Museum building as soon as the National has the MOT completed so that the bodywork repairs can be sorted and the painting can commence. With WHL 970 straddling two spaces for her repaint it is hoped the Arab can be parked up alongside her where the additional space is very helpful.

**The PD2** has had a spare wheel brace fitted under the staircase so that we can take her further afield without the worry of being stuck somewhere in the event of a flat tyre. Mike and Andrew spent a couple of days making the brace. Thanks to Colin for also pitching in with the removal of the under stairs shelf.

**The Hoppa** flew through the MOT the week before the open day.

**The Bread Van** is currently being worked on in the York area to try and rectify the lumpy engine noise!

**The Fastaway Oly** has had the radiator repaired and should be refitted back in position by the time you read this.

**The Blackpool PD2** continues to have bodywork repairs completed.

**The First Scania** has had much work completed on her but was unable to make the Open Day due to a brake issue discovered at her MOT.

**The Panther** is due to have replacement glass fitted to a side window after it cracked whilst parked up in the Museum building. The damage was age related and sometimes happens, particularly in cold weather. This prevented her from operating in service on the open day as the glass could not be obtained in time.

**The Halifax Leopard** has been having trouble starting and this was finally tracked down to a poor battery on the morning of the open day. With 10 minutes to spare Dave Sayer managed to change the battery in time for her to perform to timetable on the open day roster.

**The County Arab** continues to have work completed on internal paint removal.

**TWY 8** has been sluggish starting and Andrew is monitoring the situation before shelling out for two new batteries.

**TOD 9 & PJX** were invited to a photoshoot with Bus & Coach Preservation Magazine on the day before the March Open Day. Watch out for a major spread on these two buses in a future edition of Bus & Coach Preservation magazine and if you don't already subscribe why not sort out a subscription so that you do not miss out on any news, open day dates and views in the bus preservation world?

## *Bus & Coach Buyer Mag reviews Autumn open day!*

There is no greater compliment than an unprompted review of the Museum and that is what we got when Bus & Coach Buyer magazine completed an anonymous review of our November Open Day.

We fared extremely well with several vehicles mentioned in the article including TWY 8, EVD, H630, WHL, the Lynx and our latest addition the Yorkshire Oly.

Compliments must go to all those involved particularly in view of the comment we received that "22 vehicles performed to programme on heritage bus routes" Well done everyone!



Left; TWY 8 takes centre stage

## *For sale*

We have been contacted by fellow enthusiast Kelvin Amos. He has a large selection of YWD & WR photographs for sale for 50p each on a sale or return basis. If you would like more information he can be contacted on: [ka92@blueyonder.co.uk](mailto:ka92@blueyonder.co.uk)

## *Museum Building Update*

A concerted effort has been made to get some order to the mezzanine stores area following the acquisition of some new racking. A special thank you must go to Louis, David and Tony who have dedicated their Monday visits to sorting this out.



Right; a proper stores area coming together at last

With a more orderly stores area in place a proper canteen area has been created. Thanks to Calder Conferences of Leeds for the donation of a water boiler we now have a dedicated tea and coffee station with free drinks for our happy team of workers! Free mugs are also provided but please wash up after your cuppa!



Left, Cafeteria style tables, chairs and food!

As you can see we even have proper tables to eat our lunch from and for that luxury touch they even have table cloths! All we need now is for Tony Hanson to return for the Monday fish and chip run so that we can make full use of the facility! Tony, please RSVP when you are ready to return.

With the mezzanine coming together the next task is to tackle the racking next to the County Arab and move everything to the rear of the building or to the mezzanine. If you would like to help the Monday team will gladly accept additional pairs of hands in return for a cuppa!

## *The final bit*

Following our recent update that the Dalesman coach is back in the restoration programme, Ken Aveyard has sent us a photograph of the day the coach was actually collected by WROPS from Winkleigh. From left to right Ethel (just in the shot) acting as support vehicle, the Dalesman coach, Tony White, Ken Aveyard, Shaun Simpson & Ken Newbould. Ian Hunter acted as official photographer!



Left; JHL 983 in November 1978