

LEEDS TRANSPORT HISTORICAL SOCIETY

NEWS SHEET 193

JUNE 2018



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

Meetings at **Leeds Civic Hall**, LS1 1UR, (Portland Crescent entrance), **1845 for 1900.**

Mon. 11 Jun. **Video from the camera of Mike Waring**

Mon. 9 Jul **Evening Tramway Walk through Middleton Woods** led by Eric Smith

Tue. 24 Jul. ~~**Annual Visit to Heaton Park Tramway**~~ **CANCELLED**

No meeting in August

Mon. 10 Sep. Meetings resume

OTHER LOCAL MEETINGS & COMING EVENTS

June

Tue. 12 (MRT) **Random Railway Reflections UK 1967-2017** Howard Bolton

Sat.-Sun 16-17 (MRT) **Model Railway Exhibition**
The Engine House, Moor Road
**** N.B. LTHS Sales Stand ****

Tue. 19 (LRTA) **Continental Trams** John Holmes

July

Tue. 3 (MRT) **Middleton Then and Now**
Ian Smith

August

Sun. 12 **Dewsbury Bus Museum Summer Spectacular Running Day**, based at The Mill Outlet, Batley and at the Museum premises in Foundry Street, Ravensthorpe, WF13 3HW

September

Tue. 4 (MRT) **UK Railway Travels 2017-8**
Ian Dobson

Tue. 18 (LRTA) tba

October

Tue. 2 (MRT) **Slides from the Brian Crowther Collection** Malcolm Hindes

Thu. 4 (NGRS) **Isle of Man** Ray Wilkinson

Tue. 16 (LRTA) tba

Sat. 27 (SLS) **Collectors' Fair** Pudsey Civic Hall

Groups, Regular 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. Committee Room No. 3, Civic Hall, 1900. collection £1.

NGRS Narrow Gauge Railway Society, Yorkshire Area, The Epicentre, Meanwood Valley Urban Farm, LS7 2QG, 7.15 for 7.30. Collection £2. Refreshments on sale beforehand 50p.

SLS Samuel Ledgard Society. Barry Rennison, 0113 236 3695, rennison@cc-email.co.uk
See announcement for venue.

ANNUAL GENERAL MEETING

Our AGM took place as advertised on 9 April. A relatively small number of members were there, and business was soon attended to, although not as quickly as originally hoped. The existing Committee members were re-elected *en bloc* although some new "blood" would have been much appreciated.

Unfortunately Jamie's intended photographic reports on 2017 tours were not available, but other members provided alternative post-AGM entertainment.

Only one member took up the offer of new copies of *Leeds Transport* Volumes 2,4 & 5 in exchange for old, so the offer will remain open for a little longer.

MEMBER NEWS

Malcolm Hindes

At the March Committee Meeting, Honorary Life Membership was conferred on two of our number for outstanding contributions to the work of the Society.

Jim Soper is one of our longest-serving members and has authored *Leeds Transport*, volumes 1-5 (so far) with work ongoing on Volume 6. In addition he produced *Leeds Transport on Postcards* and the amazing *Leeds Transport in Colour 1880 to 1952*, both of which have follow-ups in preparation. Jim is also our archivist and curator of many of our artefacts.

Jamie Guest, a relative "new boy", master-minded the transformation of horse car 107 from a derelict shed into the magnificent vehicle we saw operating at Middleton. As Secretary he steered us through the potential legal and insurance minefield following the tragic accident which ended that operation and ensured that we remained seen as an innocent party. Less obviously, Jamie has brought the administration of the Society into the digital age, creating our website and a parallel one for 107. He also liaised closely with Amadeus Press in the printing of Jim's latter books.

Our thanks and congratulations go to both these gentlemen, but not forgetting the many others who have contributed to our success over the years.

On a less happy note, we report that **Keith Terry** is back in hospital. He was admitted to St. James's some months ago following a fall and remained there until he could be discharged home. Unfortunately this proved premature and he fell again, being admitted to Leeds General Infirmary, then transferred back to St. James's where he remains at the time of writing. We wish him a full and speedy recovery.

Margaret Donald, widow of late LTHS Secretary Bernard, died recently. Her funeral was held at St. Augustine's church, Acomb, on Friday 8 June. Although Margaret herself was not a member of LTHS, she retained interest in our activities after Bernard's passing and the Society was represented at her funeral. Our condolences go to Margaret's family.

MIDDLETON RAILWAY MODEL RAILWAY SHOW

As mentioned above, we have a Sales Stand at the Middleton Railway's Annual Model Railway Exhibition, 16-17 June. Our Sales Manager, Stephen Longthorpe, would welcome help with setting up and manning the stall. He will be loading the car on Friday evening, setting up Saturday morning and the Exhibition will be open from 10:00 until 17:00 each day. Steam passenger trains will be operating regularly between 11:00 and 16:00 on both days and light refreshments will be available in the shop/café.

If you can help, please contact Stephen - telephone (0113) 305 0576 or 07493 745 027. Please **do not** just turn up unannounced or you will have to pay to get in!

MIDDLETON PARK VISIT, 9 July Eric Smith

An evening stroll down part of the trackbed of the Middleton Light Railway (tram Route 12) which carried passengers from 12 November 1925 to 28 March 1959. The distance to be covered on foot is c. 1¾ miles.

Time - 19.15 / 7.15 p.m. - ready to set off!

Meeting Point - Ring Road Beeston Park at the end of Bodmin Road. Postcode LS10 4PL might help.

How to get there? - either (a) use the bus all the way or (b) park up + bus. Buses 2 (Middleton), 9 (Seacroft - Pudsey), 75 (Middleton) and 481 (Wakefield) pass this location.

No.2 turns into Bodmin Road and stops, Nos. 9 & 12 coming down the Ring Road stop near, Nos. 9, 75 & 481 going up the Ring Road stop a few metres beyond.

a) All the way by bus - Four services leave the City Centre at convenient times (N.B. timings as April 2018!)

2 Middleton / Thorpe Lane via Dewsbury Road Roundhay Park 18.07; Chapel Allerton Hospital 18.20; Vicar Lane [U5]; New Market St. [Stand K2] 18.36; Dewsbury Rd. Social Club 18.46.

12 White Rose Centre via Belle Isle Road Roundhay Park 18.05; Harehills 18.11; Vicar Lane [U7]; New Market St. [Stand K4] 18.25; Hunslet St. Mary's Church 18.38

75 Middleton Asda via Holbeck and Beeston Vicar Lane [stand M2] 18.40; Duncan Street [K17]; Aire Street [S12]; Holbeck Moor 18.52; Beeston Co-op 18.58.

481 Wakefield via Middleton (evening journey diverting in West Hunslet via John Charles Centre) Bus Stn.1835; Call Ln. [K15]; Swinegate [28]; Neville St. [Z3]; John Charles Approach 18.53

9 Seacroft - Crossgates - Horsforth - Pudsey In neither direction are there buses with a convenient arrival time at Bodmin Road!

b) Park up & catch bus + pick up car at end of walk Possibilities:

- Park in **Middleton Grove** (LS11 5LP) 9off Dewsbury Road opposite Cross Flatts Park) - no yellow line for several metres on the right **or** opposite former **Tramways Substation** then catch bus **2** or **481** outside Dewsbury Road Social Club [**2** at 18.46; **481** at 18.54]
- More yellow-line-free space further along **Middleton Grove** on the right. Nearby is a stop for Wakefield bus **481** at 18.54.
- Higher up Middleton Grove is the parking area for **John Charles Centre for Sport**. Cross

into John Charles Approach for Wakefield bus **481** at 18.53.

Our Walk Crossing the Ring Road from Bodmin Rd. using the new Pelican crossing we take Balkcliffe Lane before turning to the right to arrive at the site of the substation and the Top-of-the-Wood crossover (Fare Stage 7 for years then 14 from 21 July 1956). We then walk along the recently renovated (spoiled?) trackbed noting, hopefully, remains of sleepers and of concrete from an experimental section of track, and the tree which started to grow between the up and down tracks c.1955.

Beware of the information plaque at the foot of the steps leading up to the Clearings from Fare Stage 6 (later 13) which contains several errors! Spot them?

At the edge of the Park our tram track ends. In the early 1980s, outside the boundary of the Park, there was extensive open-cast coal mining, changing the landscape. We take a path along the edge of the Park back to Middleton Grove and stables of Riding for the Disabled Association (patron Princess Anne). The John Charles car park is near and Dewsbury Road is a half-mile away with eight buses per hour to town (or a **481** at 20.41 to Dewsbury Road, 20.49 direct to Leeds).

EXTRA! You might wish to walk on another, short piece of the tramway. Between the open-cast site and the M621 we can walk parallel to the Middleton Colliery Railway on the tramway near the cuckoo Steps and behind the poplars of Parkside Cricket / Rugby ground. Return to Leeds from Dewsbury Road at the former Crescent Cinema. See also the "tailpiece" to this issue

HORSE TRAM 107 UPDATE Malcolm Hindes

Readers will know that following operation at the Middleton Railway, our horse tram, Leeds 107, was transported to the National Tramway Museum at Crich, where it has remained tucked away behind other cars in the Exhibition Hall awaiting the outcome of negotiations for its future.

The Tramway Museum Society had already accepted the car provisionally as part of the fleet, but subject to a satisfactory agreement with ourselves regarding completion of outstanding work which we had been unable to finish in time at Middleton.

An LTHS delegation (Tony Cowell, Malcolm Hindes, John Holmes and Jim Soper) met at Crich on 5 June with TMS representatives (Curator Laura Waters, Secretary Andrew Pendleton and Workshop Manager Neil White), hopefully to resolve outstanding issues. A very cordial and detailed session ensued, including detailed inspection of the car, which was moved from the Exhibition Hall over the Workshop pit so we could inspect the underside in detail.

Any doubts over TMS wishes for the car's future were quickly dispelled - they want it as an operational vehicle rather than simply a display item. A detailed condition survey had been carried out and identified a number of outstanding jobs on the car in addition to those we already knew about.

Arrangements for carrying out and financing this work await discussion by our Committee but could see a joint effort between our working members and Crich workshop staff. Any work carried out by Crich staff will entail expenditure which they will want us to fund, of course. We await the outcome of recommendations to the TMS board.

THE JUNE QUIZ

John Holmes

All the clues are for systems or destinations that have or had trams – like LEEDS or HEADINGLEY. Use the red letter in each place to find the anagram of another place

- P□D□H□M
- A□T□N□O□T□L□
- E□G□L□Y
- H□P□E□
- A□R□W□O□D
- M□A□O□H□L□
- L□N□U□N□
- R□Y□O□
- A□E□H□A□
- U□D□R□F□E□D
- L□E□W□O□
- G□I□E□E□
- O□V□R□A□P□O□

□□□□□□□□□□□□

The March Quiz - Answers

- Robert, a pompous English actor **MORLEY**
- Went into the Premier League in 2017 **HUDDERSFIELD**
- Formerly world’s largest Building Society **HALIFAX**
- Northern end of M6 **CARLISLE**
- Was home to another Building Society in BD16 **BINGLEY**
- A fictional street, to them next door **RAMSEY**
- You would find a few of IKB’s achievements here **BRISTOL**
- Has bridges called King Edward, Swing, & High Level **NEWCASTLE**
- This could be the opposite of new pork **OLDHAM**

The answer? - **IMMINGHAM**

PUZZLE PICTURES



New Dennis Lance 125 in Walsall blue and white in 1932. It is in Queenswood Drive. Charles H. Roe.

First of all, we now have positive identification of the location of the erroneously captioned photo from "Leeds Transport in Colour 1880-1952". It is Austhorpe Road, Crossgates, but at its junction with Manston

Lane and not opposite Manston Park as previously thought (and hence roughly mid-way between the C.H.Roe factory and Charles Roe’s house!). Thanks to all those who responded, and particularly to regular correspondent Henry Heyworth, who explained how the original error arose. An acquaintance of Henry’s, a former LCT driver, claimed to be the driver in the photograph and told him it had been taken at Queenswood Drive, information which Henry passed on in good faith to Jim Soper for the caption. Considering the apparent age of the driver at the time, he must be very old by now and his mistake is forgivable! Now for last issue’s pictures.

Many people correctly identified the Horsfield car in Nigel Ponsonby’s photo as being on Elland Road, crossing Holbeck Moor and heading for Meanwood (route No.6). The gasometer in Meadow Lane is plainly visible in the background, as is the steeple of the former chapel alongside Meadow Road railway bridge.



Eric Smith tells us that following opposition to obliteration of the bowling green immediately to the right of the car, the proposed course of the M621 was altered slightly to the west, over the path, seats and trees prominent in the photo and creating the "dog-leg" in the motorway that we now have. Happily, the bowling green, of course, survives! Decorated BT-H open-top car 170 displaying CARDIGAN ROAD on its route boards has still not been positively located. One opinion is that it may be outside Headingley Depot, with St. Chad’s churchyard behind. In that case, it has presumably returned from (or is just entering) service and the route boards can be disregarded. We still don’t know what was the occasion.



The final photograph was easy meat for our intrepid location hunters. "Cricket Ground" of course was the stop between Roundhay Park and Oakwood, with the car proceeding to West Park on the No.1 route.



Now for this edition's teasers, the first of which shows a Ledgard's bus in a well-known location, but one which has changed quite a bit since.



Our final two photographs were taken recently by Robin Oldfield on a visit to Leeds. They show two tramway relics (no - not your Committee) and he has told us where they are - but can you identify them? Firstly a stub of rail, presumably having been used as a fence post.



Secondly, a section of track remaining in situ. Of course there are still miles of track under tarmac, but it's very rare to find a surviving section out in the open.



Answers, as ever in our next News Sheet.

GENERAL DATA PROTECTION REGULATION

"Oh no!" we can hear you think, "not that again". There has been much confused information about the new regulations which came into force last month.

Some pundits claim that simply by subscribing to an organisation you imply consent for them to contact you. Others say that you must give express permission, renewed annually, before we can send you anything at all! Whatever the final outcome, you need to know what happens to your details and how we store them, and be reassured that they will be handled in confidence and security.

Acting on the best information available, our Secretary, John Holmes, has prepared a declaration, appended to this News Sheet, which we would ask you to fill in and return, either in paper form or electronically.

Please use the postal address on the declaration, alternatively email to the editorial email address (at the bottom of the back page) and I will ensure John receives your communication.

Malcolm Hindes

Vice-Chairman & Editor

CHARLIE'S COLUMN

Charlie's column is on holiday this month. We look forward to its return.

THE MIDDLETON LIGHT RAILWAY

In 1919 Leeds City Council was authorised to extend its boundary to include land at Middleton for housing of the Garden Village type. Its tenants were to be people displaced by the demolition of insalubrious houses.

No roads connected Leeds with Middleton, but eventually the city's new Ring Road would arrive there. The construction of a light railway was also authorised in 1919. By May 1921 a temporary standard-gauge railway had been built to take building materials up to Middleton. By 1923 the Ring Road had been partly completed. Eventually a very limited bus service started.

The temporary railway was discontinued in June 1923. Would the tramway now be built?

Houses had already been occupied by working people who previously lived near their place of work. These early residents were faced with a walk of almost $1\frac{1}{2}$ miles through the Park and down Gipsy Lane to the tram terminus in Dewsbury Road outside Tommy Wass's farm (or was it already a pub?)

Early in 1924 a decision was made to construct the tramway. It would be an express sleeper track about three miles long starting from the Middleton Colliery's coal staithe alongside Hunslet Moor, running alongside the historic Middleton Colliery Railway before climbing through the fields of Lockwood (or Ward's) Farm, continuing through the woods of Middleton Park, emerging to run alongside a piggery and open land to the Water Tower. The final stretch to Middleton Arms was alongside Middleton Park Road.

In 1925, less than three months before its opening it was almost complete but the Authorities had yet to decide which of the three options to choose to link it to the rest of the city's tramway system! Eventually was built a connecting track - street track in Moor Road where it crossed Hunslet Moor - to link the Light Railway with Dewsbury Road at the "Junction" Pub.

So, the first passengers were carried from the Corn Exchange loop on 12th November, 1925. The line was extended to Lingwell Avenue on 26 November, 1927. On 28th August 1949 it was joined, by a fourth extension of the Balm Road route, to create a circular service. This wonderful tramway closed on Easter Saturday, 28th March 1959 after thirty-three years and nine months. The circular route had only operated for nine years and seven months.

What remains to be seen? - About a third of it. A few yards of Moor Road and Hunslet Moor can be seen, but the Coal Staithe site is buried under Junction 4 of the M621, which also covers the trackbed to a point beyond Parkside. You can still walk on a section starting from behind the former Parkside Cricket Ground as far as the curve beyond the former Cuckoo Steps bridge (dual levels) over the two railway tracks.

From there to the entrance to the woods the contours of the area

were greatly changed by open cast coal mining in the early 1980s.

The trackbed through the Woods, being inside the Park itself, remains unchanged, but on leaving the Woods and the Park beyond the "sub-station" and site of the crossover, it disappears under holes ten to eighteen of the golf course, the whole of which has now been closed. This was the Municipal golf course, not to be confused with the private South Leeds Golf Club, not far away, which straddles the Ring Road.

Beyond the end of Town Street and the Water Tower the site of the tramway can easily be seen to the left of Middleton Park Road and Ring Road Middleton, although in some places it's hard to decide exactly which grassy stretch covers the remains!

When reaching Belle Isle Road, the central reservation is easy to spot! But, then, the Balm Road and Belle Isle route is another story!

Route Numbers. From 1926 to October 1929 trams with number screens showed 16 for the service from the Corn Exchange to Middleton.

From October 1929 cars showed Nº 12.

Before Christmas in 1935, 1936, 1937, 1938, to ease traffic congestion, the Nº 12 was moved from its terminus on the Corn Exchange Nº 1 loop, to temporary loading points near Swinegate. From October 1939 the permanent boarding points were in Swinegate and at the foot of Mill Hill as trams on routes 12, 25 and 26 ran round a unidirectional loop (Swinegate → Neville Street → Great Wilson Street). Later some were "27" From August 1949 some trams showed "12 circular" and "26 circular"

From 22 July 1956 to closure on 28 March 1959 trams to Middleton were linked to the York Road Routes thus ...

- Crossgates (18) - Kirkgate - Middleton (12, 12 circular)
- Middleton (26 circular) - Belleisle (27) - Belle Isle (26) - Balm Rd (26) - Kirkgate - Central Bus Station (26, later 27 too) - Harehills Lane (17) - Halton (20) + occasionally Templenewsam (22).

For more information about the construction of the Middleton Light Railway and the Ring Road, please consult Jim Soper's wonderful history, pages 338, 356, 357 (Volume 2) - noting that the photograph on page 356 shows the Middleton line under construction as it crosses farmer Ward's fields!

Eric Smith
April 2015.

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