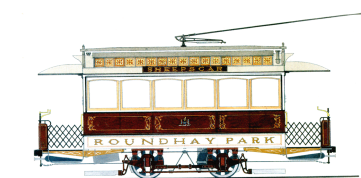


LEEDS TRANSPORT HISTORICAL SOCIETY

NEWS SHEET 190

September 2017



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

Meetings held at East Enders Sports & Social Club, Railway St., Leeds, LS9 8HB (same place, new name).

N.B. Meetings now start at 1930.

- Mon. 11 Sep. **Photos of West Yorkshire R.C.C. and its successors** Ian Dougill
- Sat. 30 Sep. **Society Visit to Tramlink, Croydon**
- Mon. 9 Oct. **The Great Western Railway** Paul Abell
- Mon. 13 Nov. **Leeds Transport photos from the TLP collection** Mel Reuben
- Mon. 11 Dec. **Tony Wilson presents a selection from his Ciné Film archive**

OTHER LOCAL MEETINGS & COMING EVENTS

September

- Tue. 5 (MRT) **Leeds City station then and now** Ian Smith
- Tue. 19 (LRTA) **Brill Trams** Paul Abell

October

- Tue. 3 (MRT) **Was it really 20 years ago? – A look back at 1997** Richard Senior
- Thu. 5 (NGRS) **Around the World in N.G. in 80 Minutes** Graham Lightfoot
- Sat. 14 (SLS) **Pudsey Event** - see next page
- Sun. 15 (SLS) **Ledgard/WYRCC Running Day**
- Tue. 17 (LRTA) Jamie Guest
- Sat/Sun 28-9 **Leeds Model Railway Exhibition**

The Grammar School at Leeds, Alwoodley Gates.
We shall have a sales stand - help wanted!

November

- Thu. 2 (NGRS) **South Africa & Zimbabwe in 1975** David Rogers
- Tue. 7 (MRT) **Tren Italia - some recent travels in northern Italy** Kevin Tattersley
- Tue. 21 (LRTA) **American Trams** Ian Dougill

December

- Tue. 5 (MRT) **Christmas Quiz**
- Thu. 7 (NGRS) **Members' evening** – with festive refreshments
- Tue. 19 (LRTA) **Trams on Video** Charlie Watson

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 Civic Hall (Portland Cres. Entrance), 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 article opposite for details or contact Barry Rennison.

SOCIETY OUTING TO LONDON TRAMLINK (CROYDON) **Jamie Guest**

As mentioned in previous News Sheets, a trip to the Croydon Tramlink system has been arranged for Saturday 30th September. The plan is to travel by train to London, get the Thameslink Service to East Croydon to travel the whole of the Tramlink network before making our way back home.

Although it hasn't proved possible to get a group ticket, Ian Dougill and I have booked tickets on the Grand Central service that leaves Wakefield Kirkgate at 07.43, returning on the 19.23 from Kings Cross. It's easy to get to Wakefield and parking at Kirkgate is only £2 per day. Other trains are available from Leeds and from Wakefield Westgate. I suggest that we aim to meet at the Sir Nigel Gresley statue in the concourse at Kings Cross at 10.30 a.m., then cross to St Pancras to catch the next southbound service to East Croydon.

Tramlink is covered by the London Travelcard and Oyster Card so if you have either then you can use it all day. Other options are to register any contactless credit or debit card on the transport for London (TfL) website, then it can be used as an Oyster Card (but doesn't qualify for any Railcard discounts) or to purchase a one-day all zones Travelcard when you get to London or with your rail ticket. It should be a good day out and I look forward to seeing as many as possible of you.

If you are coming please let me know either by text to my mobile on 07855 053451 or by email to james.guest2@ntlworld.com. Please let me know what time your train is due into London so that we don't all miss each other.

SUBSCRIPTIONS **Tony Cowell, Hon Treasurer**

The yearly £10.00 membership subscription is due from all members on the 1st September 2017

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

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 database. Anyone, should they so desire, can be removed from the list. The status as a member will, of course, remain

N.B. For the convenience of any members who have not already signed a Gift Aid declaration, copies are available on request and at the September meeting.

As a CIO we can claim two years of donations so it will still be possible to claim for 2016 and 2017.

LEEDS TRANSPORT IN COLOUR Jamie Guest

As members will all know the Society published its latest book, *Leeds Transport in Colour 1880-1952*, at the end of July. So far sales have been very good with 340 books sold by the end of August. Slightly more hardbacks have been sold than softbacks but we have already nearly recouped the printing costs. Hopefully the book will be available in both Waterstones and W.H.Smith's in time for pre-Christmas sales. The marketing has gone very well; we sent out over 200 flyers by a mixture of email and post and these generated over 180 orders. We also had details of the other Society books on the flyer and orders for these more than paid for the cost of the flyer and postage. We have sold nearly half the hardbacks that we had printed, so any members wanting a hardback had better order soon!

Copies should be available for purchase at Society meetings (£9.99 softback, £14.99 hardback, cash or cheque only).

SALES STANDS

Sandtoft Gathering, 30 July Predictably we had near-record sales this year, being the launch date for our new book, *Leeds Transport in Colour*. Many thanks to the members who supported us.

The next sales stand will be at the **Pudsey Collectors' Fair** on Sunday 14 October (see Barry Rennison's item below). Volunteers needed as usual. The big one coming up is the **Leeds Model Railway Society's Exhibition, 28-29 October**, at the usual venue, the Grammar School at Leeds, Alwoodley Gates. We anticipate good sales of the new book in the pre-Christmas period. Help is needed with setting up on the Friday evening (27th), staffing the stand during the exhibition and clearing away Sunday afternoon. This is one where it is essential we know who will be there; staff numbers are limited and passes are needed for admission. Please contact Mel Reuben (Tel. 0113 266 2968 or email melreuben@hotmail.com) if you can help.

SITUATION VACANT

We are in need of an **Assistant Sales Officer** to help Stephen Longthorpe. Stephen is happy to continue as Sales Officer and store our stock and stand, but the increasing demands of his young family and his job as a Leeds Welcome Ambassador mean he has little weekend time free to attend sales events.

The Assistant is needed to coordinate staffing of Sales Stands at the various events we attend so as to avoid both overstaffing by unexpected volunteers and (worse) failure to appear!

If you think you can help, please contact any Committee Member (see back page).

SAMUEL LEDGARD SOCIETY EVENTS

Barry Rennison

Saturday 14th October – 13th Annual Transport Collectors' Fair & Running Day. 50 years to the day since our beloved Ledgard buses returned to their respective depots for the very last time after a full service to the public that day. As part of the day's commemoration we hold the usual Transport Collectors' Fair at Pudsey Civic Hall, Cote Lane,

Dawson's Corner, Pudsey, LS28 5TA with up to 100 tables selling all manner of transport memorabilia. Doors open 10 a.m. to 3 p.m. Admission £1.

Complementing this we are holding a running day with free vintage bus services around the area departing on a regular timetable from the Civic Hall entrance door. Seats can also be reserved on the re-enactment of the last Ledgard bus journey from Bradford Chester Street to Leeds complete with the famous 'incident' that befell this bus on that sad night.

Sunday 15th October – Joint Samuel Ledgard/West Yorkshire Running day. Also to commemorate the 50th anniversary of the demise of Ledgard buses today we now move to Otley for another free bus service running day to mark the takeover date of Ledgard's by the West Yorkshire Road Car Company. Departing from outside the bus station a time table of routes is being planned and will be operated by a guest Ledgard bus and preserved West Yorkshire vehicles. Commencing approx 10.30 a.m.

We will have a base at our Otley headquarters – the Rose and Crown pub on Bondgate with a social meeting and buffet later in the day.

Enquiries: Barry Rennison, phone: 0113 236 3695, email: rennison@cc-email.co.uk.

Website: www.samuelledgardsociety.org.uk.

SOCIETY EVENING OUTING TO HEATON PARK

Tuesday 11 July proved to be an eventful evening! Members met at the usual city centre location (Kirkgate/Cross York St.) and shared transport in members' cars to Heaton Park. An incident on the M62 caused long queues from Windy Hill as far back as Ainleys (just too late to divert!), so arrival was later than usual. Most opted for refreshments first, then rides on the line. Possibly for the last time there was a chance to drive.

The return journey was also eventful due to roadworks closing the M60/M62 junction, but everybody got home safely. We were joined at Heaton Park by Paul Abell, who has provided the attached photo of the occasion.



LEEDS LIGHT RAIL SUMMIT

The Campaign for Better Transport (formerly known as Transport 2000) has called a "summit meeting" in Leeds in October. Local MPs, Councillors and other representatives will meet together with the companies who actually offered to construct tram routes in the city at their own expense. We await the outcome with great interest.

REGINALD TERRACE COMEBACK

Eagle-eyed correspondent Mel Reuben spotted



something unexpected this summer at the junction of Chapeltown Road and Harehills Avenue. Excavations for gas mains had revealed a long-lost piece of Leeds tramway history. Predictably the Chapeltown route track was revealed, but also remnants of the spur into Harehills Avenue, used for the Reginald Terrace short workings. According to Jim Soper (Leeds Transport, Vol.3, still available from the Society but stocks are running low!), this spur was out of regular use by the 1930's, although it had a brief renaissance before final disconnection in 1944. Only the tight-radius innermost rail was exposed, itself one reason for disuse as only short wheelbase cars could negotiate it. You can see why in Mel's photos. Also apparent is the degree of corrosion in comparison with the "main line" and the original granite setts removed for the work.



Similar work on Otley Road has uncovered rails between Far Headingley and West Park but with no surprise exposures!

YOUR LTHS NEWS SHEET

M.H.

Observant readers may have noticed that this issue is dated September rather than the usual August. Many thanks to those members who have asked when it was coming. It's nice to be appreciated.

Due to people's holiday commitments it has always been difficult to produce an issue in August. Consequently, it has been decided to put issue dates back one month so issue No.191 will be in December, followed by March and June.

As usual, those who opt for an electronic copy will receive it by email as soon as it is ready. Hard copies will normally be distributed at the next meeting with absent members receiving theirs by post a little later.

TRAM WORD SEARCH QUIZ

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| T | A | B | L | A | C | K | D | L | E | I | F | F | E | H | S |
| E | N | I | T | O | R | K | S | W | D | V | L | T | H | S | G |
| K | C | A | R | W | O | M | S | S | D | R | I | V | E | R | W |
| G | H | D | M | A | Y | J | H | H | W | O | O | D | J | B | H |
| C | E | R | C | T | S | D | E | E | L | N | W | L | T | U | O |
| R | S | I | A | P | S | T | L | L | O | W | T | R | A | T | V |
| O | T | V | R | S | G | D | L | T | O | W | A | T | I | S | E |
| Y | E | E | Y | O | R | C | T | E | P | C | A | N | E | W | R |
| D | R | A | U | G | W | I | E | R | K | E | G | Q | U | E | H |
| O | T | S | U | D | N | R | R | O | C | H | A | L | E | Y | E |
| N | W | E | W | G | R | W | T | C | A | R | Z | W | Y | X | A |
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| D | M | W | W | E | P | S | S | U | P | I | N | C | H | K | A |

- LEEDS
- CRICH
- TRAMCAR
- MANCHESTER
- OVERHEAD
- EDINBURGH
- SHEFFIELD
- TRACK
- CROYDON
- BLACKPOOL
- SHELTER
- GUARD
- PINCH
- NOTTINGHAM
- DRIVER

----- (10)

Can you find the words that are down the right-hand side of the grid? They can be horizontal, vertical, or diagonal, they can be forwards or backwards. Also find the missing 10 letter word. (Sorry - no prizes!)

PUZZLE PICTURES

We start off with some feedback on earlier puzzles. The photo of Daimler CVG6 555 at Colton was, of course, not on Park Road but on Meynell Road itself. Colton Methodist Church is actually to the right of the bus.

The odd picture of a bus apparently on Knowesthorpe Crescent, but showing 57 Circular, is ably explained by Henry Heyworth. He writes "*The Daimler/Brush CVD6 is on Knowesthorpe Crescent at the rear of St. Hilda's School. It is more than likely en-route from Torre Road garage to Donisthorpe Street Works.*

On Mondays to Fridays all garages had duties which ran into Torre Road after the morning peak. Buses due for works were allocated to these duties and moved from Torre Road to Donisthorpe St. during the day. In the opposite direction duties ran out of Torre Rd. at the tea time peak and into other garages, thus enabling buses to work back to their garages after works."

Chris Spring agreed with the Spence Lane location; Henry also has an explanation for the bus not showing a route number. "*AEC Regent 449 is probably at Spence Lane and is working inwards on a Saturday short working from Holbeck Moor to Infirmary Street on Service 29. This is the reason for the number blind being wound to blank.*"

Finally, Henry explains the training bus pictured at the Leeds Road/Breary Lane junction in Bramhope. "*When a trainee driver reached a certain level of proficiency they did a long drive, usually in the afternoon. Leaving Torre Road they went via Kirkstall Road and the A65 to Rawdon Co-op. Turning right here onto the A658 (now B6152) to Dyneley Arms and then right onto the A660 and back to Leeds.*"

Thanks to all for sharing their experiences with us - that's what the LTHS is all about.

Now for last issue's answers; yes, we have them all! AEC Regent III No. 474 (MUG 474) on the 44 route is in **Harehills Lane**, just by Potternewton Park. The distinctive stepped gable end of the house in the centre is still clearly evident today.



The photo of Regent III 478, Lawnswood-bound was also easy, being on **Woodhouse Lane** at the junction with Reservoir Street (now Clarendon Road). Again, the scene is unchanged apart from the shops' occupants. Philip Dante's tailoring shop had moved from lower down Woodhouse Lane (apologies to the friend who told me that - I've forgotten who) and the shop is now

one of several take-away food shops serving the student population. The Pack Horse pub is directly behind the bus. Sad to relate, the opposite side of Woodhouse Lane is completely changed due to expansion of the University buildings.



Regent III 427 was photographed on **Kentmere Avenue**, Seacroft, passing Our Lady of Good Counsel Catholic church. Henry Heyworth (again) was one who identified this; easy for me (Ed.) as one of my best friends was married there!



Henry also positively identified Regent III 421's location. "*Training bus 421 is on Ramshead Drive, Seacroft, having just climbed up from North Parkway and is en-route to Seacroft Garage.*" Tony Cowell came up with a similar answer "*As there are two learner buses to give more credence to the location, it is alternative way to Seacroft Garage from North Parkway.*"



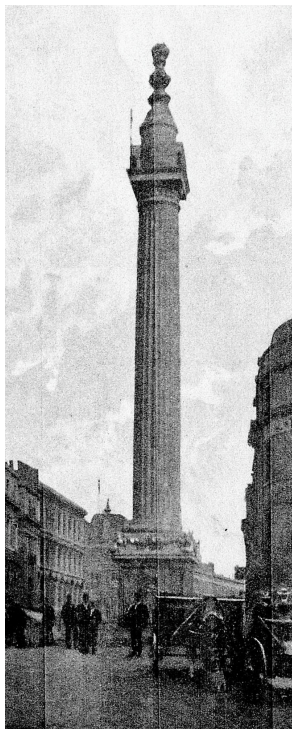
This time we have just one picture for your delectation. It is from **Leeds Transport in Pictures 1880 to 1952** (copies still available but selling fast!) and shows Feltham 2099 (later 501, of course) in Middleton Woods on an LRTL tour in April 1950, photo Roy Brook.



So what is there to ask? - We want to know who's who in the picture, of course. Recognise anybody? Here's a couple to start with. Sitting on the rail on the extreme left is the legendary Rolling Stock Engineer, Victor Matterface, and nobody gets a prize for spotting a youthful Keith Terry. Happy spotting. If you want a better print, you'll have to buy the book! (Has this man no shame?)

CHARLIE'S COLUMN
Adding to the Story

Charlie Watson



At a recent LTHS meeting, Mike Waring showed film of buses at Carlton Colville and - without upsetting Mike - I would like to elaborate on some of the buses.

Newcastle's Q1/Q2

Trolleybuses In 1948 AEC and Leyland merged their trolleybus manufacturing into British United Traction (BUT). Vehicles for the home market were built by AEC, Leyland did the export stuff.

Newcastle ordered a batch of twenty 9641T chassis with Met-Cam bodies, and as they were needed in a hurry, Newcastle took the LTE Q1 class bodywork. Identical in every way to the London vehicles that had just been built they were happily accepted and looked good in

Newcastle colours. Not surprisingly they were known as Q1's on Tyneside.

In 1950, a further batch of 50 were ordered, but these had slightly different Met-Cam bodies with Newcastle destination boxes and top slider windows (as opposed to LTE boxes and half-drops). These were Q2's but all

were known as "Gosforths" and some survived until the system closed in 1967.

The same body was also supplied to Glasgow Corporation on Daimler TDD chassis.

Lowestoft's AEC/ECW With the war over, demand for new buses was top priority. AEC took its "Regent" plans and modified the design into the new "Regent II".

This was a "stopgap" model introduced in 1945, and unlike the previous Regent (now known as Regent I) were standardised on the A173 engine and D124 gearbox only. There were no alternatives. The engines were bolted into the chassis giving a rough ride and quite noisy. Although outdated, nearly 700 were built before the Regent III changed everything for ever. As Lowestoft was the home town of Eastern Coach Works (not a regular body supplier for municipals), ECW bodied these nine chassis before getting on with the usual Tilling Bristols. Lowestoft was quite a small operator, concentrating on one basic route (with a few deviations) and these Regents ran out of the Rotterdam Rd. Depot for about 15-17 years. AEC, ECW, Lowestoft Corporation and Rotterdam Rd. Depot are now all memories.

British City Transport Mike beat me to the punch on this one as I had intended showing the Leeds new bus clip in one of my film shows, but I have other Leeds clips up my sleeve.....

However as one LTHS member told me later there would have been quite a few LCT men who would have gladly kicked the Alderman's crutch away as he climbed into the Regent III. No further comment needed!



Looking through my pictures the other day, I came across one that may be of interest as it includes an old friend: Blackpool balcony car 40 working a special, and standing alongside none other than Peter Johnson (sadly departed from us some months ago) acting as conductor on what could be called “his” tram.

His part in rescuing 40 from oblivion is well-known: how one day when he and AKT were visiting Blackpool, he had a look inside Marton shed – “Hey, Keith, do you know there’s a balcony car in there?”, and how after some persuasion that the car actually did physically exist, B.C.T. agreed a “farewell” tour. The rest is history!

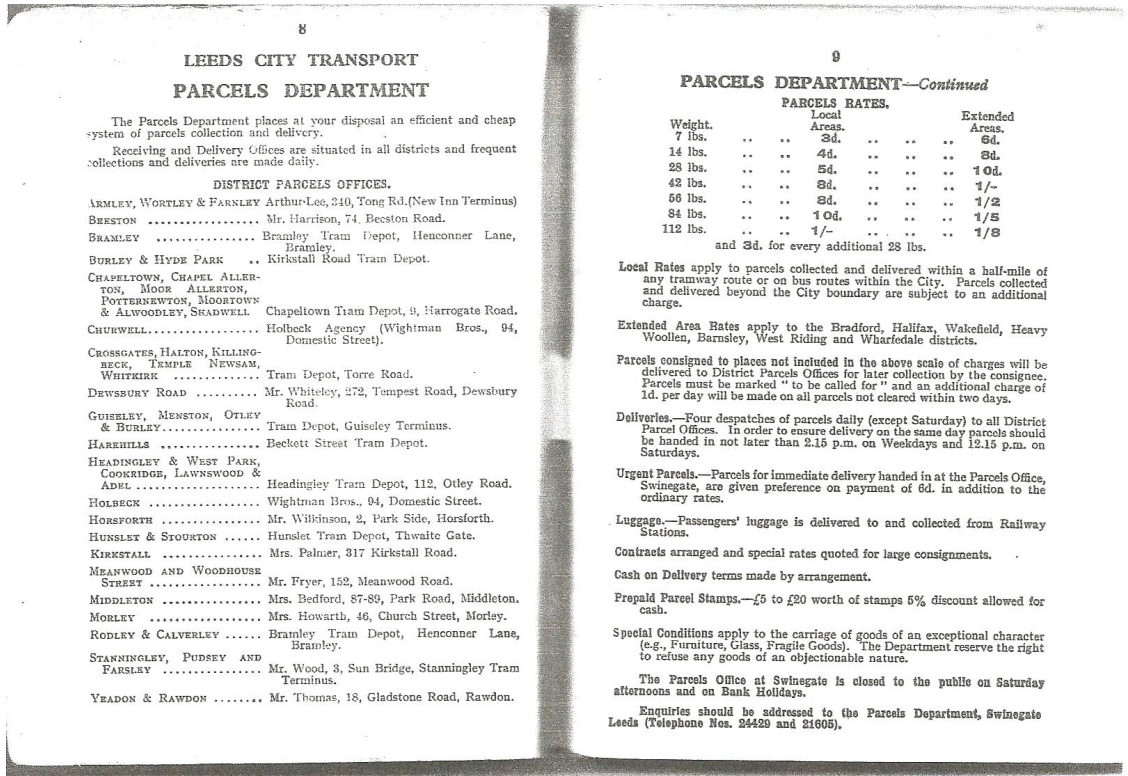
I would take the liberty of offering a correction to Peter’s obituary in last Autumn’s TMS Journal, regarding his job of loading the “Evening Post” onto the trams. This was done not outside Swinegate depot, where it would have caused delay, but at city termini, where the standing time for a couple of minutes allowed loading without holding up the service. Indeed, the photo in the Journal is clearly in Kirkgate, and is also before the light had gone on a dull November day, so must have been early to mid-afternoon – before the evening peak-hour output from Swinegate had started. I’d also suggest that not just any tram could be used, but one at a specific time; the bundles were addressed to individual newsagents, who needed to know when their papers would arrive and not be hanging about waiting for them. Probably, too, the timeboards of these cars carried a note alerting the crew to expect them. Having despatched his bundles and signed off duty, Peter did indeed then go down to Swinegate, where he faithfully logged everything coming into service, thereby obtaining valuable data about the last service dates of individual cars.

The (uncredited) picture in the Journal is on Last Tram Day. By chance, I have shots of the self same car, 531 (and the same patched end) offloading at Crossgates terminus on the previous day. This suggests it was allocated to the same duty on both days – though my memory is that there were different sets of timeboards for Monday-Friday, Saturday, and Sunday.



My collection includes seven of the labels used for the bundles, all to newsagents at a “Tram Terminus” – coincidence, or were intermediate stops not used because offloading there would have taken too long? Some termini couldn’t have been used as there were no shops nearby, eg Lawnswood, Roundhay and Templenewsam. The seven are all “Under Contract”, i.e. paid for in bulk.

These papers on the platform were the last remnant of Leeds' Tramway Parcels Service, written up in "The Book" on pp 523-6 and 1061-2, and advertised in pre-war public timetable booklets. Numerous operators had such a service, and the tickets / labels / stamps used (the term depends on the operator) are an interesting collecting field, along with railway parcels and letter-stamps, though difficult to find. However, one interesting survival I happened across in Swingate, in its latter days



as the Works, was a pre-war Parcels Waybill dated 193x, being used up to record the weights of tram spare parts! How had it managed to survive so long? It was in duplicate, presumably the top copy went round with the delivery van and the carbon remained in the office. It is 10 x 12½ inches, with space for a list of 30 entries.

93 Top
94 Bot
67616

LEEDS CITY TRANSPORT DEPARTMENT

Date 193.....

Parcel Waybill District Despatch

| No. | Sender | Consignee | Address | Article | Paid s. d. | To Pay s. d. | Signature | No. |
|-----|-------------------|-------------------------|----------------------|---------|---------------|-----------------|-----------------------------|-----|
| 1 | 1 | Westinghouse Compressor | E13 | | | | 3.0.4 | 1 |
| 2 | 2 | P1 Gear Wheels | | | | | 2-1-0 | 2 |
| 3 | 2 | " Pinion | " 2 in Stud | | | | 14½ lbs | 3 |
| 4 | 1 Car Set | Susp Bushes | 4 7/16 Bore | (8) | | | 1-0-20 | 4 |
| 5 | 4 Part | DW Axlebox RB Bearings | NJ 2319 Front | | | | 0.3.18 0-2-21 | 5 |
| 6 | " | " | " " NJ 2319 Back | | | | 0-2-21 0-3-18 | 6 |
| 7 | 4 - | PW | " " " " NJ 316 Front | | | | 0-2-0 | 7 |
| 8 | 4 - | " | " " " " NJ 316 Back | | | | 0-1-13 | 8 |
| 9 | 2 - | Quadriants Top | | | | | 1.2.18 | 9 |
| 10 | " - | " Bottom | | | | | 1.2.20 | 10 |
| 11 | 2 | Side Beaver Brks | LH | | | | 0-1-5 | 11 |
| 12 | 2 | " | " RH | | | | 0-1-5 | 12 |
| 13 | 4 | PW Brake Shoes | | | | | 0-3-1 | 13 |
| 14 | 4 | DW | " | | | | 0-2-0 | 14 |
| 15 | 8 | DW Hangers | | | | | 18 lbs | 15 |
| 16 | 8 | P1 | " | | | | | 16 |

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