

LEEDS TRANSPORT HISTORICAL SOCIETY

NEWS SHEET 186

AUGUST/SEPTEMBER 2016



FORTHCOMING L.T.H.S. MEETINGS & EVENTS

Meetings at Richmond Hill Community Club, Railway Street, Leeds, LS9 8HB, 1930 for 2000 start.

The full programme of social meetings for the 2016-7 season should be enclosed with this News Sheet.

- Mon. 12 Sep. **Leeds Transport in Colour** Jim Soper
Sat. 17 Sep. **Society Visit to NET, Nottingham** See separate item
Mon. 10 Oct. **Trolleybuses** Mel Reuben
Sat./Sun. 29/30 Oct. **Sales stand** at Leeds Model Railway Exhibition
Mon. 14 Nov. **Southern Railways** Paul Abell
Mon. 12 Dec. **British Trams & Buses** Ian Dougill

OTHER LOCAL MEETINGS & COMING EVENTS

September

- Tue. 6 (MRT) **China** Adrian Freeman
Tue. 20 (LRTA) **Trams on Cine** Malcolm Hindes

October

- Tue. 4 (MRT) **Freight only** Kris Ward
Thu. 6 (NGRS) David Joy
Tue. 18 (LRTA) **Trams on Video** Mike Waring
Sat. 29 (SLS) **Transport Collectors' Fair** at Pudsey Civic Hall

November

- Tue. 1 (MRT) **Industrial Locos** Ian Smith
Thu. 3 (NGRS) tba
Sat. 5 (TMS) **Members' Day at Crich** all LTHS members invited

- Tue. 15 (LRTA) **Leeds Trams** Ian Dougill

December

- Tue. 6 (MRT) **Christmas Quiz** Team Dobson
Thu. 8 (NGRS) tba
Tue. 20 (LRTA) **Tramway Odds & Ends** Mel Reuben

Groups, Meeting Places & Times

- MRT** Middleton Railway Trust, The Engine House, Moor Road, Hunslet, 1930. No charge, refreshments on sale in the interval.
- LRTA** Light Rail Transit Association, Leeds Area, Committee Room No. 5, Civic Hall, 1900. collection £1.
- NGRS** Narrow Gauge Railway Society, Yorkshire Area, The Epicentre, Meanwood Valley Urban Farm, 7.15 for 7.30. Collection £2. Refreshments (and fresh eggs!) on sale.
- SLS** Samuel Ledgard Society (see page 3 for time and location)
- tba** Information awaited

SOCIETY OUTINGS

Heaton Park

Malcolm Hindes

The annual joint LTHS/LRTA visit on the evening of Tuesday 19th July was the usual success and a goodly number of members and friends had an enjoyable evening tram riding (and for some, driving).

Leeds Stores Car 6 was back in livery as Hull 96 and the refreshments (paid for by the LRTA) were much enjoyed. By using car sharing rather than hiring a bus, times were flexible and we enjoyed a longer stay than in some previous years.

Nottingham, 17 September

Jamie Guest

As most of you will know we have been planning a trip to the newly enlarged Nottingham tram system for some time. For various reasons this did not take place last year but is taking place this year.

The plan is to travel down from Leeds by train then spend the day riding the complete system, taking the first tram that arrives at the Nottingham Station stop. There should be plenty of time to ride both routes and hopefully have time for a couple of photo stops.

We plan to meet on Platform 17B at Leeds Station at 09.05 on Saturday 17th September to catch the direct train to Nottingham. This arrives in Nottingham at 11.00 and we will then make our way to the Tram Stop above the station. I suggest that we catch the first tram that arrives after 11.15 so any members wishing to meet us at Nottingham come to the tram stop.

Trains return to Leeds at 17 minutes past the hour; I propose to catch the 17.17 which gets back into Leeds at 19.25.

The day return fare from Leeds to Nottingham by these trains is approximately £17 or £12 with a Senior Railcard.

Our last trip, to Manchester two years ago, was a success with about 10 members coming out for the day. I look forward to seeing you on the train or the tram.

SOCIETY SALES STANDS **Stephen Longthorpe**

Many thanks to those who helped at Sandtoft in July. The stall is booked in at **Leeds Model Railway Exhibition** 29 & 30 October, Grammar School at Leeds, Alwoodley Gates.

Assistance and help setting up display boards are required, but please be aware that we need to know when you are coming. We have a limited number of staff passes - anybody turning up *on spec.* will be asked to pay the full exhibition admission fee.

If you could help with any of these events your assistance would be gratefully valued.

Telephone (0113) 305 0576, Mobile 0749 374 5027

MEMBER NEWS

Long-time exiled in Derbyshire (guess why!), **Laurence Dutton** has returned to his home city, and is now resident in Beeston. Welcome home, Laurence; we hope you will be able to get to our meetings.

On a sadder note, fellow Beeston resident and lifelong LTHS member **Peter Johnson** passed away early in August. Peter was a founder member of LTHS, with membership number 2, and was part of the team that managed to acquire and preserve the Leeds fleet at Crich. He was also pivotal in the preservation of his favourite tram, Blackpool balcony 40.

Peter had been suffering from prostate cancer for a number of years and leaves a massive collection of tram books and pictures (mostly unseen images of the trams in Leeds).

Our sympathy and condolences go out to Martin and the rest of the family.

SUBSCRIPTIONS **Tony Cowell, Hon. Treasurer**

The yearly £10.00 membership subscription became due from all members on the 1st September 2016.

The postal address is: A. Cowell, 3 Windmill Rise, Aberford, LEEDS, LS25 3EW. If you require a receipt by return, please enclose a stamped addressed envelope, otherwise a receipt can be sent out (if requested) with the next News Sheet. Alternatively, acknowledgement can be sent electronically via an email.

It is now established that we can claim **Gift Aid** on both subscriptions and donations. In order to facilitate this members are asked to sign the declaration included with this News Sheet.

I would like to thank the members who have already renewed without any reminder.

Members should note that details of membership are held on a data base. Anyone, should they so desire, can be removed from the list. Their status as a member will, of course, remain.

BOOK REVIEW

Robin Oldfield

Regional Tramways: Yorkshire and North East of England.

Peter Waller

Pen & Sword Transport, 176pp, £25.00

Having previously written about the unfortunate errors in Richard Buckley's otherwise beautiful book, then worn out the keys on my computer listing the horrendous gaffes in the Berry book, my wife sighed when I brought home this new publication and immediately went into Victor Meldrew mode.

She need not have worried, for this is a fine publication, though not without errors. It begins with a very readable chapter on the early years of the eleven systems covered. It then goes on to look at each system in turn detailing routes and trams since 1945.

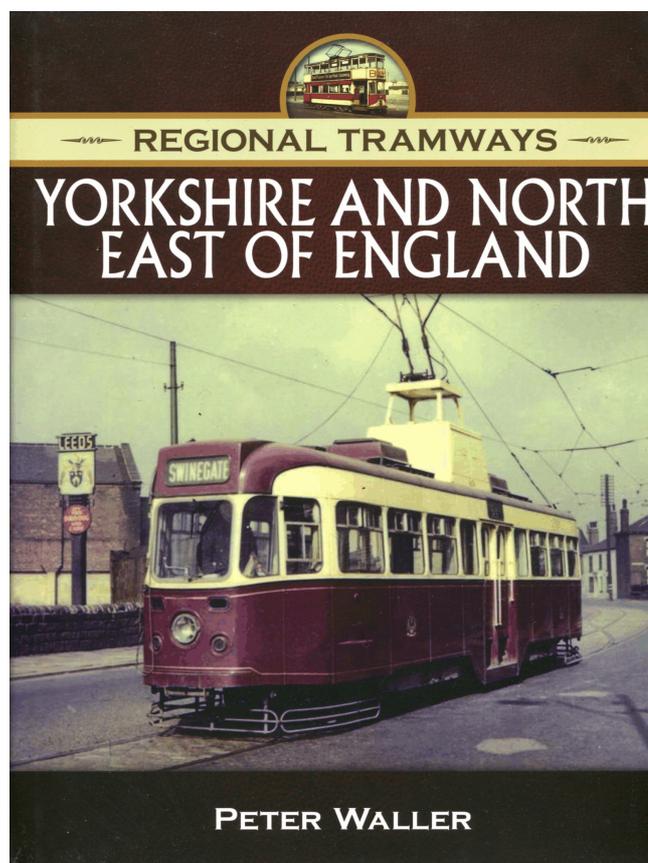
I will confine my remarks to the Leeds section as I know nothing about trams north of Moortown Corner or south of Morley. This covers 35 well-presented pages with several photos I had not seen before.

It does go into some detail throughout, including lists which might be better in tabular form as they make heavy reading when included in the text. An example is the list of Felthams and their previous London numbers.

The map (as at 1945) has a number of obvious errors, including showing the line into Halton village (removed in the 1930s), an error compounded in the caption to a later photo. Torre Road depot is not shown. Elland Road terminated just before the railway bridge, but the map shows it continuing much further down to the Dye Works and Compton Road terminus is simply labelled "Compton".

The problem with so much detail is that mistakes can more easily be made – reference to the renumbering of 105 rather than 104, and convert 176 rather than 276 – and other minor errors such as a photo caption referring to the eight Manchester Pilchers numbered 280 to 287. 287 was renumbered 280, so of course, there were only seven. 275/276 were renumbered 349/342 not 342/349 and Feltham 520 is misprinted as "20".

Indeed the book might also have benefited from an



explanation of why so many trams were renumbered (some of them possible insurance scams?). Some of the livery comments are confusing, I was amused to see the reference to Nipper (!) Lane, and is there really a Corporation Road somewhere?

The only major gaffe I found is the caption to 309. Describing how 328 was used in the restoration for the 1948 film "Through the Needle's Eye" it refers to the photo as the tram "in its post-restoration condition" whereas it is clearly the real 309 in its war-time state with wide dash band and headlamp masks. "309" (ex-328) was scrapped in Low Fields Road yard, of course, not Cohen's.

For most of us the detail is better dealt with in Jim Soper's books, but overall this is a lovely publication and one I can heartily recommend, especially to those of us over 60 who actually remember trams in Leeds.

SAMUEL LEDGARD SOCIETY EVENT

Saturday 29th October 2016 – The Samuel Ledgard Society's 12th Annual Transport Collectors' Fair at Pudsey Civic Hall, Cote Lane, Pudsey, near Leeds from 10am to 4pm. Admission £1.

Over 100 tables selling all manner of transport memorabilia and collectables.

Enquiries: Barry Rennison, phone 0113 2363695, email rennison@cc-email.co.uk

WHERE'S THAT TRAM?

To start with, let's deal with May's puzzle pictures.



Quite a few people identified this one, notably our Treasurer Tony Cowell whose grandparents lived just round the corner in the Sandons, so he used this tram stop a lot.

The location is Balm Road crossover, just up from the junction with Moor Road, looking north. The houses on the right are still extant, as in the background is the spire of Hunslet Parish Church. The rest is history.



Dave Johnson came up with an amusing (and correct) answer to this one: *"Cars 7 & 155 are passing each other on Dewsbury Road, just below where it was crossed in either direction by Jack Lane. The factory buildings are the Hathorn Davey Sulzer Works. This stretch of track was a bit of a 'speedway' for south-bound cars and drivers on the 9 & 12 services would usually manage to get on top parallel if traffic was light. But if there was anyone at the Cricketers Arms stop, this could result in fairly 'nifty' deceleration! By early 1959, the city-bound track was in poor condition and cars coming over the railway bridge would hit a particularly bad dropped joint, which cause 4-wheel cars to 'nod' violently. This could cause the lifeguard to 'ground' and I've seen many a Horsfield driver have to stop outside the Parkfield pub to re-set his*

*lifeguard, muttering under his breath about 'the b****y track!' "*

On the left of the photo can just be discerned a coal merchant's yard, whose memorable slogan was *"You'll never be cold if you're coaled at McKays".* Aahh, memories!



The bus photos caused a few scratched heads. AEC Reliance single-decker 33 on the 45 route is seen in Stonegate Road, approaching the junction with Stainbeck Lane and Parkside Road. Other than the loss of a few trees, the view is little changed to this day; even the gatepost on the right is still there. Chris Thornburn recalls *"As a lad living in Carr Manor, mother and I used the 'Little Bus' frequently to go across to Headingley to see Grandma 'n' Grandpa and Auntie Barbara (mother's sister), so this part of the route (as indeed the other way to 'Are'ills) is not unfamiliar".*

Our final bus photo had brains racked and nobody suggested a location. Chris Thornburn rightly noted that the conical roof in the background might be a good clue, and so it was (with the help of Google Streetview). Leyland Titan PD1 322, on an enthusiasts' special, is pictured in Brudenell Road, at its junction with Queen's Road and Chestnut Avenue, and has just crossed the route of the 56. On the photographer's right (but out of shot) is the historic Hyde Park Cinema. The conical roof is on what is now a dentist's surgery at the corner of Welton Road.



Now for this month's puzzle pictures. Continuing to draw from Chris Spring's cornucopia of unidentified photographic locations, these are all bus shots, so this time it's:-

WHERE'S THAT BUS?



First off, here is Daimler CRG6LX 113 on the No.11 to Swinnow. There appears to be a railway signal box in the background and a distinctive building to the right. Turnbull's Removals and Excelsior Radiators are businesses visible.

After a lot of searching, Chris managed to identify the location, but can you?

[photographer not known]

AEC Regent V 970 on the 53 route to Morley.

This area has changed completely, but if you lived locally at the time, you will probably remember it.

[Travel Lens Photographic]



Regent V 908 on the 77 to Bramley. In contrast to the previous shot, little has changed here so it should be an easy one.

[Travel Lens Photographic]

The last one for this issue.

Yet another Regent V, 810 on the 40 to Stanks. This one has us stumped for now - maybe you can identify it.

Morris & Lewis had their registered address in Cardigan Lane, Burley, but this is clearly not the location, so where is it? The building on the right is marked "Service Station" and there is what appears to be a former tram pole to the left.

[A.B. Cross]

Answers (hopefully), next time.



REFORM IN THE NORTH EAST?

Tyne and Wear has voted to press ahead with reforms that will mean a bus service outside London being taken back under public control for the first time since privatisation.

After a long consultation and more than a year of debate with bus operators, which are fiercely opposed to the moves, the regional authority will counter the deregulation brought in by the Thatcher government in the 1980s, and franchise services while setting routes, timetables and fares.

The decision is the result of the region aiming to plug a funding gap which has been exacerbated by a huge bill for concessionary bus travel – a national legal requirement.

The local subsidy for buses in Newcastle reached £55.2m in 2014 while the operators – mainly Stagecoach, Arriva and Go-Ahead – were making large profits. The local authority hopes the new provisions, called quality contract schemes, can help balance the books, while also keeping fares down.

The local passenger transport executive, Nexus, pays operators to run certain routes but it is not permitted to compete on the big, profitable routes. Nexus argues subsidised services are becoming unaffordable.

It believes the move, as well as ultimately saving money, will result in better services, which Nexus claims could provide a £272m economic boost to Tyne and Wear.

According to Nexus, 80% of the bus companies' profits leave the region as payments to shareholders, rather than being reinvested in the local network.

Stagecoach, which operates about 40% of buses around Tyne and Wear, made profits in 2014 at a margin of 14.6% on its £1bn bus revenues outside London. On the regulated services in the capital it generated a lower 9.8% margin.

The decision will be contested by the big transport firms. Stagecoach has threatened legal action and its chairman, Brian Souter, said he would "drink poison" rather than accept a quality contract. The bus operators claim the move will lead to higher fares, worse services, and higher tax bills.

Kevin Carr, chair of the North East Bus Operators' Association, said: "*Nexus has convinced the leaders to take a huge gamble, needing an £80m contingency fund on top of £51m in guaranteed funding every year. It's not the best way of securing vital bus services for communities in Tyne and Wear.*"

The bus contracts proposal needs the approval of an independent board chaired by a traffic commissioner, which will rule if the plans pass five key public interest tests. Bus operators said they will be petitioning the board to argue that the plans fail on legal and economic grounds.

Bus operators say the quality contract scheme will not deliver a single extra bus and represents a big financial gamble for the public purse. They claim that counter-proposals for a voluntary agreement would see another 50 vehicles on the road as well as smartcards and multi-operator ticketing.

But councillor Nick Forbes, leader of Newcastle city Phil Medicott, managing director of Stagecoach

North East, said the moves were putting politics before passengers: "Their plans are about cutting costs and attempting to fill a financial black hole they are partly responsible for creating. Tyne and Wear has one of the best used bus networks in Britain and amongst the highest passenger satisfaction anywhere in the country." Labour legislated back in 2000 to allow cities to restore bus operations to public control, but with enough hoops to deter most authorities from going ahead - until recent broader cuts to local budgets made Tyne and Wear consider how to manage its transport bills and reverse declining bus usage. Fares have risen each year since 1995 by an average of 3% above RPI inflation, while the statutory obligation to fund senior citizens' bus passes costs the region £36m a year.

CHARLIE'S COLUMN

Charlie Watson

SO - FAREWELL NGT!

It came as no surprise to this columnist to hear that the NGT scheme planned for Leeds was not to go ahead. It was a half-hearted plan for a route that went from nowhere to nowhere, and because of this, Leeds continues to lack a 21st century transport system for a 21st century city.

Now, no-one likes trolleybuses more than I do, but the plan lacked ambition (in my mind).

What the plan should be:

Whether tram or trolleybus, it should be proposed a line be built to Bradford and a network of city routes built to link up with the Bradford line. The city lines should be built first to get the local populace used to the system and then build the express tramway to Bradford. The first route should be built from the city centre to the White Rose Centre (like Sheffield did to Meadowhall) or Elland Road stadium.

Then a line should be constructed from Seacroft, through Gipton to the city centre (the rights of way have been there for years). This route could later be extended to Oakwood/Roundhay and would use the guided busway on York Road.

Once these are built and the public is used to the idea, only then does work start on the proposed line to Bradford and other lines to serve Middleton could then be proposed (maybe to Wakefield?).

As each route opens, other parts of the city will want to be part of the network and the system will grow. This may all seem far-fetched but Nottingham, Sheffield and Manchester have used this plan and all have prospered.

However all this can never be achieved until Leeds and Bradford can reach an agreement on what is needed. Only then will Leeds have the transport it urgently needs, and MUST have.



In the good old days of the 1960s passengers were plentiful, and the Leeds - Otley - Ilkley service was able to justify a quarter hourly frequency after lunch on Saturdays and Sundays. One sunny Saturday evening I was working a late turn on the route and was enjoying it greatly with PNW 91, our Leyland pride and joy at Otley Depot. The timetable allowed for each vehicle to take ten minutes standing time in Cookridge Street, Leeds, departing five minutes before the arrival of the next bus. Now very uncharacteristically PNW 91 had for quite a while been suffering occasionally from a mystery fault on the starter button, but usually sprang into life after a few brief attempts. On this occasion, however, there was nothing doing and so I went to the two telephone boxes in the alleyway leading to The Garden of Rest - they are still there and always remind me of this little saga !! - and called Armley Depot. I explained the dilemma to the voice at the other end (Louis), and the conversation then progressed like this :-

VOICE "Has the next bus arrived yet??"
 ME "Yes"
 VOICE "Right - you take that one then"
 ME "I can't"
 VOICE "Don't argue - take the next bus and get on your way!!"
 ME "Well I don't think I can - the driver wouldn't let me have it"
 VOICE "You tell him INSPECTOR HESLOP says you've to take his bus !!"
 ME "OK then I'll try, but it IS a West Yorkshire bus !!"
 LOUIS "Stay where you are then until we come out to you !! (ANGRY)"

Somewhat superfluous advice, since 91 wouldn't start!!

Several minutes later fitter Harry Gallop arrived from Armley with the Land Rover and we were hitched up with a cable and unceremoniously hauled up Cookridge Street like a training glider behind a towing plane. Engage 3rd gear and at 15mph let the clutch in - 91 roared into life and we were "cast off" from the Land Rover opposite St. Anne's Cathedral.

Can anyone imagine such a splendid spectacle today ?? Very, very happy times indeed !



(Left) The "Sea Train" about to leave Barmouth Ferry station, Fairbourne Railway.

OK, not quite. The rear vehicle is a genuine Fairbourne Railway coach (from the Windmill Farm Railway) and is pictured at the Kirklees Light Railway's Shelley station (renamed "Barmouth Ferry" for the duration of the "Fairbourne in the Hills" gala). 11 September 2016.

(Come on, critics, it is a **TRAM** locomotive!)

LEEDS
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EXHIBITION
2016

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SUNDAY 30TH OCTOBER 10AM TO 4:30 PM

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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

All statements and comments are those of the contributors (particularly Charlie!) and do not necessarily represent Society policy.

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