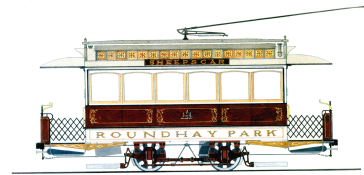


# LEEDS TRANSPORT HISTORICAL SOCIETY

## NEWS SHEET 189

MAY 2017



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

Meetings at Richmond Hill Community Club, Railway Street, Leeds, LS9 8HB, 1930 for 2000. **N.B. from September, meetings will start at 1930.**

- Mon. 8 May **Video from the camera of Mike Waring**
- Mon. 12 June **Leeds area buses photographed by Don Wilson** Jim Soper
- Sat.17 - **Middleton Railway Model Show,**  
Sun.18 June LTHS sales stand
- Tue. 11 July **Visit to Heaton Park Tramway, Manchester**
- Sun. 30 July **Sandtoft Gathering**  
LTHS sales stand
- Mon. 11 Sep. Regular meetings resume - 1930
- Sat. 30 Sep. **Day Visit to Tramlink, Croydon**  
more details later

### **OTHER LOCAL MEETINGS & COMING EVENTS**

#### **May**

- Tue. 16 (LRТА) **Mysteries of the Underground**  
Malcolm Hindes

#### **June**

- Tue. 6 (MRT) To be advised
- Tue. 20 (LRТА) **Members DVDs**

#### **July**

- Tue.4 (MRT) **Mystery 16mm films (Railways!)**  
Malcolm Hindes

**No August meetings notified**

#### **September**

- Tue. 5 (MRT) **Leeds City station – then and now** Ian Smith
- Tue. 19 (LRТА) Regular meetings resume

### **Groups, Meeting Places & Times**

- MRT** Middleton Railway Trust, The Engine House, Moor Road, Hunslet, 1930. No charge, refreshments on sale in the interval.
- LRТА** Light Rail Transit Association, 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.

### **ANNUAL GENERAL MEETING, 10 APRIL**

Attendance this year was relatively small, but a good evening was had by all. The Minutes of the 2016 AGM and combined Trustees' & Secretary's Report had been distributed previously and were accepted without comment. The Treasurer presented his report, but had to apologise for a mistake in the printed accounts. For this reason, the meeting agreed that the finalised accounts would be approved later by the Committee. Election of the new Committee saw the first change for

several years. Last year Jamie Guest had intimated that it would be his final year as Secretary due to an impending house move to France. John Holmes had volunteered to take over the job and was elected unanimously, as were the rest of the Committee, who were also empowered to co-opt Jamie back on to the Committee to facilitate the hand-over to John. Following the official business, Jamie Guest gave a fascinating slide show on last year's Nottingham visit and on progress with the Sheffield Tram-Train project.

### **INTRODUCING OUR NEW SECRETARY**

Although a relatively "new boy" in the LTHS ("only" six years!), John Holmes has a long record of transport interest, as both a professional and an enthusiast. He volunteered occasionally at Crich, particularly on the iconic Grand Transport Extravaganzas, and was a founder member of the Yorkshire Area of the Welsh Highland Railway (now trading as Welsh Highland Heritage Railway).

Born in Leeds in 1955, John attended Abbey Grange High School. He entered private industry but soon moved to the Chief Civil Engineer's department of British Railways, based at Leeds and York, staying with them through privatisation, transfer to Corus Rail and finally back to Network Rail. He took early retirement on health grounds after a serious road accident.

John's first experience of tramway and railway preservation came through his involvement with Scouts and he became a Life Member of the WHR, where he is now Engineering Manager and a Board Member, spending much of his weekends in Porthmadog.

As well as LTHS and WHR, John is a member of the LRТА and the Narrow Gauge Railway Society and is active with the Harrogate Line Supporters' Group and the Campaign for Better Transport.

### **SOCIETY EVENING OUTING TO HEATON PARK**

Tuesday 11 July, jointly with the LRТА Leeds Area Group. Members will meet at the usual city centre location (Kirkgate/Cross York St.) and time of 1800 for shared transport in members' cars to Heaton Park. There will be rides on the line, chance to drive (£2 donation) and there will be refreshments (paid for by the LRТА). Return time will be by arrangement with your driver - don't forget a contribution to fuel cost. Any further details will be given at the June meeting.

### **OUTING TO LONDON TRAMLINK (CROYDON)**

Saturday 30 September, details of recommended train times and bookings will be given at the September meeting or from Jamie Guest ☎ (0113) 252 2797, email [bethandjamie@ntlworld.com](mailto:bethandjamie@ntlworld.com).

## **ONLY TEN LEFT**

## **Mel Reuben**

It seems only a few years ago that nearly every city or town was the proud operator of public transport in its locality. Due to rising costs and in some cases massive losses the local politicians were only too pleased to get the "Monkey off their back" and sell their transport undertakings to the big private operators.

So instead of those colourful liveries that were part of the local fabric we are left mainly with the corporate colours of the big three - Stagecoach, Arriva and FirstBus. However ten municipal undertakings still exist, albeit in partnership with other operators. Some are holding their own but the odd one is hanging by the thread, so here is a summary of what is left:

**1) Lothian Buses:** Scotland's eternal capital operates the largest municipal bus company in the UK with a fleet of approximately 721 buses, operating 58 daytime routes. 91 % is owned by Edinburgh City Council the other 9% owned jointly by West, East and Mid-Lothian Councils.

On 15 August 2013, Edinburgh Council announced the creation of Transport for Edinburgh; the new public body was created to oversee and integrate public transport in Edinburgh, including buses and the new tram system.

**2) Nottingham City Transport:** This is the largest municipal operator in England with a fleet of 363 buses serving 124 routes. 95% is owned by Nottingham City Council and 5% by Transdev. The reason that Transdev are involved is that they were part of the consortium known as NET bidding to operate the tram system in Nottingham but it never materialised sadly for them the contract was awarded to Tramlink Nottingham.

**3) Cardiff Bus:** The Welsh capital bus operation is wholly owned by Cardiff City Council. The fleet of 213 vehicles are all low floor, 196 single deckers and only 17 double deckers serving 68 routes. The buses also serve Barry and Penarth. Although Cardiff Bus dominates the city and beyond, they were criticised in 2004 and investigated by the Office of Fair Trading for undercutting "2Travel" who utilised its fleet between school runs, offering low fares by not paying bus station fees. Cardiff Bus underhandedly launched in competition a basic service using white buses bearing no corporate livery and charging very low fares. Although 2Travel went into liquidation 18 months later the investigators found that Cardiff Bus had engaged in an underhand practice and were one of the main causes that 2Travel went belly-up. The undertaking routes extend into the valleys and along the coast

**4) Blackpool Transport:** Blackpool Transport, wholly owned by the Borough Council, operates 170 buses and 58 trams on 15 bus routes and an 11-mile coastal tram route. Blackpool Transport, founded in 1885 by the town council, was the first and still the last operator of traditional trams in the UK and probably the most documented. In 2008 the Corporation embarked on a four year plan to modernise the whole 11 miles creating a new depot at Starr Gate and purchased 16 modern trams. Although still utilising a core selection from the original fleet it was decided in 2015 to form a Heritage Trust working alongside Blackpool Transport manned by volunteers. In January 2016 Blackpool Transport announced it would spend £2.2million on 10 new buses; they will be double decker Enviro400 City buses boasting a glazed stairwell, recycled leather seats, wood-effect floors, wifi and USB charging points. So it appears that

the the town's motto "Progress" is living up to its name on the transport front.

**5) Reading Buses** Reading Transport, operating 165 buses, has an extensive route system serving not only the borough but the towns of Bracknell, Newbury and Woking. Its premier routes are extensively marketed with each route having its own personal livery. The fleet is well maintained and with its mixture of colourful route liveries it certainly brightens up the town centre.

**6) Rosso (Rossendale Transport):** Rossendale Transport was created in 1968 when Rawtenstall and Haslingden Corporation Transport merged. In the 1974 local government reorganisation the two boroughs along with Bacup and Whitworth formed the new borough of Rossendale. The new identity took over the running of the buses. As a new marketing incentive the system is now known as Rosso bus and has spread its tentacles into Bury, Rochdale and East Lancashire. With a fleet of 109 buses serving 38 routes, the undertaking has expanded way beyond its formative years.

**7) Network Warrington:** This well-maintained undertaking is owned by Warrington Borough Council, comprising a fleet of 102 buses serving 35 routes. Warrington is currently one of the fastest growing economies in the North West and public transport is essential to the town's growth with routes spreading out into the Lancashire and Cheshire countryside. Network Warrington also serves the huge business parks and distribution centres adjacent to the motorway network.

**8) Newport Bus:** Wales's third largest city was granted city status in 2002. Newport City Council owns and operates Newport Bus, comprising 100 buses running on 38 routes all radiating from the central bus station. The Council has invested £5 million on new buses over the last 18 months. The undertaking has a premier joint route 30 with Cardiff Bus.

**9) Ipswich Buses:** Ipswich Buses is a transport company owned by Ipswich Borough Council. There are 76 buses in the fleet running on 25 routes. The undertaking is under extreme pressure mainly from Firstbus who have tried to take over Ipswich Buses on numerous occasions. However the ruling Labour-controlled council has refused to budge, but if any municipal transport company is to cease then Ipswich Buses appears to be the most vulnerable especially if there is a change of control of the council.

**10) Halton Transport:** Halton Transport is the smallest municipal transport company in the UK. Its buses run within the Borough of Halton, an amalgamation of the towns of Widnes and Runcorn, and also to Warrington, St. Helen's, Prescott, Whiston, Huyton and the prestigious route to Liverpool. The fleet comprises 68 single-decker buses, all fitted with free WiFi, serving 13 routes with some variations and evening only services.

To sum up, some of the undertakings are stronger than ever, offering an excellent service to their customers, like Rossendale which has burst out of its locality and spread its wings to a lot of East Lancashire towns. However the big private companies are hovering, waiting to pounce if there is a desire to shed the responsibility of running a transport department and as I have already stated Ipswich Buses seems the most vulnerable, but as long as that council stays under Labour control we should still see the green and cream buses serving the good citizens of Ipswich.

## PUZZLE PICTURES

As usual, let's start off with some answers to February's puzzles. Also, apologies to copyright owners for failing to credit the photographs.



This nice colour shot of Daimler CVG6 555 on the 41 route [© M. King] posed little problem for the many who correctly identified it as Colton terminus. However there seemed to be some confusion as to its exact actual location! The bus is waiting at the northern end of Park Road, close to its junction with Meynell Road. Just visible behind the rear end of the bus is the porch of Colton Methodist Church on Chapel Yard. The stone wall at the rear of the photo has been replaced with a wooden fence round new housing, but otherwise the scene is little changed apart from marked deterioration of the road surface! Perhaps fortunately buses no longer run here, the replacement services sticking to Colton Lane and Colton Road.



The first of the 57 Circular pictures is still to be positively identified. Chris Youhill suggested Belle Vue Road as a possible site on the 57 Circular route; however the curve and slope of the road don't seem to match that. The most likely location seems to be Knowesthorpe Crescent, which ran between Cross Green Lane and Long Causeway, the prominent building on the left being the now demolished St. Hilda's School on Cross Green Lane. Knowesthorpe Crescent itself is now closed to traffic and was definitely never on the 57 route, so could this be another depot run? [photo TLP]



Describing this next shot as a country view fooled nobody. 523 is in genuine 57 Circular territory on Moorland Road, the railings and open land on the left being the Woodhouse Moor Allotments and virtually unchanged to this day. [photo TLP]



Our final view of 449 passing a Bus Stop for 46 BRAMLEY and 29 INFIRMARY STREET [R.F.Mack] is another one that has defied positive identification. The most likely suggestion so far is Spence Lane, Holbeck. The building behind the bus stop has a John Smith's magnet sign on and could be the St. George's Inn on Wortley Lane (picture below from Leodis).



Now for this issue's posers, once again thanks to Chris Spring, whose cornucopia of puzzle shots continues to delight us.

First up is this lovely sunny shot of AEC Regent III No. 474 (MUG 474) on a short working of the 44 route to Headingley. But is it working from Halton Moor or from Stanningley? You tell us.

[M. King]



Another Regent III of 1950, 478 is Lawnswood-bound with a very full load of passengers on another sunny day (well, weren't they all in those days?). Perhaps the name Philip Dante will jog memories?

[M. King]

The iconic building behind slightly older Regent III No.423 of 1947 should be familiar to somebody. Let's hear from you.

[M. King]





Finally, a nice "teaser" as there is no route number to give it away. Another Regent III, 421 (LUA 421) on learner duty, with an unidentified bus behind, perhaps also a learner.

[Transport Lens Photographic]

That's it for now. Let's hope we get some answers to give you in News Sheet No.190

**CHARLIE'S COLUMN**  
**THE Q & A OF TRAMWAYS**

**Charlie Watson**

This only happened recently (March 20). I was conducting Leeds 180 on my first trip of the 2017 season and this passenger asked me "what's the difference between a tramway and a railway?".

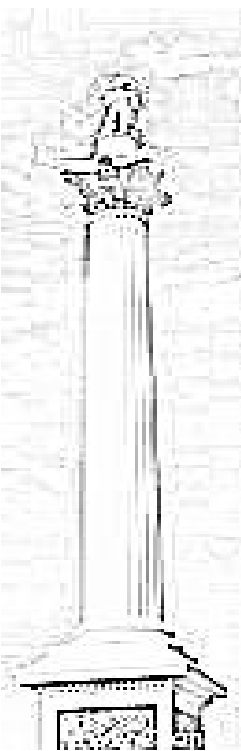
I replied that a tramway ran in the street but a railway ran alongside the street. This seemed to satisfy the passenger and that was that.

Upon relating this to a colleague, he told me he could provide a definitive answer to the question - and did, as now described:-

*"railway" means a system of transport employing parallel rails which*

*a) provide support and guidance for vehicles carried on flanged wheels, and*

*b) form a track which is of a gauge of at least 350 millimetres or crosses a carriageway (whether or not on the same level) but does not include a*



*tramway.*

*"Tramway" means a system of transport used wholly or mainly for the carriage of passengers employing parallel rails which*

*a) provide support and guidance for vehicles carried on flanged wheels, and*

*b) the rails are laid wholly or mainly along a street or in any other place to which the public have access (including a place to which the public has access only on making a payment)*

*[Transport and Works Act 1992, section 67(I) c42 - Royal assent 16 March 1992].*

So far as can be established this is the first definition of a tramway. This was in 1992, so what did the Tramways Act of 1870 cover if a tramway was not clearly defined?

At least my definition can be explained to a passenger whilst taking his fare.

Just don't ask me the definition of a "museum"!

**CONDUCTING AND DRIVING BUSES IN LEEDS, 1963 TO 1978**

**By Trevor Sher, as told to Mel Reuben**

Trevor worked for Leeds City Transport as a conductor then a driver from 1963 to 1966 and again from 1974 to 1978. He had been a qualified fitter in the tailoring sector but due to the demise of the tailoring industry from imported suppliers work was hard to come by. He had just got engaged and was desperate for money. He was on the lookout for work when he spied an advert for conductors on the back of a Leeds City Transport bus. He made enquires and found out they were paying good wages; LCT rates were £14 per week rising to £20 with overtime, which in 1963 was very reasonable. He contacted LCT HQ at Swinegate and arranged for an interview. After a successful interview he accepted the job and started his training at the Conductors' School at Swinegate. Trevor had three days of comprehensive training learning to give the correct change, make out a waybill and mastered the art of the Ultimate ticket machine. He was given a metal box, the standard LCT uniform of navy blue with red stripes on the lapels and down the side of the trousers and cap with badge of a bus inscribed with LEEDS.

Trevor was informed that he would be working out of Seacroft Depot on a five day week plus overtime. On the fourth day

he and his fellow greenhorns were taken to the Corn Exchange and were allocated to buses with qualified conductors. Trevor was assigned to the No.4 route, Horsforth to Crossgates. Ten days after starting he was on his own, working the various routes assigned to Seacroft Depot.

Nine months later after passing his driving test he applied and was accepted for the driving school. His ambition was always to be a driver, unlike some other of his colleagues who were quite happy to remain a conductor. Trevor embarked on two weeks of intensive training; his tutors were the Roebuck brothers who were excellent teachers. Trevor passed his test first time with flying colours and was allocated to routes 11/15/16. The types of bus he drove were AEC Mark III and AEC V, all with preselective Epicyclic gearbox transmission. These were allocated to Seacroft Depot; the crash box buses all being assigned to Bramley.

When the Daimler Fleetlines were introduced in 1964 he had to re-train for one man operation; it was strange at first, as the conductors on the rear loaders were part of your team. His favourite buses were the Leyland PD3/5; they were superb buses to handle. Some of the elderly crews called them Rafferty's tram killers!

Gradually LCT received more one-man operated buses as the older rear loaders were phased out. Now a married man Trevor decided that the unsociable hours of shift work were getting him down and he wanted to spend more time with his new wife, so reluctantly much to the annoyance of LCT he handed in his notice and went back into the tailoring trade.

Once again fate played its part. After struggling to find tailoring work and needing to put bread on the table he contacted LCT and asked if it was possible to have his driving job back. He was informed that although there would be no problem in returning to the fold, the department at Swinegate was in transition with the imminent takeover by the newly created West Yorkshire Passenger Transport Executive. Trevor was not bothered who was in charge as long as he had a job. After a brief refresher course he was once again back in the driving seat. On 1st April 1974, WYPTE came into being and Leeds City Transport ceased to exist. Nothing much changed except for new green uniforms and new badges; the old LCT badges with a bus and LEEDS embossed on the top became much sought after by enthusiasts and Trevor sold his for quite a few quid. Although for a period of time the buses were still in LCT colours the coats of arms disappeared and were replaced by a Metro Leeds vinyl sticker. More and more buses started to appear in various liveries. There was talk at the depot that Leeds based buses would be painted green, Bradford based buses blue, orange for Halifax (which would change to Calderdale) and red for Huddersfield which would change to a name that nobody had ever heard of - Kirklees. Trevor drove a variety of different livered buses and for short period of time Seacroft Depot was a sea of multi-coloured buses in various patterns of the WYPTE corporate colours of Verona Green and Buttermilk. Because of the WYPTE insistence that buses could be swapped around the four operating areas Verona Green and Buttermilk would become the standard livery.

The money was excellent; for a 39 hour week Trevor was earning £84 plus overtime and football specials which boosted up his basic wage. However the efficiency of the bus fleet began to deteriorate and many a time buses just broke down. The maintenance staff did not seem to take pride in their work any more; his fellow drivers commented that this would have never happened when LCT were running the show.

Trevor soldiered on but did not have the same job satisfaction as when he worked for LCT. Finally enough was enough, and in 1978 he decided to leave and driving buses would become a distant memory.

Trevor had some amusing tales to tell, most of them from his LCT days.

One morning after clocking in the Duty Inspector asked him if would like to take the open-top tree-logging bus out. This was one of the most sought-after driving jobs in the depot. He drove 675 and after showing Trevor Donald Wilson's bus photograph on page 1455 in Vol. 4 of Leeds Transport he swears that he is the driver of the bus. The shift was cushy moving along at a snail's pace every few minutes in-between sipping coffee and reading his paper and most of all having no impolite and sometimes abusive passengers to deal with.

Another story was that on the last route 15 bus of the evening going up Stoney Rock Lane he heard some moaning upstairs. A drunken passenger was sprawled out, he had soiled himself with the residue running down his leg and the smell was atrocious. Between him and the driver they turfed him off, when the bus arrived back at Seacroft Depot it was taken out of service for a major clean out.

On the rear loader buses the two transverse seats on the bottom deck opposite each other were known by the crews as the nobbling seats. It was where some of the amorous conductors would chat up females and many a relationship blossomed which in some cases resulted in marriage. Finally talking about his time on the buses Trevor mostly enjoyed himself especially when LCT was the operator; things were never the same when the PTE took over. Leeds City Transport ran a very comprehensive service serving most parts of the city and it upsets him to see how much the present day bus services have deteriorated.

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Committee & Trustees: Ian M. Dougill (Chairman); Malcolm Hindes (Vice-Chairman); Tony Cowell (Treasurer);

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Registered Office: 17 Church Street, Gildersome, Morley, Leeds, LS27 7AE

web site <http://lths.co.uk/>