

# LEEDS TRANSPORT HISTORICAL SOCIETY

## NEWS SHEET 191

DECEMBER 2017



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

Meetings held at East Enders Sports & Social Club, Railway Street, Leeds, LS9 8HB (former Metro Leeds Club). **N.B. Meetings now start at 1930.**

- Mon. 11 Dec. **Tony Wilson presents a selection from his Ciné Film archive**  
Mon. 8 Jan. **Members' images (slides or digital) and videos**  
Sat. 13 Jan. **Sales Stand at SLS Collectors' Fair**  
Mon. 12 Feb. **Dad's Slides** Eric Smith  
Mon. 12 Mar. **Trams on cine** Malcolm Hindes  
Mon. 9 Apr. **Society Annual General Meeting - entertainment to follow**

### OTHER LOCAL MEETINGS & COMING EVENTS

#### December

- Tue. 19 (LRTA) **Trams on Video** Charlie Watson  
January

- Tue. 2 (MRT) **Travels in 2017** Kevin Tattersley  
Thu. 4 (NGRS) **AGM & British Trams since 1945**  
(NGRS Members only)

- Sat. 13 (SLS) **Rail/Bus Collectors' Fair**, Pudsey Civic Hall, 10.00-15.00, admission £2

- Tue. 16 (LRTA) **Transport films** Tony Wilson  
February

- Thu. 1 (NGRS) **tba** Mike Swift  
Tue. 6 (MRT) **Travels in 2017** Andrew Johnson  
Tue. 20 (LRTA) **tba** Malcolm Hindes

#### March

- Thu. 1 (NGRS) **Quarries & Tramways of the Yorkshire Dales pt.2** Stewart Liles

- Tue. 6 (MRT) **tba** Malcolm Hindes  
Sat. 10 (NGRS) **Narrow Gauge North** model railway exhibition, Pudsey Civic Hall

- Tue. 20 (LRTA) **Transport Videos** Mike Waring  
April

- Tue. 3 (MRT) **Return to Australia** Mike Swift  
Thu. 5 (NGRS) **tba**  
Tue. 17 (LRTA) **Hong Kong** 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 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 on sale beforehand.

- SLS** Samuel Ledgard Society - see entry for details or contact Barry Rennison ☎ 0113 236 3695, email: [rennison@cc-email.co.uk](mailto:rennison@cc-email.co.uk).

### SALES STANDS

**Pudsey Collectors' Fair** on Saturday 14 October (apologies for saying Sunday in the last issue - at least we got the date right!). See the separate report below, but many thanks to those who helped.

**Leeds Model Railway Exhibition, 28-29 October**, Grammar School at Leeds.

Although we were given a good spot in the entrance hall (as usual) this was disappointing, despite expected good sales of the new book in the pre-Christmas period. There was a shortage of help on the Saturday and sales were moderate. Staffing on the Sunday was adequate but sales very poor. Perhaps the absence of any model display (Peter Malone couldn't make it this year) caused people to pass us by. The Middleton Railway were in a corner beyond us, but having a compact but attractive model layout as part of their stand seemed to attract the customers.

Many thanks to those volunteers who turned up.

#### **Next sales stand:**

**Pudsey Collectors' Fair, Saturday 13 January**

Again we shall be having a stand at what is now a regular Samuel Ledgard Society event, 10.00 - 15.00. Help is needed setting up beforehand and clearing away after as well as actually staffing the sales. Please volunteer at the December or January meetings.

### AUDIO INTERVIEWS

#### Mel Reuben

During the last meeting on November 13th when I presented pictures of Leeds trams and their environment, there were interesting comments not only about the type of tram but where their locations were. For those who remember the trams it brought back some old memories. Like myself some of us are not getting any younger and sadly in a few years' time there will not be many people around who will recall the trams in Leeds.

With this in mind the Committee has agreed to try and capture these memories on audio - after all our society's aim as the Leeds Historical Transport Society is to promote various forms of transport in our city and in some cases beyond.

I have been given this task, so I am appealing to our membership to come forward with your stories be it amusing or serious so we can capture these fading moments for posterity. I am willing to meet you wherever in a quiet place so we can record your experiences, if you wish to remain anonymous there is no problem.

You can contact me by e-mail on [melreuben@hotmail.com](mailto:melreuben@hotmail.com), mobile phone 07952 658108 or speak to me at the next meeting.

I await in anticipation as some of the stories I heard at the meeting are worthy of recording.

## **SAMUEL LEDGARD SOCIETY WEEKEND**

**14-15 October**

**Malcolm Hindes**

This being the 50th Anniversary of the end of Samuel Ledgard operations, the Samuel Ledgard Society pulled out all the stops. Their usual October Collectors' Fair and Running Day was brought forward a couple of weeks, meaning we were able to have a stall, and there was also an intensive running day on the Sunday, based at Otley and featuring both Ledgard and West Yorkshire Road Car liveried buses.

Saturday dawned bright and showery, but soon became a very warm day for October. In the Pudsey Civic Hall we set up our stand, which was well attended, and laid out our usual wares.

*Leeds Transport in Colour 1880-1952* featured strongly, of course, but we also offered the softback version of *Leeds Transport on Postcards* at a reduced price, although to keep faith with those who paid full price, the hardback version was not discounted. Sales were slow at first, but picked up late in the morning and eventually topped the £200 mark. An informal analysis of sales suggested that takings from one of the two tables we had - that with photographs and second hand books - actually failed even to pay its share of the stand fee, whilst the other - new books and videos - performed far better. John Holmes had prepared information/membership forms and these went very well.

Outside in the car park was the usual array of restored buses and associated vehicles, and free rides around the area were on offer including a re-enactment of Ledgards' final journey. There was some difficulty with careless car parkers blocking the buses' way and the bus stop, but all in all it went very smoothly.

There were some magnificent examples of restoration, although one bus (we will not say which!) dismayed purists by mis-spelling the LCT address as "Swingate" - talk about spoiling the ship for a ha'porth of tar!

The Fair finished relatively early - 3.00 p.m. - so that the hall could be prepared for an SLS evening event. Sunday, on the other hand, was all about the fun of bus riding. An intensive timetable operated on no less than seven former Ledgard routes: two from Leeds and one from Bradford to Otley (and back at the end), then frequent buses throughout the day to Guiseley, Ilkley, Pool-in-Wharfedale and the Weston Estate. All, of course, were free (donations gladly received) and predictably there were "genuine" passengers picked up on the way who joined in the fun.

Once again, a magnificent selection of preserved buses was in service. Liveries seen also included Leeds City Transport, Bradford, Black Prince, London Transport, Bournemouth, National Bus Company and even a current First Group bus displaying "West Yorkshire Road Car" on its electronic indicator.

Again, the day was rounded off with a social, this time at the SLS's spiritual home, the Rose & Crown in Otley. Barry Rennison and all his cohorts are to be roundly congratulated on a brilliant weekend. Roll on the next!

## **SUBSCRIPTIONS**

Many thanks to the vast majority of members who have renewed their £10 subscription.

A reminder should be enclosed with this News Sheet if you haven't paid up yet.

## **SITUATION VACANT**

We are still in need of an Assistant to help Sales Officer Stephen Longthorpe. Stephen continues to store our stock and stand, but he has little weekend time free to attend sales events. The Assistant would coordinate staffing of Sales Stands at the events we attend so as to avoid either overstaffing by unexpected volunteers or (worse) failure to appear!

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

## **NEW BUSES FOR LEEDS**

**John Holmes**

First Group is acquiring 34 new buses for Leeds which will be used on route 1 (Beeston to Holt Park) and route 6 (Leeds Bus Station to Holt Park) they will enter service in December 2017.

These new double decker buses made by Wright bus will be fitted with low emission Euro 6 compliant engines and will have a new green livery. The buses will be fitted with leather seats with more leg room.



Digital information screens will be fitted which give live time information via GPS technology announcing next stop by LED screens and loud speakers.

Charging points for Smart Phones will be available via USB plugs, and free Wi-Fi available for checking Emails, watch videos etc. They will also have contactless facilities to pay for tickets.

## **RIDING THE 399**

**Malcolm Hindes**

Having a free afternoon last month, I decided to spend some time in Sheffield tram riding and hoping to see (or even ride on) some of the new Vossloh/Stadler tram train units now in general service.

Returning from Middlewood, we passed 206 on the purple route heading for Cathedral, so I promptly alighted at Fitzalan Square and waited.

Very soon the car reappeared and I boarded for the ride to Herdings Park. First reactions were not too good. The seats, although wider than the older Duewag cars are not as comfortable, and the forward view is much poorer due to a higher placed window in the driver's cab bulkhead (or is it a lower floor?). The car seemed to have good performance on the hill up Park Grange Road and the ride was good.

Arriving at Herdings Park I moved to the other end of the car, explaining to the driver that I was returning with them. "So am I" was his response!

Being the only passenger on board, there was time for a chat with the conductor during the layover. By and large they don't like the new cars. Because of the wider seats, the gangways are narrower and much harder to negotiate when the car is full.

So - good points and bad.

## PUZZLE PICTURES

As usual, we start off with some feedback on last issue's puzzle pic.



Nobody came up with any more names for the people on the photograph of 2099 in Middleton Woods, but one who was not on Roy Brook's photograph (and would have been) was our own Eric Smith, who took part in that April 1950 LRTL tour. This leads Eric to cast doubt on the information provided to Jim Soper when writing the caption. Moreover, Eric has in his possession a photograph of the same car in the exact same location and identical in every detail apart from the tour participants. This carries a note that it was taken on a tour on 11 June 1950 organised by the Tramway & Light Railway Society. We are sufficiently convinced to accept this as a correction to the magnificent *Leeds Transport in Colour 1880-1952*

(copies still available but running out fast).

We have two pictures for you to identify this month. Sadly the first is also an error from the Colour book. Jim was told in good faith that this 1932 builder's photo of new Dennis Lance 125 had been taken in Queenswood Drive, Headingley - rather prophetic as Queenswood Drive did not exist until the 1950's! And why would Roe's take a bus to the far side of the city for its photograph anyway?

Admittedly, the houses in the background bear a passing resemblance to those in the adjacent street, Langdale Terrace, although they are in fact quite different (and the road slopes the wrong way). So where is it? If we get the correct answer in time, we might be able to amend the caption before printing a second edition (did I say the book is selling fast, get yours now?).



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

Our second picture is a tram one which John Holmes found while browsing the internet (as if he hadn't enough things to do!).

It shows a Feltham car somewhere in Leeds. Sadly the definition is not good enough to make out its fleet number, but all we are asking for anyway is the location. This time we do know and can give you a clue that some of the buildings in the centre of the picture are still standing, so you should be able to find them on Google Streetview.



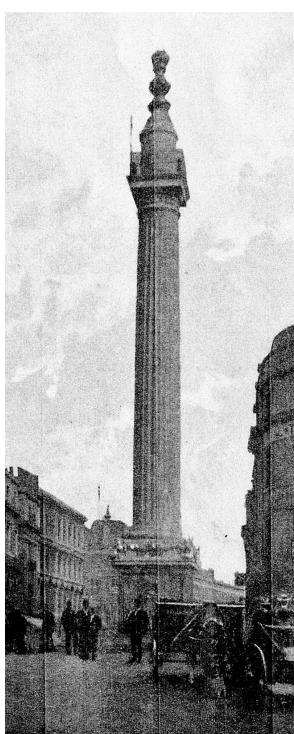
## CHARLIE'S COLUMN

### We'll Let You Know When We Know

September 2016 saw your scribe back on the Isle of Man for a week. Not only do I like the Isle but so do my parents, who often accompany me on the trip. They hire a car and go and do what they want. I rely on the public transport to serve my needs; however in addition to my seven-day GO card I buy them a one-day GO card so they can have a day riding as well.

The day was settled for the Thursday, and would usually go like this:  
 Train from Port Erin  
 Walk to Sea Terminal (stopping for coffee)  
 Horse tram to Derby Castle  
 MER to Laxey  
 SMR to Snaefell Summit (dinner stop)  
 MER to Ramsey  
 Bus or Tram to Douglas  
 Bus to Port Erin  
 Usually.

I don't know how I found out, but someone told me that the



## Charlie Watson

IoMR were having real problems and only had one loco capable of running (to be fair, it was almost the end of the season so demand was low). So, on the Wednesday afternoon I called in at Douglas station to find out what was happening. The ticket clerk told me not to worry as there would be trains running from Port Erin, but he didn't seem convinced by what he was telling me and I wasn't convinced either!

The next morning saw me in the Booking Hall at Port Erin, asking if the first train (10:10) would be on time. The clerk was most helpful, but as he said "We'll let you know when we know".

Mum and Dad were not impressed, as they enjoy the train to Douglas; however the No.2 bus would have to suffice. The rest of the day went without a hitch.

What annoys me is that with a little bit of effort from National Transport (or whatever it is nowadays) a solution could be reached. In Douglas train sheds lie the ex-GNR(I) railcars. In 2013 I viewed these, having had the bodies re-framed and then left unfinished.

I appreciate that steam is the important force which brings most railfans to the Isle, but would like to see these run again. I certainly would, as I have never seen them in service.

However, I should not complain. The trams still run - though how long for the horse trams? - and it could be the best tramway in the world.

### The December Quiz

All the clues are for places that have / had trams – like Leeds or Headingley.

Use the red letter in each place to find the anagram of another place (two words).

John Holmes

□ □ □ □ □ □ □

Karl Marx Stadt

□ □ □ □ □ □ □

Weegies come from here

□ □ □ □ □ □ □

A capital boy's name

□ □ □ □ □ □ □

Dried grasses after a circle

□ □ □ □ □ □ □

Open air living museum in the North

□ □ □ □ □ □ □

Germans allow

□ □ □ □ □ □ □

Centre weight

□ □ □ □ □ □ □

Grass beds in the trees

□ □ □ □ □ □ □

Mamucium.

□ □ □ □ □ □ □

Twinned with Galway.

□ □ □ □ □ □ □

A coloured ball and the game it is used in.

□ □ □ □

On the River Foss.

□ □ □ □ □ □ □ □ □ □

*Have A Frustrating & Merry Christmas*

*John*

Not too long ago our transport experts were telling us that quality guided busways are the answer to the Leeds chronic transport situation. In my opinion, times have changed; light rail is the key to sorting out congestion. However, you have to travel thousands of miles to the Australian cities of Adelaide and Brisbane to see how the concept really works. The definition of the word O-Bahn is: O short for Omnibus and Bahn is the German word for way or road.. The first ever O-Bahn was conceived by motor car and bus builder company Daimler- Benz who came up with the idea of running buses inside the tram tunnels in Essen, Germany to avoid city centre congestion.

### **Adelaide O-Bahn**

Adelaide, the state capital of South Australia, with a population of 1,326,000 is the fifth largest city in Australia. The city is pleasant, open, uncramped lying peacefully between the hills and the sea. It has a friendly unhurried environment, not like the other larger cities in Australia.

In 1970, a proposal to extend the city's only remaining tram route to Glenelg from its city terminus in Victoria Square into a tunnel under the city centre to the northern suburbs in the Torrens River valley area was turned down on costs. The line's infrastructure with its vintage interurban ageing H-type trams needed upgrading, so a delegation of transport chiefs from the City of Adelaide and the state government visited Essen, Germany on a fact-finding trip. They recommended to the City Council and State Government that an O-Bahn should be built to the north eastern suburb of Tea Tree Gully, where a new huge shopping complex at Tea Tree Plaza was being built. Construction worked commenced in 1983 and was opened for use in 1989. A specially-built concrete track was laid which had the appearance of a tram road without the tram tracks. The track is 7½ miles in length and includes one station at Klemzig and two interchange stations at Paradise in the suburb of Campbelltown and at the end of the O-Bahn, Tea Tree Plaza. At the interchanges numerous bus routes connect enabling passengers to change on to their local bus lines. The speed generated on the O-Bahn is a constant 100 kph (62mph) The lay out of the track is in lush wooded parkland following over the contours of the Torrens Valley's gulleys and small streams. There are numerous walking and cycle tracks parallelling the line. For everyone's safety, a metal chain fence runs the full length. Just like our guided buses in West Yorkshire, wheel guides protrude from the adjacent front wheels. The beauty about the Adelaide system is that no other vehicular traffic but specially adapted buses can use the O-Bahn. If another type of vehicle tries to access the O-Bahn, a specially fail safe device known as "the sump buster" is triggered this will rip out the sump of the offending vehicle, bringing it to a full stop. Red lights will appear along the track, preventing a genuine bus crashing in to the offending vehicle. The Adelaide O-Bahn is now the longest and fastest guided busway in the world.

Another momentous decision was made by the state government in 2005 to upgrade the tramway and extend it through the city centre to the inner north-west suburb of Hindmarsh and purchase 15 Flexity Classic trams, to replace the H trams. To conclude with the modernisation and the recent modernisation extension of the Glenelg tramway through the city centre, there is chance that the O-Bahn may be converted to a light rail line. Looking at the superb surface of the O-Bahn and the way it was constructed, laying tram tracks and fitting overhead infrastructure would not be a problem. At the present time the system works extremely well; to stand on one of the numerous foot bridges spanning the O-Bahn and see with your own eyes modern buses, mostly fuelled by natural gas speeding at over 60 mph without hindrance, makes you wonder how wrong West Yorkshire has been with their puny stretches of poorly-maintained rubbish-collecting guideways.

### **Brisbane Busways**

Brisbane, the State capital of Queensland, with a population of nearly 2 million is the third largest city in Australia. Because of its balmy climate it is widely regarded as Australia's most liveable city. Until April 1969, Brisbane had a large tram system with 124 miles of track mostly laid in concrete and served by 408 trams. In 1965, a North American consultant advised the city council to scrap the trams and the five trolley bus routes within four years in favour of diesel buses. The tragedy was that over half the tram fleet was modern and with the track being laid in concrete it was in fine fettle. Despite an aggressive campaign by the "Keep The Tram" lobby, who were appalled at the scrapping of a multi-million dollar transport system, their demands for a referendum fell on deaf ears. The council pushed ahead and Brisbane, like Leeds, became the domain of the diesel bus. To-day the diesel bus has been mostly replaced by natural gas-powered buses. The main operator of buses in the Brisbane metropolitan area was Brisbane City Transport. However, on 1st July 2008, a new PTA came into being called TransLink, which is now responsible for trains, buses and ferries in south-west Queensland. The hub of the bus system is Queen Street bus station, built underneath a huge shopping mall. The bus station is connected to two underground bus tunnels.

The south-east busway was opened in stages and in 2000 the first segment to "The Gabba", Brisbane's famous cricket ground, was ready for some of the events held in conjunction with the Sydney Olympic Games. The final section was completed to Eight Mile Plains in 2001. The route leaves the underground Queen Street Bus Station and crosses the Brisbane River on the Victoria Bridge. After that, it uses tunnels and its own right of way along the river's south bank to the Gabba where it emerges to run parallel with the south-east Freeway. There are six bus stations along the route, all with

their own local feeder routes. The end of the busway is Eight Mile Plains, some 16 km from the city centre. Already there are plans to extend the busway a further 5km. to Rochdale and Springwood. The beauty about this busway is that the buses do not have guided wheels, which eliminates the construction of a guided concrete track; however, the surface is of motorway standard.

The speeds reached are up to 90 kph and the buses are all powered by natural gas and most importantly are fully air-conditioned, which is needed in the humid Brisbane atmosphere.

The Inner Northern Busway tunnels under the Central Business District were finished in May 2008 emerging at Roma Street Bus/Rail Interchange. The first stage of busway was only 4.7km long. In 2012 the link up with the outer northern busway was completed and now stretches over 25 kilometres with 21 stops to the far northern suburb of Kedron Bridge with a further extension in the pipe line

The excellent structure of the busways is a credit to the city planners. Talking to an Inspector, he told me that they can easily be converted to light rail; he added which is all the pity as the city should never had scrapped the trams.

Two different cities with different versions of how to utilise the bus. It puts our puny efforts at building guided busways in West Yorkshire to shame and the reliance of the Leeds City Council's Park and ride ventures.



## *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.

We hope you like this picture, taken from a Christmas Card produced some years ago by Yorkshire Rider.

News Sheet 192 should be out in March. Meanwhile, the Compliments of the Season to all from your Committee,

*Ian, John, Tony, Jim, Mike, Mel, Jamie & Malcolm*

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