

# LEEDS TRANSPORT HISTORICAL SOCIETY

NEWS SHEET 179

NOVEMBER 2014



## DIARY OF L.T.H.S. MEETINGS & EVENTS

**Mon. 10 Nov. - More Historic Films from the Archives of the National Tramway Museum** Roger Benton

**Mon. 8 Dec. - British Buses & Trolleybuses**  
from the camera of Mike Waring (preceded by EGM)

**Mon. 12 Jan. - Members' Digital Images**

**Mon. 9 Feb. - From Teenage to Twenties**

Eric Smith recalls visits to Belgium, France & Germany, 1951 to 1965

**Mon. 10 Mar. - A Tour of Yorkshire by Tram and Train** Paul Abell

**Mon. 13 Apr. - Annual General Meeting**

## OTHER LOCAL MEETINGS & COMING EVENTS

Unless stated otherwise, non-members of these groups are welcome to attend all these meetings.

Details of membership can be obtained at the meetings.

### November

**Tue. 11 (LRTA) - Remembering Leeds Trams - an Evening of Nostalgia** Mel Reuben

**Mon. 17 (LTTG) - Leeds Buses** Ian Dougill

**Fri.- Sun. 28-30 - 2014 Wakefield Model Railway Show**, Thornes Park, 1730-2100 (Fri), 1000-1800 (Sat), 1000-1700 (Sun)

### December

**Tue. 2 (MRT) - Christmas social quiz - not too difficult!** Team Dobson

**Thu. 4 (NGRS) - Films from the Archives**  
David Charlesworth

**Tue. 9 (LRTA) - Trams in the Ukraine**  
Mike Waring

**Mon. 15 (LTTG) - AGM (members only) followed by Charlie Watson's Video Show**

### January 2014

**Tue. 6 (MRT) - Sri Lanka 2014** Andrew Johnson

**Thu. 8 (NGRS) - Lost Little Lines of Leeds**  
Malcolm Hindes

### February

**Tue. 3 (MRT) -** tba

**Thu. 5 (NGRS) - Monsoon Tours - Faces & Places**  
Philip Lockwood

## Groups, Meeting Places & Times

MRT - Middleton Railway Trust, The Engine House, Moor Road, Hunslet, 1930. No charge.

LRTA - Light Rail Transit Association, Leeds Area, Room No. 5, Civic Hall, 1900. Room collection

LTTG - Leeds Transport Touring Group, at Grove Inn, Back Row, Holbeck, 2000. £1

## LEEDS TRANSPORT HISTORICAL SOCIETY EXTRAORDINARY GENERAL MEETING

Notice is hereby given that an Extraordinary General Meeting of the Society will be held on Monday 8th December 2014 at the Richmond Hill Community Club, Railway Street, Leeds, commencing at 20.00 hrs.

### Agenda

1. To consider the following motion:-

**That the LTHS seeks to register as a Charitable Incorporated Organisation and that the assets and liabilities of the existing Charity be transferred to the new organisation when it is established.**

Anyone with queries about the Extraordinary General Meeting or who needs further information should contact the Hon. Secretary at the address below:

17 Church Street  
Gildersome  
LEEDS LS27 7AE  
Tel 0113 2522797

J M Guest  
Hon. Secretary

8 November 2014

An explanation of the reasoning behind this is set out below.

Members will be aware that at the 2014 AGM, approval was given for the setting up of a Company Limited by Guarantee, to be called the Leeds Transport Historical Society. The intention was that once the company had been set up, the assets and liabilities of the existing charity would be transferred to the new company.

Subsequent to that meeting a new type of organisation has been created by the Charities Commission, this is called a Charitable Incorporated Organisation (CIO). The Committee has investigated this and feels that this would be a better and more appropriate way forward for the LTHS, as it avoids the complications and reporting demands of a Limited Company.

The Committee is therefore proposing that we follow this course and are seeking members' approval to form a CIO and to transfer the assets and liabilities of the LTHS to the CIO when it is set up.

In order to do this we will hold a short EGM at the start of the December Social meeting.

There will be little practical effect on members and no adverse effect. The one change that you will notice is a change to our charity number.

We anticipate that the EGM should only take a few minutes and you are all invited to come along.

Jamie Guest

Hon Secretary

## **TAKING THE TRAM TO HARVEY NICKS**

**Jamie Guest**

On Friday 3rd of October a tram appeared in Briggate for the first time since 1959. How it came about is an interesting story and I thought that members would be interested in knowing more about how and why this event happened.

For several years now Leeds City Council has organised an arts festival called Light Night Leeds. This takes place one evening in early October and consists of a series of art installations involving light. There are usually several big set pieces involving images being projected onto public buildings, as well as many other smaller shows and street theatre and entertainment.

Four years ago a young Latvian art student called Anna Politiko came to Leeds to study for her degree. She had an interest in public art. She liked Leeds and still lives here. At times she has, like many of us, walked up and down the main streets of Leeds and thought about the many thousands or even millions of people who have walked up and down the same streets for whatever reason. She wondered if it was possible to create an artwork that somehow captured the spirit and energy of these people.

She came up with the idea of projecting images of people from earlier times, the 1920's and 30's, onto one of the shops in Briggate, calling them 'Ghost Shoppers', and pitched the idea to the staff of Light Night Leeds. Some of their funding is aimed at new artists and Anna qualified. Thus the project was born. However none of the shops that were approached wanted to take part. Anna noticed that all the period photos had trams in them. She comes from Riga and grew up to the sound of trams, so thought of trying to use a tram as the main feature and to project the images onto the tram.

Steve Manthorpe, the creative director of Light Night, liked the idea and Anna set about trying to find a tram to bring to Briggate. She approached various museums with no joy but members of the Manchester Tramway Museum Society (Heaton Park) passed her message onto me in late August. As you know the LTHS had worked with Heaton Park to bring Manchester 173 to Morley at the beginning of August so a series of phone calls started with a view to trying to repeat the exercise.

Steve and I went over to Heaton Park at the beginning of September and a plan emerged. This was worked on by all the parties concerned and the various areas such as insurance, transport and the technical side of the image projection were put into place. A site meeting in Briggate with people from Leeds City Council also took place one afternoon. A lot of work, by a lot of people was involved but things eventually fell into place.

On Thursday 2nd October I went over to Heaton Park with our editor to help load 173 onto a Gillespie's low loader. As usual with these events time just seemed to slip as we waited for the low loader to arrive but eventually we got started and by 6 pm the tram was safely chained down onto the trailer and sheeted up ready for its journey. We then measured the height to check it and found that it would only have 2½" of clearance through the inner ring road tunnels, so when I got back to Leeds I had to survey a new route into

Briggate that avoided the tunnels, weight restricted bridges, and the vagaries of the Leeds one way system.

Early on the Friday morning I met the lorry at Gildersome and then guided it in via the M621, Crown Point Bridge and Eastgate. Here we had to do a double shuffle into New Briggate before reversing down Briggate to the events area. When we got there the bollards hadn't been unlocked. Briggate is surprisingly busy with delivery vans at 7 o'clock in the morning so we had to park the low loader to one side to allow vans to pass whilst we waited for the lady with the keys. The only place to park was outside Harvey Nichols. Our chairman later remarked that this was probably the only time that a tram has been outside any branch of Harvey Nicks, anywhere. I wondered if their clientele would have appreciated the air conditioned comfort of the wooden seats on the upper deck of 173.

Anyway the bollards were unlocked and by 8.30 the tram was in position on its low loader. Barriers were then placed around it and during the day the projection equipment was installed inside. This consisted of eight digital projectors placed on the seats along with a variety of computers to drive them. Each projector was focused onto the interior of each saloon window. The windows had been covered with tracing paper to take the images. Vinyls were also put along



the sides of the tram to replace the wording 'Manchester City Tramways' with 'Leeds Tramways Company'.

As darkness fell the crowds started to appear and I spent the evening in town, mainly with the tram. The images of passengers in period dress looked stunning and the 'Ghost Tram' was much admired. One family came and chatted and mentioned a grandfather who had worked on trams. They didn't know where he had worked but they mentioned that he used to paint the numbers on the front. They were very pleased when we were able to tell him that the gentleman must have

MTMS members who loaned their precious tram in order that this could happen. 173's travels are now over for the time being as a start is to be made soon for its full restoration to working order. Hopefully by 2016 we should be able to see it operating in its home city.

And hopefully we won't have to wait another 55 years before we see a tram in Leeds City centre again.



### **LEEDS MODEL RAILWAY SOCIETY EXHIBITION**

Our Society had its customary stand at the Leeds Model Railway Society's Show at the end of October. This time we were in a less excellent spot than usual, well down the entrance hall of the Grammar School.

We had a good range of new and used books, videos and models on sale, but takings were not as good as usual. Perhaps the absence of a working layout was to blame, maybe the lack of a new book to launch, or possibly just the less favourable position. Thanks go to all who helped staff the stand, but please, future potential volunteers, let Stephen Longthorpe know when you are available so he can plan the staffing. We are only provided with three staff passes, and these need to be allocated appropriately.

worked at Kirkstall Road workshops. Various LTHS members came along during the evening and Anna was there most of the time. We talked to many people about the tram and handed out publicity leaflets for Heaton Park. I managed to have a quick walk across the civic hall to see the images projected onto it. The whole city centre was full of good natured crowds. Coming back it was noticeable how small the tram looked from the top of Briggate. By chance the tram was positioned outside the old Matthias Robinson's now Debenham's store, and Tony Cowell had found a photo of a tram in the same position. Our Chairman was able to replicate the photo during the day.

All too soon it was 10 pm and time to finish. Anna and two friends set to work dismantling the projection equipment inside the tram and I set to work sheeting it up for the journey home. The night security guards were briefed but the Leeds vinyls were left on so that late night revellers weren't offended by an interloper from across the Pennines.

Saturday morning found me back down in Briggate at 7.30 am and having to guide another driver into the city centre by phone. The trailer was quickly couple up and the Leeds vinyls removed and by 8.00 am we were on our way back to Heaton Park.

Once back at the park the team of volunteers from MTMS got the ramp assembled quickly and 173 was soon safely back on home rails.

Anna and the staff at Light Night Leeds were very appreciative of all the work that had gone into helping her realise her dream of an art installation involving a tram. I would also like to give my thanks to all the

The actual exhibition saw just one tramway layout, the superb Grime Street, unashamedly depicting a fictitious area of Leeds.

### **SPOT THAT TRAM**

**Chris Spring**

Our member Chris Spring has provided some photographs for our entertainment over the winter months. Unlike the "mystery" Horsfield in Kirkgate (identified as 191) these vehicles are all identified. It is the locations that we are asked to identify. Some of them are reasonably easy, others have changed so much that they will tax memories. There are no prizes (again), but we hope you enjoy the challenge.

We are grateful to Tony Wilson of Travel Lens Photographic for readily agreeing to his photos being reproduced and hope that no other copyright holder will be offended. [If you want decent copies of TLC photos contact Tony at Flat 4, 4 Merton Bank, Douglas, IM1 2DG].

Chris prefaces this selection:

After all the excitement of the 191 mystery, I wonder if more mystery photos would be of interest to the members. I lived in Leeds from 1955 to 1959, age 9 to 13, until my dad had to move to Preston with his job. I was too young to take photos then, although subsequently took 8500 railway photos up to 1968, all now scanned. Still retaining an interest in Leeds transport I have built up a collection of bought pictures, mostly from Malcolm King and Tony Wilson. I like to try to identify the location of the photos, and usually manage to do this by comparison with other photos, Jim Soper's books or Google Earth. However

there are some street settings that I can't identify. Having left Leeds at the age of 13 I have little

knowledge of street scenes other where I lived, which was Oakwood.



Horsfield 161. Chris suggests Dewsbury Road. Do you know better?

[Copyright Travel Lens Photographic]

Horsfield 174.  
This one should be easy as at least one well-known building is still standing!

[Travel Lens Photographic]



Another Horsfield, 192.  
Chapeltown Road?

[Travel Lens Photographic]



Another easy one, for the bus boys.  
Regent V 903

[Travel Lens Photographic]



## *Season's Greetings*

Very shortly the festive season will be upon us and we trust you will have a joyous time over the next few weeks. News Sheet 180 should be issued in February, with notice of the Annual General Meeting. This is the chance to vote some "new blood" on to the Committee. Think about it. Who would **you** like to propose? How about yourself? Meanwhile, the Compliments of the Season to you all from the present incumbents,

*Ian, Stephen, Jamie, Tony, Jim, Mike & Malcolm*

## MORE RAMBLINGS ABOUT THE PAST, STARTING WITH 7<sup>th</sup> OCTOBER 1929

### (The day when the tram routes changed numbers)

Eric Smith

A reminder, first, that each Leeds tramway service radiated out of the city centre, known as “town”, and that each route had its own number. Most routes were linked across town, but no mention was made of this in timetables. Even so, most Leeds residents knew where their trams went, what their number was and to which route they were linked.

On journeys out from town, trams showed the designated number of that route. They showed the same number if returning to the city centre, but a different number if they crossed town onto another route.

The first numbering system, introduced in 1926 with the arrival of the “Chamberlain” cars, made hard work for the conductors so new numbers were issued on 7<sup>th</sup> October 1929, but keeping to the same principle of giving each radiating route its own identity. There were no changes to the services themselves on this date - just new numbers.

I first saw an LCT timetable in 1949. The index started off with a list of the radiating tram services, minus their route numbers, although in fact they were listed in numerical order! Then followed the bus services with their route numbers (29-78). After this came an item headed TRAMCAR ROUTE INDICATOR NUMBERS. Here’s how the list might have looked in October 1929.

<b>1</b>	Hyde Park, Headingley, West Park or Lawnswood
<b>2</b>	Reginald Terrace, Chapeltown or Moortown
<b>2 Circular</b>	Chapeltown, Moortown and Roundhay
<b>3</b>	Harehills Road or Roundhay (via Roundhay Road)
<b>3 Circular</b>	Harehills, Roundhay and Moortown
<b>4</b>	Haddon Place, Kirkstall Abbey, Horsforth or Guiseley
<b>5</b>	Park Gates or Beeston
<b>6</b>	Hyde Park (via Woodhouse St.) - circular with Route 7
<b>7</b>	Hyde Park (via Belle Vue Rd.) - circular with Route 6
<b>9</b>	Cross Flatts Park or Dewsbury Road
<b>10</b>	Compton Road
<b>11</b>	Harehills Road (via Beckett Street)
<b>12</b>	Middleton
<b>14</b>	Branch Road (Armley), Town End (Bramley), Stanningley or Pudsey
<b>15</b>	Hough Lane or Rodley
<b>16</b>	Whingate or New Inn (Upper Wortley)
<b>17</b>	Harehills Lane (York Road) or Halton
<b>18</b>	Crossgates
<b>19</b>	Lower Wortley
<b>20</b>	Cross Green Lane or [South] Accommodation Rd. (via Easy Road)
<b>22</b>	Templenewsam
<b>23</b>	Meanwood
<b>24</b>	Football Ground, “Fountain” (Morley), Tingley or Bruntcliffe
<b>25</b>	Hunslet (Thwaite Gate) or Rothwell
<b>WR</b>	Hunslet, Lofthouse, Outwood, Wakefield or Sandal
<b>26</b>	Balm Road (Hunslet)
<b>27</b>	Victoria Road or Cardigan Road (via Burley Road)
<b>29</b>	Domestic Street (Holbeck)
<b>30</b>	Victoria Road (Headingley) (via Woodhouse Lane)

[NB - “WR” - Yorkshire (West Riding) Tramways route to Wakefield.

Route 25 to Rothwell was a W.R. route too, but operated almost exclusively by LCT cars.]

In 1929 the Leeds tramway network (both LCT and WR) was probably at its maximum extent. The through dual-gauge service to Bradford had suddenly ended in March 1918, and in June 1922 the Whitehall Road route had been replaced by trolleybuses.

The short branch down Gipton Approach (No. 21) was yet to open in 1936, and in four stages - in 1940, 1946 and 1949 the No.26 was to be extended from Balm Road to Belle Isle and Middleton.

During the 1930's many miles of tramway were closed when the West Riding tramways to Rothwell (No.25) and to Wakefield ceased operating and when, like No.25, routes 4, 14 and 24 were cut back to the city boundary. During this decade a start was made on eliminating single track sections. Although track on Route 10 was doubled, routes 6, 7, 15, 20, 27, 29 & 30 closed. Sections of routes 27 and 30 were retained and a revised weekday daytime only No.27 operated via Woodhouse Lane.

So, it's about time I made a list of which routes were linked together across town in 1929 - and for many years thereafter! Well, to start with routes 12, 14, 15, 22, 25 and the West Riding route to Wakefield terminated on loops near the Corn Exchange, with no through running (so they showed the same number in both directions!).

Through routes:	1 and 2, 2 Circular, 3 Circular	3 and 4
	5 and 3 (Harehills only), 6, 7	9 and 10, 11
	16 (usually New Inn) and 17	16 (usually Whingate) and 18
	19 and 20	23 and 24
	26 and 27	29 and 30

I grew up in the 1940's, and it became evident to me by the time I was four years old that each tram route had one main loading point in town. In fact city centre stops were few and quite widely spaced. Some were marked "ALIGHTING ONLY". In fact the only place in town where you could board a tram for Meanwood (renumbered 6 in 1938) was in Vicar Lane at the County Arcade.

Only recently I realised that this October 1929 renumbering was set to a pattern based on the main city centre loading point. For routes 1, 2, 3 and 4 this was the famous Briggate barriers where you boarded at the front of the car, causing the driver the hassle of seeing to the platform doors and, at the head of the staircase, a door or, worse still, an awkward two-section trapdoor.

For routes 26, 27, 29 and 30 (and also 5 [part day] and 7) the main boarding point was City Square; the loosely defined Corn Exchange area served routes 3 (supplementary service to Harehills), 5, 6, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25 and WR to Wakefield.

Until the end of the 1930's these three locations appeared on tram tickets, supplemented by "The Markets" for the York Road routes. Note that, from 1939, Swinigate alongside the depôt became the main boarding point for routes 12, 25, 5 (part day) and many journeys on route 26.

Currently, on Leeds buses, fare stages and the exact fare for your intended journey are hidden from the public gaze, but on these tram tickets of eighty years ago fare stages were named, in two columns, and passengers were advised that the ticket was valid as far as the stage opposite the one obliterated by the punch hole.

In 1940, simpler standardised tickets came into use, the ones used on trams carrying a choice of twelve numbers to punch. On fare tables the four main boarding points were numbered "1". Conductors booked-up their tickets at suburban termini and at any point where they started or finished their duty. They also booked-up at Stage 1, so as to keep the finances of each tram route separate. This system remained in force to the end of the tramways. After 1949 tickets were of the "Ultimate" type and the stage number was printed thanks to an inked ribbon, a new strip of which conductors needed to acquire from time to time from the Traffic Office in their depôt or garage. A messy business, this! Note that, on replacing cross-city bus services "Stage 1" was one of the outer termini and there was no booking-up in town.

However, with the trams there was one notable exception which lasted from 22<sup>nd</sup> July 1956 to 28 March 1959. This was the lifetime of that wonderful link-up of the York Road and Middleton services (12, 17, 18, 20, 22, 26 & 27) giving a route well over 60% of which was on reserved (called "express" in Leeds) tracks. During this period almost unbelievably two cross-city timetables were published: "Crossgates - Corn Exchange - Belle Isle - Middleton" and "Halton - Corn Exchange - Belle Isle - Middleton".

Tram conductors and conductresses were amazed to be told that booking-up would be at termini only, as well as at Lingwell Road for the Middleton Circulars. No booking-up when passing Kirkgate!

Just like a bus route, stage 1 was at one end (Crossgates) and continued to 8 (Corn Exchange), 16 (Lingwell Road), 24 (Corn Exchange), 29 (Halton) and the giddy heights of 31 (Templenewsam). By comparison the highest stage number of a bus route at this time was 21 (on the Fountain Street loop in Morley (buses 52 and 53)).

In July 1956 this improvement to the work of conductors was, alas, not extended to the other two cross city-centre tram services still operating: Dewsbury Rd. - Briggate - Moortown Circular - Briggate and the part-day direct service Dewsbury Road - Briggate - Harehills or Roundhay (routes 2, 3, 9)

Eventually Leeds City Transport imitated the Glasgow fare-stage system of having a fixed stage number for the main city centre boarding point. In Leeds "20" was chosen, with numbers decreasing as you went north or east and increasing when going west or south.

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Contributions of news or articles for News Sheets are always welcome and may be submitted to the News Sheet co-ordinator, Malcolm Hindes, at 34 Moor Park Villas, Headingley, Leeds, LS6 4BZ, e-mail [malcolm.hindes@btinternet.com](mailto:malcolm.hindes@btinternet.com)

All statements and comments are those of the contributors and do not necessarily represent Society policy.

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