

LEEDS TRANSPORT HISTORICAL SOCIETY

NEWS SHEET 170

AUGUST 2012



FIRST TRAM TO PARKSIDE FOR OVER 50 YEARS!

As planned, Horse Tram 107 moved to the Middleton Railway's headquarters during August.

Once a short working on the 12 Middleton route, Parkside became notorious as a "graveyard" for the ill-fated attempts to preserve Leeds 202, 517 & 601, not forgetting Swansea & Mumbles 2. Happily there were some survivors - Leeds "Double-Cab" No.2 and Stores Car No.6 (Hull 96), Sheffield 513 and Glasgow 1055 (Liverpool 869) - and we should remember Middleton's part in their survival as well as the sad fate of the others. Jamie Guest's latest 107 report (below) gives a blow-by-blow account of the move. Do enjoy it.

Work hasn't finished at Whitkirk however and we shall be continuing and clearing up there for some months yet - do lend a hand if you can.

YOUR L.T.H.S. NEWS SHEET

M.H.

First of all, apologies to all who missed the June News Sheet and thanks to those who contacted me to express their concern. It's nice to know your efforts are appreciated. Actually there wasn't a June issue, so this is it, somewhat delayed!

As you will appreciate, 2012 has been a busy year for your Committee (who provide most of the copy) with work ongoing both on No.107 and preparation of our next publication, not forgetting an increasing round of sales stands and opportunities thanks to Stephen Longthorpe's efforts. The March Newsletter was seriously delayed and before we realised what was happening June was upon us!

The Committee discussed the question of publishing dates and came to the conclusion that June is not a particularly suitable month for the News Sheet anyway, as there are few forthcoming events and it's too early to include the new season's programme. Dismissing the idea of reducing to three issues (to economise on postage) it was decided to continue 3-monthly but in November, February (A.G.M. Notice), May and August (hopefully to include the next season's programme).

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

Welcome to the 2012-2013 season of the Society's social meetings. As mentioned above, you should find the new programme enclosed with this News Sheet. Meetings start 8.00 p.m. prompt on the second Monday each month at the former Yorkshire Rider Social Club, Railway Street, Leeds, LS9 8HB.

Mon. 10 Sept. - Films from the T.M.S. Archives

Roger Benton

Mon. 8 Oct. - Colours of Llandudno & Colwyn Bay and Hill of Howth

Jim Soper

Sat. 20 Oct. - Manchester Exploration see below

Sat./Sun. 27/28 Oct. - Model Railway Exhibition

The Grammar School at Leeds, Alwoodley Gates

Mon. 12 Nov. - Modern British Trams

Paul Abell

Mon. 10 Dec. - Across the U.S.A. in search of a Tram to Roundhay

Jamie Guest

Mon. 14 Jan. - Members' Digital Images

Yourselves

OTHER LOCAL MEETINGS & COMING EVENTS

Here's a summary - places and contact details below. Please contact the News Sheet coordinator with details of other local events which may interest members.

September

Tue. 4 (MRT) - the Kitson-Still Locomotive and other unusual designs Lee Towers

Fri.14 (LRTA) - Tramways in Holland & Belgium

Mel Reuben

Mon. 17 (LTTG) - Transport Comedy Evening

Mel Reuben

October

Tue. 2 (MRT) - To be advised

Fri. 12 (LRTA) - Leeds Horse Tram 107

Jamie Guest

Sat. 13 (SLS) - A Special Centenary Anniversary of the First Charabanc Operated by Samuel Ledgard

Pudsey Civic Hall 1000-1600, Free Admission.
Display of Memorabilia, Shows, Presentations,
Trade stalls and much more

Free bus service operating on a regular timetable

Mon. 15 (LTTG) - Leeds Horse Tram 107

Jamie Guest

Sat. 27 (SLS) 8th Annual Transport Collectors Fair

Pudsey Civic Hall, 1000 - 1600, Admission £1

November

Tue. 6 (MRT) - Czechoslovakia Richard Winfield

Fri. 9 (LRTA) - Leeds Tram Evening

Mon. 19 (LTTG) - Transport Cine Evening

Sylvia Spencer

December

Tue. 4 (MRT) - Christmas Social Quiz

Team Roberts

Fri. 14 (LRTA)

To be advised

Mon. 19 (LTTG). - AGM (members only) followed by "Charlie Watson's Trambus Highlights"

Groups, Meeting Places & Times

MRT - Middleton Railway Trust, The Engine House, Moor Rd., Hunslet, 7.30 p.m. Refreshments on sale

LRTA - Light Rail Transit Association, Leeds Area, Committee Rm. 5, Civic Hall (Portland St. door), 7 p.m.

LTTG - Leeds Transport Touring Group, at Grove Inn, Back Row, Holbeck, 8.00 p.m. £1 charge inc. supper

SLS - Samuel Ledgard Society. See entries.

HORSE CAR 107 UPDATE

Jamie Guest

A lot has happened since the last issue of the News Sheet. The big news is that 107 is now a tram once again with its body sitting firmly on its own running gear for the first time since 1901. This represents a tremendous effort by the team who were once described as “**A bunch of Yorkshire amateurs in a leaky garage**”, an epithet given by a senior workshop member at a certain establishment in Derbyshire.

In the 4 months or so since the last newsletter, work progressed on several fronts. Jim Soper and Ian Dougill pressed on with painting the body in the new paint supplied by Copal Paints in the correct colours. The transformation of the mixture of primer and undercoat to a first coat of primrose and white gloss is amazing. It also waterproofed the body of which more anon. I spent a lot of my time away from the tram designing and obtaining all the parts for the upper deck seats. The woodwork and ironwork for these are now all at Whitkirk, laid out in the back room as a set of 8 seat kits. One pleasing note is that we have been able to reuse the old rubbing rails in the manufacture of the bars that hold the seat back rails. The wood is all pitch pine rescued many years ago from Hyde Park Methodist Chapel. The seat frames have all been cast by H. Downs & Son and the various stays and seat rail supports have been made by Jason Reeves, a new fabricator that I have found to take over from the two brothers who ran Fidaport. His work is excellent.

I spent a lot of my time finishing off the seat backs and then marking out and screwing down floor latts on the platforms and roof. This meant that there are fewer pieces of loose wood to take to Middleton. Design of the handrails for the upper deck is ongoing. The dashes are nearly complete and the first four of eight stanchions have been produced by Jason.

However the main work took place on the 15th and 22nd of August, when we moved the tram to the Middleton Railway. I am aware that some of our members had reservations about taking a tram to Middleton but the past is the past and we are very grateful to the team there for their generosity and hard work. Without the space that they have provided we would not be able to finish the restoration.

The move was complex and after much thought we decided to do it over two days. There are major space constraints at Middleton so we could not have both the body and the running gear on rails overnight. We therefore decided to move the body on the 15th and place it on an accommodation bogie, then take the running gear on the 22nd and unite the two parts. This might sound cautious but proved to be a wise decision. To move the body we first had to get it out of the garage. The door frame has subsided over the years and so we had to get a contractor to raise the front by 3 inches. This was done in late July. Jim and I then tried to push the body out one day and got it part way but then couldn't get it any further. It's a lot heavier than when we last moved it to Elland Road in 2009. Anyway a lorry with crane was booked and various helpers were dragooned into being at Whitkirk at 8 a.m. on the 15th. A temporary track of wood and then rails was laid and initially 107 started to emerge from the garage. However various obstructions under the underframe caused it to jam. These were cleared but it was still too heavy to move so Paul Brearley's car was used to tow it out, using my old climbing rope wrapped around the body 3 times. I later realised that the rope had been

bought at the Scout Shop on the Headrow in 1977, the year that 107 was rescued. 107 was then jacked up, put on blocks and the temporary wheels removed. We finished just before 10 a.m. when the lorry was due. We waited and waited but our booked contractor failed to turn up. He stopped answering his phone but sent a sub contractor instead who arrived about 1 p.m. Meanwhile Middleton were waiting for us.

The contractor, from Hunslet, hadn't been given full details of the job but once he found out what was happening he was brilliant. He set off to Peter Cassidy's on Water Lane to acquire the correct lifting tackle, came back and very quickly 107 was hoisted onto the lorry, placed on blocks and secured. By this time it had started to rain so the gloss paint proved its worth. We then set off down York Road and several of us including a photographer from the Yorkshire Post stood on the footbridge by the Shaftesbury to reproduce Jim's photo from 1977 of 107 going up York Road on the back of a Transit. The yellow and white livery made it stand out in the gloom and the Yorkshire Post used the two photos to good advantage. Arriving at Middleton it was quickly swung onto an accommodation bogie then towed very slowly by their Sentinel shunter (converted to diesel from a steam original) up to the platform and then slowly pushed back into the Engine House Museum. So far so good! On the Saturday morning I went down and put up some display boards to tell the public what 107 was and also enlarged various holes in the Underframe where Bernard and I had got the sizes wrong when examining heavily corroded bolts in 2006.

The 22nd saw another 8 a.m. start (a time that several members had forgotten existed!) The first task was to get the running gear, which weighs a ton, out of the top middle garage and then lower it 50 yards down the steep drive to Carter Mount. The drive would not support the weight of the lorry. To do this we first of all got it out of the garage and then slid the running gear sideways on a track panel using pinch bars, until it lined up with the drive. A large block and tackle, kindly lent by the Falconer Scout Group of Headingley (via Malcolm) was then attached to the headstock and anchored on Paul's car's tow ball. We lowered it 5 ft. at a time using the three track panels for it to run on and chocking it carefully after each move. Half way down the drive it was chocked again and the car moved down as we had run out of rope. We then lowered it the remaining distance to the bottom of the drive. This was all achieved safely and we were ready when the lorry turned up at 10 a.m. It was quickly loaded and we set off for Middleton. There it was craned onto the tracks in the car park but a weighing device was inserted between the hook and the lifting beam and the weight was read with a pair of binoculars: 960kg. and 2112 lbs. was the answer, halfway between a long and a short ton. The running gear was then pushed carefully up between the workshop and the Engine House and brought gingerly through a set of points to just in front of the body. The diesel shunter then towed the Smith of Rodley rail-mounted crane to a position alongside the body. The next step was to remove the old wooden underframe which left a slightly floppy set of running gear held together by two tie bars. The body was then jacked up 6 ins. so that the lifting beams could be inserted in a position that cleared the wheels. This took quite a bit of time and so it was afternoon before the lift began.

David Hebden from Middleton did a very good and careful job driving the crane with their chief engineer, Steve Roberts, supervising. The body was raised, using the same set of lifting beams as the week before, which Peter Cassidy's had supplied at a substantial discount. Next the trolley was pushed out of the way and then the running gear was pushed under the body. We then had to repeat everything to get the lifting beams repositioned a bit further apart and finally we started to lower the body onto the suspension units. Here things became difficult as we tried to align 16 bolts and rods and lower the body an inch at a time without trapping any fingers. In the end we had to partially dismantle the axlebox units and push the suspension tubes up into the body and bolt them in place. We managed to get three of the units aligned and fitted but the fourth wouldn't line up. The solution was to take one of the lifting beams out and then raise just one end of the body. This worked and with a small sigh the body settled onto its suspension. A friend of mine, Tony Bond, was inside the car at the time and said that it seemed to come to life. Various bolts were then put on and the accommodation trolley craned out of the way. Jim and I then started to push the tram back into the Engine House, it moved very easily and was nearly silent in its running. I checked the travel of the suspension and it is within 1mm of the design limits. This is a tribute to Bernard Donald's skills. It was Bernard who worked out how the suspension worked from incomplete parts at Crich and photographs together with marks on the old underframe. By this time it was nearly 4.30 p.m. and we were all very tired, but the ease with which it moved and seeing our vehicle come to life as a tram once again made it all worthwhile.

There is still much work to do. The upper deck seats and rails need to be completed and the dashes and brake columns fitted but the end is in sight. Several members came to help on the two days, most of the Committee together with Richard Syms who came over from Warrington. Andy Bailey came from the workshop at Crich and also Derek Rayner the technical editor of *Old Glory* who brokered the deal with Middleton. Bernard's family all came to Whitkirk to see the tram away. This was quite an emotional time for them to see Bernard's dream nearly fulfilled. For the next few weeks 107 will be visible in the Engine House museum at Middleton and is well worth visiting.

LEEDS POSTCARD BOOK **Malcolm Hindes**

As if they didn't have enough on their plates with moving Horse Car 107, Jim Soper and Jamie Guest started the production process for our latest book of Leeds Transport on postcards with a visit to Amadeus Press on 23 August. Jim has been working on the book for some months, and the draft proofs shown at recent Committee meetings are mouth-watering stuff. A couple of pictures have featured in recent news sheets for readers to help identify vehicles and locations.

The book will be available in both hardback and soft covers, priced at £24.95 and £19.85 respectively, and should be available before Christmas. Amadeus felt that the book is of high quality and should sell well in a number of markets.

An interesting production feature is that an extra 500 sets of pages and covers will be printed and stored unbound ready for future use. Apparently this is far more economical than having a second print run.

MANCHESTER TRIP

Jamie Guest

After the success of the trip to the Merseyside Transport Festival last year we are repeating the exercise. However this year we are going to go to Manchester to ride the Metrolink system. Over the past year many changes have taken place and two new extensions have been opened, to Oldham (Mumps) and St. Werburgh's Road. Also many of the new trams have gone into service and withdrawal of the original T68 vehicles has started.

The plan is similar to last year. I will be at Leeds City station on Saturday 20 October in time to catch the 09.25 TransPennine Express service to Manchester Piccadilly. This should leave from platform 16.

The aim is to ride as much of the system as possible on one of their Day Rover tickets. It is possible that the first part of the Ashton-under-Lyne route (to Droylsden) will also be open. There is no real structure to the day but I intend to head back about 4.30 p.m. Anyone who turns up will be very welcome. There are now three sets of through services, all of which come through the city centre. If the Ashton route is operating that would be my first destination and then I will take it as it comes.

SUBSCRIPTIONS **Tony Cowell, Hon. Treasurer**

The increase of the annual subscription rate to £8.00 was unanimously agreed at the A.G.M. in April.

The £8.00 membership subscription becomes due from all members on 1 September 2012. 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 e-mail. 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 unaffected.

FUN AND FROLICS IN FRANKFURT **M.H.**

Those who have visited Frankfurt-am-Main will know it houses one of Germany's best transport museums, with horse, steam and electric trams, trolley buses and motor buses as well as running sheds for a fleet of vintage vehicles at Schwanheim, terminus of the No.12 tram route. Also in Frankfurt is the Feldbahn Museum, an operational 60cm. gauge steam railway with a half mile running line through the Rebstock Park and the Hafengebahn, a standard gauge line along the north bank of the river, linking the docks with the DB main lines. Sunday 12 August was the *Frankfurter Tag der Verkehrsgeschichte*, (Frankfurt Transport History Day) and happily I was able to be there.

For €10 (£8.00) a *Kombi-Ticket* gave admission to both museums together with travel on special trains on the Hafengebahn and vintage tram and bus services linking all three sites.

In truth, one day wasn't long enough to do it all justice, but it was great fun and tremendous value for money. The Transport Museum is normally open 1000-1700 on Sundays (admission €3) and the Feldbahn Museum 1400-1700 on the first Saturday of the month or 1000-1700 on running days (see www.feldbahn-ffm.de).

Both are highly recommended.

“It’s no use waiting there” said the man in the kebab shop by the bus stop opposite Education Road, “buses don’t stop there”. “It’s the 781 I’m waiting for”, I said, “and there’s only one a day”. “Well I’ve been here two years and I’ve never seen a bus stop there. You could check with the sandwich shop next door”.

There was nobody in the sandwich shop to ask and the forlorn-looking bus stop wasn’t much help either - no timetable, just a faded “buses to Moor Allerton” on the sign. The bus should be due in a couple of minutes anyway so there wasn’t time to walk to the next stop and check. Reassuringly, an orange and blue single-decker soon approached along Meanwood Road from Golden Cross (remember it?) and stopped at my request to pick me up. The kebab shop man had gone into the back of the shop, so he didn’t see it. Another two years, maybe? I was the only passenger on the bus.

The 781 must be one of the oddest bus services in the area. It runs once a day from Leeds via Harewood to Otley then returns a couple of hours later to Leeds. From the City Centre to Meanwood it is the one and only service to take the logical route - via North Street and Meanwood Road (the old No.6 tram route) - to what the locals still know as “Meanwood Terminus”, sixty-odd years since the trams finished!

The bus turned up Stonegate Road and stopped to pick up some more passengers before carrying on to King Lane Circus. Surprisingly it turns right here on to Street Lane, across Scott Hall Road and left at Moortown Corner. Could it be the only service ever to turn north from Street Lane into Harrogate Road?

Picking up more passengers on Harrogate Road we continued as far as the Ring Road then turned left again, back to King Lane and barely 400 yards from where we had been 10 minutes earlier! There was more fun to come. Turning right up King Lane, the bus passed the Park & Ride terminus to continue up King Lane and along its narrowest part where there is barely room for two cars to pass each other, let alone a bus. Picking up more passengers we turned into Alwoodley Lane and followed it back to Harrogate Road. Left once more, we rode out into the countryside past the Grammar School and Eccup Reservoir.

No-one got on, no-one got off, so on we sailed through Harewood with only a brief pause in recognition of the traffic lights. At the bottom of Harewood Bank it was left again onto the Otley Road. This brief flirtation with the A659 came to an abrupt end with another left turn on to Weardley Lane and a tour round by Weardley village and Rawden Hill - shades of Saml. Ledgard! Returning to the A659, by now rejoicing in the name of Arthington Lane, we continued to that village to collect more passengers, then on through Pool-in-Wharfedale to Otley.

Our first set-down was at Otley Maypole; the driver even had to ask his passenger where the stop was! On up Walkergate and Nelson Street, with a delay while a surprised lady driver reversed her gas-guzzling Range Rover out of our way, and we finally arrived at Otley Bus Station.

There were all of 20 passengers on the bus, not a bad load - except for the fact that we were all using our National Bus Passes so the driver took no fares whatsoever. This is undoubtedly a bus “service” in the true sense of the word, but Centrebus must be relying on Metro to pay for it.

And the return journey? No. After a brief wander round Otley (enjoying one of Weegmann’s pork pies!) I caught Connexions No.940 to Holt Park and WorstBus No.1 back home in time for dinner. All in all an enjoyable morning’s excursion.

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 and do not necessarily represent Society policy.

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