

LEEDS TRANSPORT HISTORICAL SOCIETY

NEWS SHEET 197

JUNE 2019



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

Social are meetings held at the Leeds Postal Sports Association Club, off Beecroft Street, Kirkstall, Leeds, LS5 3AS, 1900 onwards for 1930 start. Collection £1

- Mon. 10 Jun. **British Buses on Video**
from the camera of Mike Waring
- Wed. 17 Jul. **Visit to Shipley Glen Tramway**
- Sun. 28 Jul. **Sales Stand, Sandtoft Gathering**
No meeting in August
- Mon. 9 Sep. Meetings resume

OTHER LOCAL MEETINGS & COMING EVENTS

June

- Tue. 18 (LRTA) **More Cine Film from the Keith Terry Archives** Malcolm Hindes

July

- Sat.-Sun 13-14 (MRT) **Model Railway Exhibition**
The Engine House, Moor Road
** N.B. LTHS Sales Stand **

August

- Tue. 6 (MRT) **Slides from the Brian Crowther Collection** Malcolm Hindes
- Sun. 11 **Dewsbury Bus Museum Summer Spectacular Running Day**
1030-1630, based at Batley Mill Outlet and the Museum premises, Foundry Street, Ravensthorpe, WF13 3HW

September

- Sun. 8 **Otley Vintage Transport Extravaganza**, Knotford Nook, Pool Road, LS21 1EA, 10.00 - 16.00, £4.00
** N.B. LTHS Sales Stand **

- Tue. 17 (LRTA) tba

October

- Sat. 26 (SLS) **Collectors' Fair** Pudsey Civic Hall
** N.B. LTHS Sales Stand **
- Sat.- Sun. 26-7 **Leeds Model Railway Society Exhibition**, Grammar School
** N.B. LTHS Sales Stand **

Groups, Regular Meeting Places & Times

- MRT** Middleton Railway Trust, The Engine House, Moor Road, Hunslet, 1930, alternate months. 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 £3. 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 on 11 April (apologies for the incorrect date on our programme). A good number of members attended, and business was soon dealt with, almost as quickly as originally hoped. The reports (circulated with the March *News Sheet*) were accepted, as were the Society's accounts for 2018, which had not been available beforehand; they are included for members' information with this *News Sheet*. The existing Committee was re-elected *en bloc* although some new "blood" would have been much appreciated. After the usual break for refreshments, the evening continued with slides, videos and films from members.

SHIPLEY GLEN TRAMWAY VISIT, 17 July

Our summer evening visit this year (joint with the LRTA Leeds Area) is to the Shipley Glen Tramway on Wednesday 17 July, meeting 7.00 p.m. at the bottom station, off Higher Coach Road, BD17 7LT.

As well as the special opening of the tramway for us, we are promised a look behind the scenes and refreshments. The only charge will be the normal fare of £2.50, concessions* £1.50, children £1.

The easiest approach by public transport is train to Saltaire station, then around 10 minutes walk over the river bridge and through Roberts Park. The No.60 bus (Leeds - Keighley) stops in Saltaire at Exhibition Rd (200 yards from station) or change at Shipley to the 626 (Bradford - Baildon) which stops on Coach Road near to Roberts Park. Bus & train times are available online or from Simon Reuben at the June meeting.

* [From the Glen Tramway Newsletter:

'It can be a challenge, judging whether to offer a passenger a concessionary rate ticket or not. Dina was doing her best to be tactful when she asked a gent whether his group included any "over 60" concessions. He leant so far into the pay window it looked like he was going to crawl in through it. "Yes," he whispered, "my mother-in-law. But please give her a full ticket. I'm not supposed to know how old she is!"']

SALES STANDS

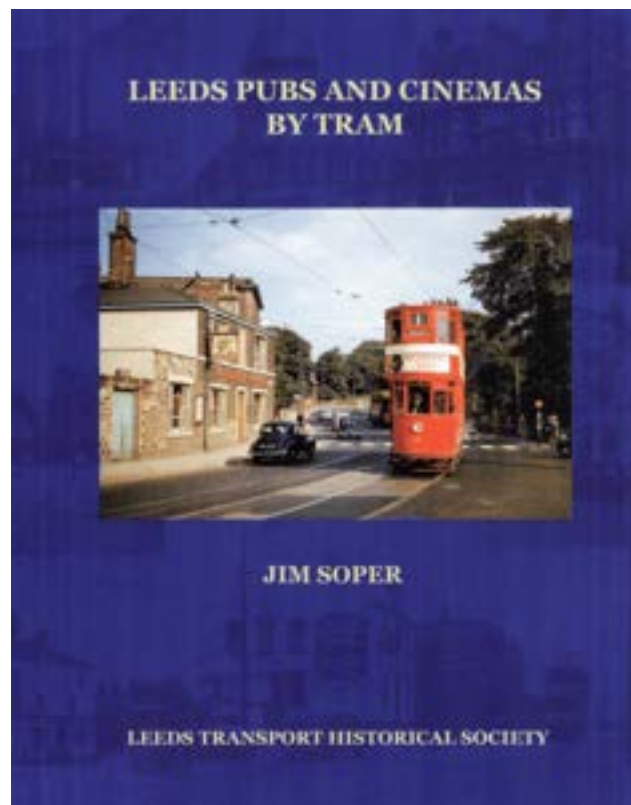
As mentioned above, we have Sales Stands at the Middleton Railway's Model Railway Exhibition and the Sandtoft Gathering in July, Otley Vintage Transport Extravaganza in September and simultaneously at Pudsey Collectors' Fair Saturday and Leeds Model Railway Exhibition Saturday - Sunday 28-29 October. Our Sales Manager Stephen Longthorpe would welcome help with setting up and manning the stalls. If you can help, please contact the Secretary John Holmes - telephone (0113) 258 0767.

Please **do not** just turn up unannounced as you will have to pay to get in!

OUR NEXT PUBLICATION:

Leeds Pubs and Cinemas by Tram

Jim Soper's latest *magnum opus* has now gone to print with an intended publication date of late summer.



Taking January 1953 as his dateline, Jim explores the Leeds tram system route by route, recording the pubs and cinemas extant at that time and in most cases featuring photographs of them - with trams in view, of course - accompanied by detailed captions; where relevant, pub or cinema closure dates are given.

The photographs are from a number of well-known contributors including Bob Mack, David Packer, Bob Parr, Colin Routh, Chris Thornburn, Keith Terry and of course Jim himself. In some cases the images have been edited to eliminate unwanted obstructions and there are even skilfully blended composite pictures where no known single photograph gave adequate coverage of the building in question.

As well as the photographs, there is a double-page map of the system as it was at the time with pub and cinema locations indicated and the City Centre is further covered with a full-page, larger scale map.

The book is A4 format, 104 pages and will be produced in hardback only. The price will be £15 and it is hoped to have copies available at Sandtoft and for members at the September meeting.

HORSE TRAM 107 UPDATE **Malcolm Hindes**

Last June we reported on a meeting between an LTHS delegation and TMS representatives at Crich to resolve outstanding issues preventing the car's acceptance for operation. A very cordial session clarified TMS wishes to operate the tram and included a detailed inspection of the car, identifying a number of outstanding jobs to make it fit for regular use.

Your Committee met subsequently and resolved in principle to finance this work subject to a detailed costing from the TMS.

Unfortunately due to pressure of work in the Crich workshop this costing is still awaited, but be assured that the project is still "live".

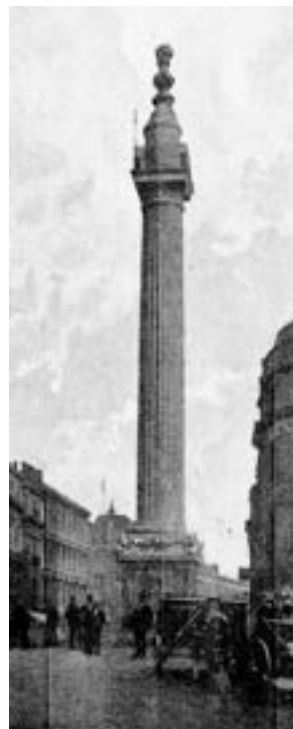
Horse car 107 will run again!

CHARLIE'S COLUMN

Charlie Watson

The Leeds Bus That Never Was

In 1950 AEC were looking at the future for double deckers. The Regal IV underfloor-engined saloon was selling well - maybe a double-deck version could do the same?



G.J. Rackham designed a frame that was half way between the Regent III and Regal IV with the same A219 engine and pre-selector gearbox from the saloon. This caused the offside chassis member to be "humped" over the engine but apart from that the chassis seemed to be suitable.

After the chassis had been round the Southall test track, thoughts turned to the body. This was built by Crossley and although loosely styled on a London RT was an ugly trolleybus-style body seating only 60.

The bus went out on demonstration, visiting Brighton and a few other places but there was one big

problem - it was far too heavy - so it went back to the works to go on a diet.

The chassis - like the Regal IV - was very heavily built so there wasn't much that could be done about that but a lighter body might help.

The Crossley body was scrapped and the chassis went to Park Royal for a new lighter body. This still had a full-width cab and rear platform. The bus was painted in full Leeds livery (did L.C.T. supply the transfers?) and intended for the 1952 Commercial Motor Show, but by then AEC was having second thoughts.

Its outdated body design, low seating capacity (both bodies carried only 60 seats) turned operators against it, and no-one could see any point to it.

It never went to Leeds. In fact it never left Southall and was never seen or heard of again.

Maybe if AEC had been more adventurous in the body design it might have caught on, but with the doomed Q-type still in living memory playing safe had not worked.

But was the body the only reason for the failure? Let's not forget that two years later Leyland produced the Lowloader with the same type of body. Leyland stuck with it and in 1956 it became the Atlantean. Maybe AEC didn't push hard enough.

On the AEC stand at the 1952 show was a bog-standard Regent III with Roe body.

What might have been?

(This article first appeared in the Leeds Transport Touring Group Newsletter; however I thought a larger readership might appreciate reading it.
C.W.)

FIFTY-FIVE YEARS AGO

In November this year we shall be remembering the sixtieth anniversary of the closure of Leeds City Tramways. Less than five years later, shareholders of the Derwent Valley Light Railway received the following notice:

Derwent Valley Light Railway

J. ACKLAM
General Manager

TELEPHONE NO. 22758
TELEGRAMS: "DERVALE, YORK"

GENERAL MANAGER'S OFFICE
LAYERTHORPE STATION
YORK

Our Ref. _____

Your Ref. _____

6th July, 1964.

To all Shareholders and
Debenture holders.

Dear Sir/Madams,

Your Directors have reluctantly decided that, in the best interests of the Shareholders, it has become necessary to apply to the Ministry of Transport for approval to the closure of the Wheldrake/Cliff Common section of the line.

The reasons for this decision are as follows. The Railway was built, about fifty years ago, under conditions very different from those prevailing today. It was originally designed with the primary object of serving an agricultural community, and in its earlier years the greater part of the traffic consisted of agricultural produce. The rapid development of motor transport which has taken place within the last thirty years or so has led to a completely different type of traffic. The competition of road transport has resulted in a diminishing income from agricultural traffic, while to an increasing extent the Company relies for its revenue upon the traffic resulting from the establishment of light industry on the Northern section of the line.

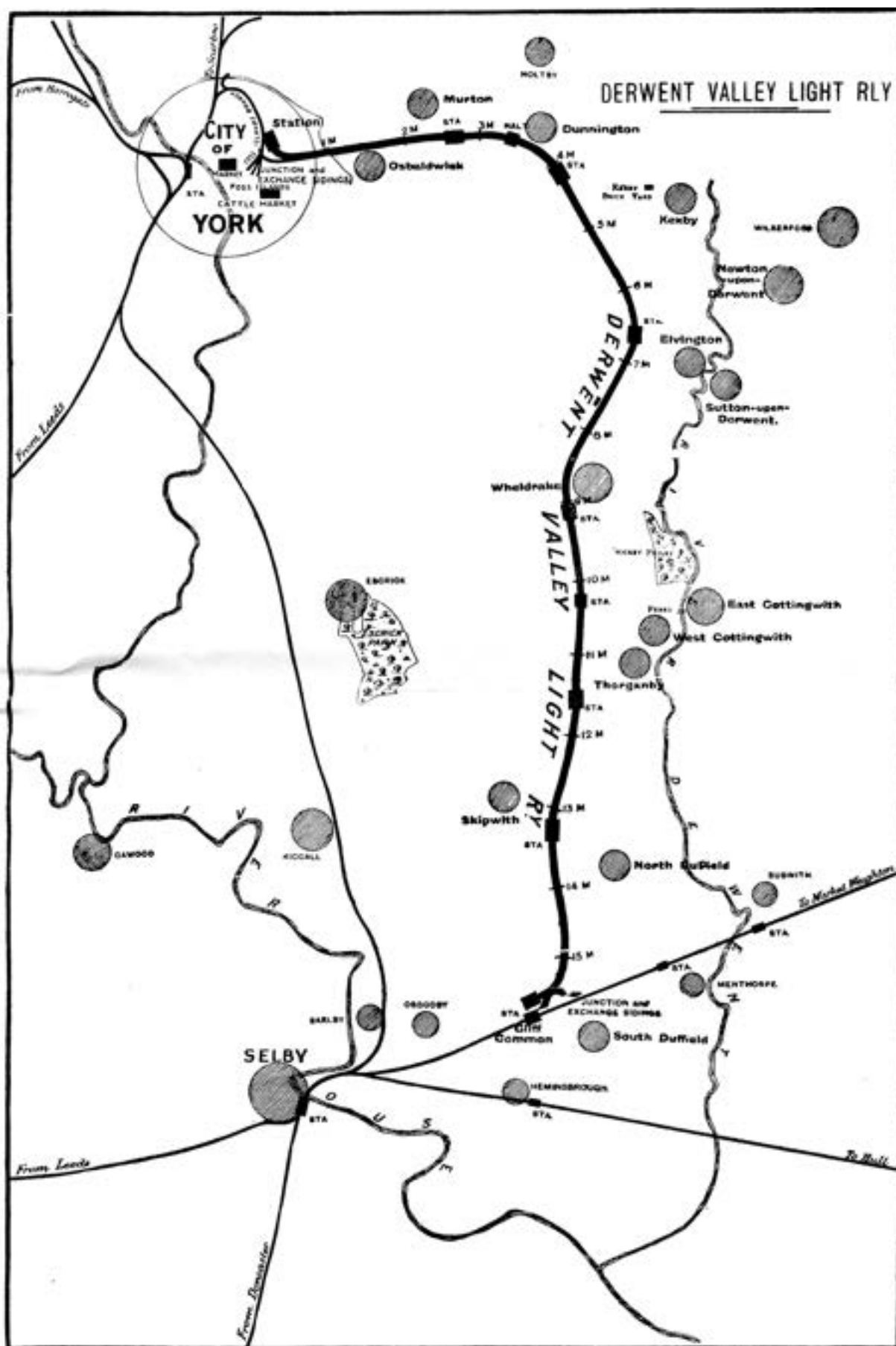
A recent survey has shown very clearly that the section of the line from Wheldrake to Skipwith is being operated at a considerable loss, which will inevitably continue. This unfavourable situation has been aggravated by the recent decision of British Railways to close the Selby - Market Weighton line, which in effect removes the Company's connection at Cliff Common. Thus, the Derwent Valley Light Railway Company becomes a cul-de-sac at York instead of a loop between York and Selby.

It is with the greatest regret that the Directors of the Company have reached their decision to close part of the line. Every effort will, of course, be made to safeguard the future of those members of the staff whose positions may be affected by this step.

A brief announcement of this decision will be made in the Press.

Yours truly,

J. A. Dunnington-Jefferson
Chairman.



Published by Leeds Transport Historical Society (a Charitable Incorporated Organisation, Registered No. 1160446)

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Printed and published in the West Riding of Yorkshire