

LEEDS TRANSPORT HISTORICAL SOCIETY

NEWS SHEET 198

SEPTEMBER 2019



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

Meetings at Leeds Postal Sports Association Club,
Beecroft Street, Kirkstall, LS5 3AS, 1915 for 1930 start.

Mon. 9 Sep. **Transport related comedy films**

Mel Reuben

Mon. 14 Oct. **A student conductor at Blackpool**

Paul Abell

Mon. 11 Nov. **The final years of Leeds City Tramways**

Ian Dougill

Mon. 9 Dec. **The Belgian Vicinal**, with films from
the late Keith Terry Malcolm Hindes

OTHER LOCAL MEETINGS & COMING EVENTS

September

Sun. 8 **Otley Vintage Transport Extravaganza**
Knotford Nook. **LTHS Sales Stand**

Tue.17(LRTA)* **Tramways in South Yorkshire**

Paul Abell

October

Tue. 1 (MRT) details tba

Thu. 3 (NGRS) details tba

Sun.13 **Yorkshire Dales Running Day**,
Skipton (Aire Valley Transport Group)

Tue.15(LRTA)* **Trams on Film** Malcolm Hindes

Sat. 26 (SLS) **Collectors' Fair** Pudsey Civic Hall

N.B. LTHS Sales Stand

Sat-Sun. 26-7 **Leeds Model Railway Society**
Exhibition GSAL, Alwoodley Gates

N.B. LTHS Sales Stand

November

Thu. 7 (NGRS) details tba

Sun. 17 **Dewsbury Bus Museum** open day

Tue.19(LRTA)* **Leeds Trams and the birth of**
Crich Ian Dougill (to be confirmed)

December

Tue. 3 (MRT) **Christmas Quiz**

Thu. 5 (NGRS) details tba

Tue.17(LRTA)* **Trams on the West Coast of the**
USA Mel Reuben

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, Leeds Area.
Meet 1900. collection £1. Meeting place to be
confirmed. Contact Mel Reuben,
melreuben@hotmail.com or 0113 266 2968

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.

SUBSCRIPTIONS RENEWAL

Tony Cowell

The yearly £10.00 membership subscription became
due from all members on the 1st September.

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, electronic acknowledgement can be sent
via an Email.

It is now possible for us to claim Gift Aid, collectively
on all small donations of £20.00 or less. This increases
the value of your membership at no cost to yourself
(provided, of course, you are a taxpayer!).

I would like to thank the members who have already
renewed without any reminder.

LEEDS PUBS AND CINEMAS BY TRAM

Our latest book from Jim Soper is now out and selling
well at £18. As mentioned in the June *News Sheet*,
members can purchase it at the privilege price of £15
(if collected) plus £2.75 if
posted. Copies will be
available at the
September meeting so as
soon as you have
renewed your
membership you will be
eligible for the privilege
price!

If you need to order by
post, please send your
cheque for £17.75 (made
out to Leeds Transport
Historical Society and
quoting your membership number) to LTHS, 38
Westcombe Avenue, Leeds, LS8 2BS.

We still have plenty of "flyers" if you want to combine
your order with our previous publications.

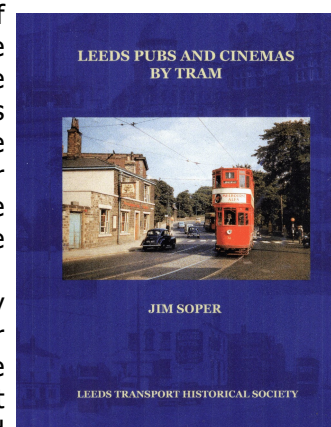
Leeds Transport in Colour is also still selling well, and
there are probably less than 100 copies left, mainly
softback, so if you haven't got a copy yet now is the
time to act!

SUMMER VISITS

Middleton Railway, 6 June

This was something of an "in-house" event as our
guide for the evening was our own Secretary, John
Holmes, who has been a volunteer at Middleton for the
last couple of years and has been actively involved in
construction of the new carriage shed.

A good number of members of LTHS and the Narrow
Gauge Railway Society saw the magnificent Engine
House then visited the workshops before riding up to
Middleton Park Halt and back.



Shipley Glen Tramway, 17 July

More traditional was our joint visit with the LRTA, but to the Shipley Glen Tramway instead of Heaton Park. The volunteers at Shipley made us very welcome and members rode several times up and down the line. We were shown the operating mechanism and control system, and the vintage sweet shop did roaring trade!

SALES STANDS

Middleton Railway Model Exhibition, 13-14 July

The LTHS stand at the Middleton Exhibition took £65.50 on the Saturday and £68.60 on the Sunday making a total of £134.10 for the weekend. Many thanks to all who helped.

Sandtoft Gathering, 27 July

Once again we had a sales stand at Sandtoft. This saw the launch of our new book *Leeds Pubs and Cinemas by Tram* and by all accounts sales were healthy.

Otley Vintage Transport Extravaganza, Sunday 8 September

This is a new event for us, held at Knotford Nook on the Pool road (A659) east of Otley. Although many will not receive this notification until after the event, we hope to have adequate staffing - if you can help, please contact John Holmes (telephone 0113 258 0767 or 07801 813815)

Pudsey Collectors' Fair, Saturday 26 October

Leeds Model Railway Society Exhibition Saturday & Sunday 26 & 27 October

As mentioned already, we have Sales Stands booked at the Samuel Ledgard Society's Collectors' Fair at Pudsey Civic Hall on Saturday 26 October and at the Leeds Model Railway Society's Annual Exhibition, 26-7 October at the Grammar School at Leeds, Alwoodley Gates, Leeds LS17 8GS.

In addition, we may be providing a "60 years since the Leeds Tramway Closure" display in the foyer at Pudsey.

Although the Saturday events coincide, we managed to staff both last year and hope to do the same again. Our Sales Manager, Stephen Longthorpe, would welcome help with setting up and manning both events (Alwoodley Friday evening, Pudsey Saturday morning).

The Pudsey fair is open 10.00-16.00 Saturday, setting up from 08 00. The Model Railway Exhibition will be open from 10.00 until 17.30 Saturday, 10.00-16.30 Sunday, and as usual staff admission will be by a limited number of passes. Meals and light refreshments will be available in the school refectory at very reasonable prices.

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

THE SOCIETY LAYOUT

Malcolm Hindes

A little-known asset of the LTHS is an 0-gauge model tramway layout. This was built by our late Secretary, Bernard Donald and has been looked after for a number of years by Mike Walker, who has carried out running repairs on it.

However Mike's garage is very full with his own models and layouts and he needs the space. As we have neither storage space nor stock for it (we used to have a beautiful Middleton Bogie model also built by

Bernard), it has been agreed to donate the layout to the Manx Electric Railway Society. We are hoping to move it to the Isle of Man during September.

Whilst it is sad to see it go, we are very grateful to Mike for caring for the layout and also to Tony Wilson for ensuring it has a new home.

Happily Stephen Longthorpe has already partly built a new 00-gauge layout which we were able to use at the Middleton Railway model exhibition.

AIRE VALLEY TRANSPORT GROUP RUNNING DAYS

Once again the Aire Valley Transport Group's Yorkshire Dales Running Day will return to Skipton on Sunday October 13th with vintage buses and coaches running a network of FREE services into the Yorkshire Dales. Services start from Skipton Bus Station between 1000 and 1700. This year we remember that it is 30 Years since West Yorkshire Road Car was absorbed into Yorkshire Rider.

In addition, on the previous day (Saturday 12th) the group is planning to run ex-Pennine buses on their former routes from Skipton.



The Yorkshire Garden Railway Show 2019

Saturday 28th September - Back at Elsecar this year

Elsecar Heritage Centre, Wath Road, Elsecar S74 8HJ
(from M1 Junction 36 – follow Elsecar Heritage signs)



30+ Traders
Live Steam Layouts
Refreshments

Adults £5 – Accompanied Under 16s Free!
Saturday 28th September 10:00 - 16:30



A percentage of profits will be donated to Yorkshire Air Ambulance



The Yorkshire Group of 16mm Narrow Gauge Modellers Limited
www.yorkshire.16mm.org.uk



SUNDAY 8th SEPTEMBER 2019

10.00am till 4.00pm

ATTRactions INCLUDE:

FAIRGROUND ORGANS, CLASSIC & VETERAN CARS, MOTORCYCLES, MILITARY VEHICLES, HEAVY & LIGHT COMMERCIALS, TRACTORS, STEAM ENGINES, TRADE STANDS, CAR BOOT SALE DISPLAYS, BRASS BANDS, CHILDREN'S AMUSEMENTS, PUNCH & JUDY SHOW, MOUNTAIN DOGS ACCORDION BAND, CITY OF LEEDS PIPE BAND, BIRDS OF PREY, TERRIER RACING AND MUCH MUCH MORE!!!!

FREE CAR PARKING

Admission: Adult £4.00, Concession (adult over 60 or a student) £3.50, Children under 14 free if accompanied by an adult

CONDUCTING AND DRIVING BUSES IN LEEDS 1963 TO 1978

Trevor Sher, as told to Mel Reuben

Mel's friend Trevor worked for Leeds City Transport as a conductor then a driver from 1936 to 1966 and back again from 1974 to 1978.

Trevor was a qualified fitter in the tailoring sector but due to the demise of the tailoring industry from imported suppliers work was hard to come by; he had just got engaged and was desperate for money. Trevor was on the lookout for work when he spied an advert for conductors on the back of a Leeds City Transport bus. He made enquiries and found out they were paying good wages. LCT rates were £14 per week rising to £20 with overtime, which in 1963 was very reasonable. He contacted LCT HQ at Swinegate and arranged for an interview. After a successful interview he accepted the job and started his training at the conductors' school at Swinegate. Trevor had three days of comprehensive training, learning to give the correct change, make out a waybill and master the art of the Ultimate ticket machine. He was given a metal box, the standard LCT uniform of navy with red stripes on the lapels and down the side of the trousers and a cap with a badge of a bus inscribed "LEEDS".

Trevor was informed that he would be working out of the Seacroft Depot on a five day week plus overtime. On the fourth day he and his fellow greenhorns were taken to the Corn Exchange and were allocated a bus with a qualified conductor. Trevor was assigned to the no.4 route Horsforth to Crossgates. After 10 days from starting he was on his own working out of the various routes assigned to Seacroft Depot.

Nine months later after passing his driving test he applied to join and was accepted for the Driving School. His ambition was always to be a driver and not like some of his colleagues who were quite happy to remain a conductor. Trevor embarked on two weeks of intensive training; his tutors were the Roebuck brothers who were excellent teachers. Trevor passed his test first time with flying colours and was allocated to routes 11, 15 & 16.

The types of bus he drove were AEC Mk.III and AEC V, all with preselective Epicyclic gearbox transmission. These were allocated to Seacroft; the crash box buses were all assigned to Bramley depot.

When the Daimler Fleetlines were introduced in 1964 he had to retrain for one-man operation. It was strange at first, as the conductors on the rear loaders were part of your team.

His favourite buses were the Leyland PD3/5. They were superb buses to handle; some of the elderly crews called them "Rafferty's Tram Killers"! Gradually LCT received more OMO buses as the older rear loaders were phased out.

Now a married man, he decided that the unsociable hours of shift work were getting him down and he wanted to spend more time with his new wife, so reluctantly and much to the annoyance of LCT he handed in his notice and went back to the tailoring trade.

Once again fate played its part. After struggling finding tailoring work and needing to put bread on the table he contacted LCT and asked if it was possible to have his driving job back. He was informed that although there would be no problem in returning to the fold, the department at Swinegate was in transition with the imminent takeover by the newly created West Yorkshire Passenger Transport Executive. Trevor was not bothered who was in charge as long as he had a job and after a brief refresher course he was once again back in the driving seat.

On 1st April 1974 WYPTE came into being and Leeds City Transport ceased to exist, although nothing much changed except for new green uniforms and new badges. The old LCT badges with a bus and "LEEDS" embossed on the top became much sought after by enthusiasts and Trevor sold his for quite a few quid. Although the livery of the buses for a period of time was still LCT colours, the Leeds coat of arms disappeared and was replaced by a "Metro Leeds" vinyl sticker. More and more buses started to appear in various liveries. There was talk at the depot that Leeds-based buses would be painted green, Bradford-based buses painted blue, orange for Halifax (which would change to Calderdale) and red for Huddersfield which would change to a name that nobody had ever heard of - Kirklees.

Trevor drove a variety of different liveried buses and for a short period of time Seacroft Depot was a sea of multi-coloured buses in various patterns of WYPTE corporate colours. Because of the WYPTE insistence that buses could be swapped around the four operating areas Verona Green and Buttermilk would become the standard livery.

The money was excellent - Trevor was earning for a 39-hour week £84 plus overtime and football specials which boosted up his basic wage. However the efficiency of the bus fleet began to deteriorate and many a time buses just broke down. It seemed that maintenance staff did not seem to take pride in their work any more. His fellow drivers commented that this would never have happened when LCT were running the show.

Trevor soldiered on but did not have the same job satisfaction as when he worked for LCT. Finally enough was enough and in 1978 he decided to leave and driving buses would become a distant memory.

Trevor had some amusing tales to tell, most of them from his LCT days.

One morning after clocking, in the Duty Inspector asked him if he would like to take the open-top tree lopping bus out. This was one of the most sought after driving jobs in the depot. He drove 675 and after showing Trevor the Donald Wilson photograph on page 1455 in Vol.4 of *Leeds Transport* he swears that he is the driver of the bus. The shift was cushy, moving along at a snail's pace every few minutes in between sipping coffee and reading his paper, and most of all having no impolite and sometimes abusive passengers to deal with.

Another story was that conducting on the last route 15 bus of the evening, going up Stoney Rock Lane, he heard some moaning upstairs. A drunken passenger was sprawled out; he had soiled himself with the residue running down his leg and the smell was atrocious. Between him and the driver they turfed him off. When the bus arrived back at Seacroft Depot it was taken out of service for a major clean out!

On the rear loader buses the two longitudinal seats on the lower deck, opposite each other, were known to the crews as the "nobbling seats"; it's where some of the amorous conductors would chat up females and many a relationship blossomed which in some cases resulted in marriage.

Finally talking about his time on the buses, Trevor most enjoyed himself especially when LCT was the operator; things were never the same when the PTE took over. Leeds City Transport ran a very comprehensive service serving most parts of the city and it upsets him to see how much the present day bus services have deteriorated.

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