

LEEDS TRANSPORT HISTORICAL SOCIETY

NEWS SHEET 199

DECEMBER 2019



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

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

- Mon. 9 Dec. **The Belgian Vicinal** with cine film
Malcolm Hindes.
- Sat. 4 Jan. **Annual Rail/Bus Collectors' Fair**,
Pudsey Civic Hall, 1000-1500 (**LTHS Sales Stand**)
- Mon. 13 Jan. **A Variety of Transport Films**
Mel Reuben & Tony Wilson
- Mon. 10 Feb. **Leeds Transport in Colour, 1880-1952**
Jim Soper
- Mon. 9 Mar. **Railway & Tramway Slides from my Travels**
Robert Pritchard
- Mon. 6 Apr. **ANNUAL GENERAL MEETING**,
followed by **Members' Images**
[a week early due to Easter]

OTHER LOCAL MEETINGS & COMING EVENTS

December

Tue. 17 (LRTA) **Members' Own night**

January

- Thu. 2 (NGRS) **A.G.M.** followed by **Railways of Bord na Mona**
Andrew Waldron
- Tue. 21 (LRTA) **Trams on Film**
Tony Wilson (tbc)
- Sat-Sun. 25-26 **Normanton & Pontefract Model Railway Show**, New College,
Pontefract, 1000-1700 (1630 Sun)

February

- Thu. 6 (NGRS) **Belgian Metre Gauge Trams on Film**
Malcolm Hindes
- Tue. 18 (LRTA) **Trams on the West Coast of the USA**
Mel Reuben

March

- Thu. 7 (NGRS) **Chemins de Fer Portatifs Decauville**
Neill Clayton
- Sun. 8 **Spring Open Day**, Dewsbury Bus Museum, Ravensthorpe
- Sat. 14 (NGRS) **Narrow Gauge North** model railway exhibition, Pudsey Civic Hall
- Sat. 14 (TMS) **First Day of 2020 Season**
Crich
- Tue. 17 (LRTA) **TBA**
- Sat-Sun 28-29 **Scalefour North** Model Railway Show, QEGS, Northgate, Wakefield, 1000-1700 (1600 Sun).

Groups, Meeting Places & Times

- 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 £3.

USE IT OR LOSE IT

Observant readers may have noticed the absence of Middleton Railway Social Meetings from the diary list. Sadly, the decision has been taken to cease holding these meetings. Numbers attending have fallen off in recent months and the organisers decided it just wasn't fair to bring in speakers for a handful of people, often in single figures.

Commiserations go to Ian Smith and his predecessor Ian Dobson for their efforts to keep this going. It is perhaps a sign of the times that people are less keen to come out on an evening to listen to a speaker, particularly as transport topics tend to appeal to an older audience.

Happily our own meetings seem to be bucking this trend; attendances have continued to grow since we relocated to Kirkstall, and with new members joining. Thanks everybody for your continuing support both at meetings and events.

SALES STANDS

Autumn has been a busy time for our regular (and growing) team of sales stand helpers.

First off was a new fixture for us - the **Otley Vintage Transport Extravaganza**, at Knotford Nook on Sunday 8 September. This event has been running for a number of years and we finally decided to give it a try. Fortunately the weather was kind - the event is held in an open field and we didn't have any cover (the intended gazebo had become a mouse's nest and was well nibbled!).

Bearing in mind that this is a largely family event and our sales stock is more enthusiast aimed, we were well pleased to take over £107. The only downside was the immense traffic jam after the event!

Next up was the last weekend of October. As in 2018, the **Samuel Ledgard Society's Collectors' Fair** at Pudsey Civic Hall on Saturday 26th clashed with the **Leeds Model Railway Society's Exhibition** at the Grammar School at Leeds, but in view of last year's success in staffing the simultaneous events we repeated the exercise. This year we did even better than last, with a net take of £187 (plus a membership renewal) at Pudsey and £200 (Saturday) and £174 (Sunday) at the Grammar School. A big thank you goes to our valiant helpers - Colin Walker, David Farrer, Jim Soper, Tony Cowell, John Holmes, Malcolm Hindes and, of course, Sales Manager Stephen Longthorpe (aided and abetted by young Daniel and Reuben).

The next event we shall be attending is Barry Rennison's **Pudsey Collectors' Fair** on **Saturday 4 January**, now a regular fixture for us. Can you help?

A TRAMWAY TO THE ISLE OF MAN

J.M.H

Readers may recall we had decided to dispose of the Society's 0-gauge tram layout by donating it to the Manx Electric Railway Society. It was duly collected from safe keeping in Mike Walker's garage and after a short period of temporary storage loaded into the back of John Holmes's car.

On Thursday morning, 10 October, we (John & I) set off for Heysham to board the ferry to Douglas. Once on board we soon met up with IoM resident LTHS member Tony Wilson, who was travelling home on the same sailing and was to be our host for the weekend. The following morning, the first job was to unload the layout, into Tony's garage where it will "live" until the MER Society museum at Derby Castle is ready to house it. As the horse trams had ceased (for promenade works) and the MER was not running Fridays, we then set off for Douglas railway station and a train ride to Port Erin. This being the second departure of the day, it was with mixed feelings that we found it was diesel-hauled. After all, it was a first! We passed the returning steam train at Castletown and duly arrived at Port Erin. The break between arrival and departure was spent in a handy café with ice cream (John) and coffee (me) before setting off back to Douglas. We then explored the closed lines by car, visiting the site of St. John's station and depot, Peel and various level crossings between Peel and Sulby before taking the mountain road to Bungalow and down to Laxey where they were still clearing up after the recent floods.

Saturday was to be Manx Electric day. We walked down to the Promenade for the bus to Derby Castle but it was running early and passed us before we got to the stop! The next bus came along and we lived in hope that it would get there before the 0940 tram left. No such luck - we saw it depart and disappear towards Port Jack before we arrived. However there was a 1010 Laxey only departure which should arrive in plenty time for us to be at the front of the queue for the 1115 Snaefell car - or so we thought!

At Laxey, the queue already stretched up from the stop almost to the little park but we hoped there would be room for us all. In came the descending car and unloaded, but nobody was allowed to get on. Why not? Shortly before departure time a pre-booked party arrived and took most of the available seats, leaving half of the queue behind. Apparently only one car was serviceable and (as we discovered later) permanent way work meant single-line operation above Bungalow station so no duplicate was possible. Making the best of a bad job we caught the next tram to Ramsey for a brief look round the northern town. Returning to Laxey there was now no problem getting on the next Snaefell car and we enjoyed coffee in the Summit hotel with unseasonably clear views over the island.

Sunday was to be catch-up day. Down to Douglas station in poor weather only to find a diesel-hauled train again. Never mind, changed at Castletown and back to Douglas - steam at last! Then to Derby Castle, tram to Laxey and no problem finding a seat on the Snaefell car this time. The weather at the summit was now the normal misty rain, so after another warming cup of excellent coffee it was time to return to Laxey and rendezvous with Tony at his shop "The Tram Junction". Back at Derby Castle, he had arranged for

us to visit both the museum and the depot and we spent a good time there with a comprehensive guided tour of all the sheds.



Monday morning was at leisure in Douglas before catching the afternoon Liverpool ferry (running slow as one of the four engines was out of service) and finally arriving back in Kirkstall half way through Paul Abell's Blackpool talk.

A big thank you to Tony (and Margaret) for their hospitality (and for recommending The Woodbourne for our evening refreshment)!!



LEEDS PUBS & CINEMAS BY TRAM - a postscript

Our latest book is selling well (and has at last even got a recommendation from CAMRA).

It is perhaps inevitable in such a work as this that further information comes to light too late for inclusion. Just before publication (but after press date) we realised an omission was "The Central Station", a pub on Wellington Street at the corner of Little Queen Street and close to the station of the same name. It subsequently became "The Wellington" (one of several in Leeds!) and now rejoices in the quaint title "The Editor's Draught".

Chris Thornburn has unearthed a photo which Jim Soper thought virtually impossible to take. Here's what he writes:

I recently got a copy of "Leeds Pubs" and find it very enjoyable to look through, a rather different slant on the tramway scene. And evidence of such a sea-change in social habits - No more queueing in the line in the rain for the one-and-ninepennies in the balcony, we stay in and watch boxed sets nowadays! But good to see that some pubs are still in business. The book says the Gipton in Roundhay Road is difficult because it is set back from the road. But not impossible! Looking through my Route 3 shots, I came across the attached [below], which I hadn't realized showed the pub - taken by our old departed friend Colin Routh. He somehow scrambled up on to the top of the wall opposite Ravenscar Avenue and got his shot. Another point of interest is that the driver is clearly working on "hand'n'track", ie. using the two braking systems together (look at this right hand): slow with air-track and bring to a stand with hand and sand. Useful if the wheel-brake blocks are worn, its main value is on a "snotty rail", ie slippery and greasy in damp weather, when air-wheel could lock the wheels causing the car to "pick up" with the possibility of a "pitch-in". I am also wondering if he is an inspector? he is certainly wearing a tie, which not all the drivers did. Date 17.8.1957 by the way, a month or so before Dewsbury [Road] came off.



A CROSSWORD FOR CHRISTMAS John Holmes

Here is a rather unusual crossword John has collated for our amusement. All the answers are towns (or villages) which once had (or now have) trams. Beware - the clues across and down have their own separate numbering system! You have been warned.

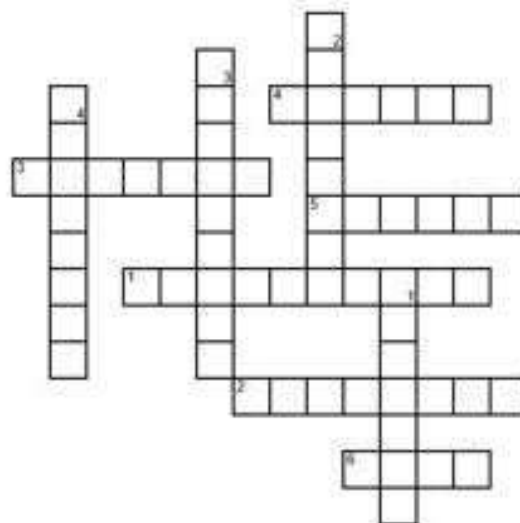
Clues across

1. Loxley once lived in the woods nearby
2. One end of a Roman wall.
3. The Canaries play here.
4. Was at Trafalgar
5. Has a station called St. David's.
6. Have one instead of a shower

Clues down

1. Got a tram from here to Morecambe.
2. Granite City
3. Has a station called Haymarket
4. Had one of the first railways.

Tramway Towns



WHERE'S THE HEADROW?

A tale of intrigue and take-overs

The recent announcement by Metro of the diversionary route for eastbound buses during the latest Headrow modifications caused a bit of a dispute among our self-styled "experts". The diversion was described as *via The Headrow, Calverley Street, Great George Street, Merrion Street ...* etc.

"That's wrong" said resident pedant. "You can't turn from The Headrow into Calverley Street; it's Park Lane as far as Cookridge Street". "No, *you're* wrong" said he who enjoys knowing things others don't. So, to the reference books for evidence.

Let's start with the *Tellway Street Directory*, "New and Revised, 2nd edition, price 2/6" (remember it?):

"THE HEADROW, 83 Vicar Lane to (Town Hall) junc. of Victoria Square, Calverley Street and East Parade".

The *Geographia A1 Atlas of Leeds* ("Latest Revised Edition, 4/-") confirmed this.

"Oh" said pedant, "but Metro's still wrong".

Next resort to the "Old Maps" site on the Internet, and an intriguing story of changes finally comes to light.

First of all, the 1921 Ordnance Survey 1:2500 plan shows what was there before. In the west, Park Lane (the old road to Otley) starts at the junction of Burley Road, Westfield Road and Burley Street, climbing up to the bottom of Belle Vue Road then down past Hanover Lane, etc. as far as the junction with Park Row and Cookridge Street (Round One victory to Pedant). The line continues as Guildford Street up to Woodhouse Lane, Upperhead Row along to Briggate and Lowerhead Row down to Vicar Lane, beyond which lies Nelson Street but only as far as Millgarth Street.

By the 1933 edition, the great new cross-city boulevard has appeared. Guildford Street and Upper- and Lowerhead Rows have become The Headrow and Nelson Street has disappeared as part of Eastgate. Park Lane is unchanged, although the section between Calverley and Cookridge Streets is not actually named. The 1951 OS 1:1250 plan, however, tallies with the Tellway and the Geographia atlas, clearly showing that the section of Park Lane east of Calverley Street has now been redesignated as part of The Headrow.

By 1971, the Westgate roundabout appears. Park Lane is linked to the roundabout by a short remnant of Caroline Street but still continues past Benjamin Simon's factory and runs into Park Street. The newly extended Westgate reaches as far as Oxford Place, but now the section past the Town Hall is not named.

Next, the first stage of the Inner Ring Road severed the eastern end of Park Lane, but it retained its identity and was reconnected when extension of the Inner Ring Road replaced the Westgate roundabout with a flyover.

So to the 21st century and now we can look at street signs. Park Lane still runs almost as far as Park Street (round both sides of West Point), where it joins Westgate as far as Oxford Place (westwards, Westgate runs one-way westbound alongside the Inner Ring Road to Wellington Street, eastbound traffic taking West Street). After that, guess what. Yes! The Headrow has gobbled up yet more of Park Lane, and now runs right through from Oxford Place to Vicar Lane. How long before it takes over Westgate as well? As for the "dispute"? Well everybody was proved right - it just depends on the dateline you take. But after all, we are Leeds Transport **Historical** Society!

CHARLIE'S COLUMN **It's Cheaper but Longer**

Charlie Watson

Back in November 2012 I conducted an experiment to compare train and bus between Selby and York. In March 2019 I repeated the experiment.



As I asked for a York Single, I anticipated that prices had gone up; what I didn't expect was an increase from £6.60 to £8.00!

After picking myself up off the floor I paid and waited on Platform 2 of one of the nicest stations I've seen. It is a really nice station and worth a visit.

The train was due at 10:47 but arrived at 10:50 and a sizable crowd got on only to find little or no seating in its two carriages (the train was 155 347). I stood in a vestibule for the whole journey. The train ran non-stop to York and as we sped along I noticed that railway cleanliness hadn't improved

and this time the heaters weren't turned on, although I noticed above the doors the "Leyland" script - obviously from the era when Leyland were proud of a bad product! To be fair, the train did what it had to do very well, but removal of the toilet and using the space for seating would please this columnist.

York was reached in 21½ minutes and we vacated the train into the seeming chaos of York station. It all works, but I don't know how.

It was a busy Saturday but I took a circular route towards Piccadilly and stopped for some dinner and a slow pint in the Pavement Tavern. This faces Piccadilly

so I could see a 415 arrive.

As I sat, enjoying a nice porter, I noticed a couple of sightseeing open topers. Painted on the side was "this is the first 100% electric bus" - trolleybus supporters might have something to say about that! You really have to keep your eyes open they are so quiet - something a family found out as they tried to cross the road in front of one! At least they're not those awful Citaro artics that York seems full of.

I finished and headed to the stop. I had about nine minutes' wait before Arriva 1503, a DAF/Wright, turned up. At the stop there was a man in a wheelchair but the bus driver didn't even kneel the bus over leaving the man in the chair and his "pusher" to negotiate a 2" step. After the shock of the £8.00 train fare I knew the bus would be cheaper and it was, a much more agreeable £3.90, only 60p more expensive than 2012. Leaving Piccadilly at 12:37, considerable traffic was seen entering the city from Fulford.

I sat on the comfy leather seats, surveying all around. The bus was no cleaner than the train, but warmer.

We arrived at the Designer Outlet at the York Ring Road/A19 junction to let a passenger off (why do so many people spend their free time shopping?). As we left towards the A19 the next 415 was going into this shopping madness. It would be less than two minutes behind us all the way to Selby.

After touring Riccal and Barby (not to be mistaken for Balby in Doncaster as a lorry driver once did) we arrived at Selby after 47 minutes from leaving York with the following 415 breathing down our necks.

So there we have it. The train is more expensive but quicker. The bus is cheaper but takes longer for a shorter route. I suppose it's up to the individual; both have pros and cons but both get you there - one way or another.

Why not try it yourself? Pick two points served by rail and road. Take a notepad and a stopwatch and see which is best. Price, time and comfort can be compared and you can be surprised by the results.

25th ANNUAL RAIL/BUS COLLECTORS' FAIR

PUDSEY CIVIC HALL, LEEDS

Saturday 4th January 2020 | 10.00am - 3.00pm

The leading indoor event for all collectors of railway, bus, ship and aircraft memorabilia, books, photographs, tickets, paperwork, metalwork, railwayana etc.

ADMISSION £2.00

VENUE: 400 yards North of New Pudsey Railway Station, 200 yards from the junction of the A6120 Leeds Outer Ring Road and the A647 Leeds and Bradford Road at 'Dawson's Corner'

Fair & Civic Hall Signposted | Ample Free Parking next to the Hall

e-mail: rennison@cc-e-mail.co.uk

tel: 0113 236 3695



www.busandrailcollectorfairs.co.uk

PUZZLE PICTURES

Yes, the ever popular Puzzle Pics are back. We have a good new batch to work from, some contributed by members, others found among the many prints and postcards inherited from members' collections passed to us for sale.

This street scene is one which has been puzzling Jim Soper for some time (so what chance the rest of us?).

We believe it is Leeds, but where?

It appears to have been taken at a time when the route was being electrified as there is a tower wagon just visible right centre but no evidence of any other traffic. A sign on the gate to left centre reads "W.C.Coates, Turf Accountant", but no record has appeared (yet) of such a business .

Detectives to the fore, please. Just to emphasise - **we don't know the answer!**



This one we *do* know, as it's a commercial postcard and we have edited the caption out!

The building on the right, with the clock, has gone, but that on the left is still there.

Finally a railway station. It looks very familiar (to your editor) but our contributor has edited out the running-in board so you can't read it. Swine!



I was asked recently, if I could build a TARDIS what year and place would I set the clock? As a tram enthusiast I decided that I would set my clock to 1933 and my TARDIS would beam me down in Piccadilly, Manchester.

Why did I choose Manchester? Simply because the city was the hub of so many municipal tramways that converged on "Cottonopolis". Of course I would have my digital Panasonic Lumix camera, which might cause some interesting amusement to the local Mancunians.

So where do I start? I was spoilt for choice, as Piccadilly is awash with so many colourful liveries. As I was pondering my next move a Stockport Corporation tram with its red and cream livery trundled in from Hazel Grove on the joint Manchester Corporation route. After taking a photograph of the tram I boarded the car and managed to find a front seat upstairs. The tram soon set off, passing London Road Station (now Piccadilly) and Mayfield Station (now abandoned). A sprightly conductor asked for my pennies to pay my fare and gave me a ticket. The tram picked up and dropped off passengers on its crawl along Wellington Road. It reached the boundary between Manchester and Stockport and I saw plenty of trams on their local routes. We soon came into Stockport town centre, arriving in Mersey Square, the main hub. After more passengers boarded we set up the hilly Wellington Road (the A6) passing the impressive Town Hall. The road became Buxton Road and then London Road, passing back to back houses and huge cotton mills. The tram crossed the municipal boundary into the Urban District of Hazel Grove and Bramhall to its terminus by the railway bridge.

Time was not on my side (pardon the pun) so it was straight back to Stockport. I alighted in Mersey Square and quickly jumped on a tram to Hyde; the route was quite interesting as it had lots of single track with passing loops and I saw the beautiful liveried trams, the "Green Linnets" of the long windedly named Stalybridge, Hyde, Mossley, and Dukinfield Tramways and Electricity Board (SHMD). We passed the municipal boundary at Pole Bank and entered Bredbury and Bromley Urban District. I arrived in the borough of Hyde, took plenty of pictures of the SHMD trams and boarded a tram to Ashton-under-Lyne.

The vehicle went through Dukinfield passing more cotton mills. I arrived in Ashton and although I really wanted to use trams I realised that to reach my next destination, Oldham, it would have to be on a trolleybus to Hathershaw. Arriving in Hathershaw I disembarked and there was a maroon coloured tram on route 7 waiting on its stub. Apparently there used to be a joint trolley bus service between Ashton and Oldham but Oldham terminated the arrangement and reintroduced the trams to Hathershaw.

I have mentioned lots of cotton mills in various locations on my travels but in Oldham nearly everywhere you looked there were huge cotton mills, all with distinctive names. I think it is because the town nestles on the west side of the Pennines where the prevailing damp westerlies blow making it easy to work the cotton.

Looking at my watch I realised I needed to get back to Manchester pronto so I boarded a Manchester Corporation tram just off King Street. I was feeling rather hungry but as neither MacDonalds nor Wetherspoons had been invented yet I made do with my bottle of water. The tram went through Werneth and Hollinwood where I got off just to take more photos.

I boarded an Oldham tram, passing more mills at Failsworth and Newton Heath and after what seemed forever I arrived in Piccadilly. By now the light was fading but I still had time to snap more trams. However I decided I had better get back to my TARDIS before I was sussed out. Having gone back into the time machine I set the dial for 2019 and in a flash I was back in Roundhay.

After my escapades I realised there was still so much to see and do, so watch this space as I will embark on more tramway time travel around South and East Lancashire.

Season's Greetings

from your Committee - Ian, John, Tony, Jim, Mike, Mel, & Malcolm

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