

# LEEDS TRANSPORT HISTORICAL SOCIETY

## NEWS SHEET 200

MARCH 2020



### **FORTHCOMING LTHS MEETINGS & EVENTS**

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

Mon. 9 Mar. **Railway and tramway slides from my travels** Robert Pritchard

Mon. 6 Apr. **THE SOCIETY ANNUAL GENERAL MEETING** followed by Members' Images (slides, digital and videos, your chance to bring images on any transport subject).

**\*\* N.B. This is a week earlier due to Easter.**

Mon. 11 May **British Buses on Video** from the camera of Mike Waring

Mon. 8 Jun. **Trains and Trams around the World** Jamie Guest

(Note a change from the advertised programme)

### **OTHER LOCAL MEETINGS & COMING EVENTS**

#### **March**

Sun. 8 **Dewsbury Bus Museum Spring Open Day** 1030-1630

Sat. 14 (NGRS) **Narrow Gauge North** Pudsey Civic Hall, 1030-1630

Tue. 17 (LRTA) **Many Things I have learnt about Trams from Modelling** Paul Abell

Thu. 25 (AYT) **The Revolution VLR Programme** See separate announcement below

#### **April**

Thu. 2 (NGRS) **Round & About Europe** John Butler.

Tue. 21 (LRTA) **More Trams on Cine** Malcolm Hindes

#### **May**

Thu. 7 (NGRS) **Australia & New Zealand** Peter Kirkby

Sat. 11 (MRT) **Heritage Diesel Day**

Tue. 19 (LRTA) **Members' own DVD's and slides**

#### **June**

Tue. 16 (LRTA) **West Yorks. Combined Authority Transport Plans (Q & A)**

Coun. Kim Groves

LTHS Members specially welcome

### **Groups, Regular Meeting Places & Times**

**LRTA** Light Rail Transit Association. Committee Room, Leeds 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](mailto:rennison@cc-email.co.uk)

**AYT** Action for Yorkshire Transport

### **WELCOME TO LTHS NEWS SHEET No. 200**

(With a glimpse back in time)



Looking back, *News Sheet No. 100*, dated May 1993 and produced by our current Chairman, Ian Dougill, was mainly meeting reviews, a feature which sadly has fallen by the wayside. Could someone revive it for us? Our meetings had just moved from Concordia Street to Saxton Gardens consequent on the Transport Social Club's move. Meeting reports featured Cine Films from the late Barry Spencer, Members' Slides in January (the last meeting at the old club), Jim Soper's Leeds Tram slides in February and a unique evening in March, Brian Parkin marking the 25<sup>th</sup> Anniversary of the closure of Farsley Omnibus Company and Kippax Motors with both a slide show and a short ride out in HNW 366D, a Roe-bodied Leyland PD3 by then operated by Black Prince but new to Farsley Omnibus! Forthcoming meetings were a talk on Leeds Tramways by Keith Terry and an evening of video presented by Brian, Keith and Barry.

Also noted was the withdrawal by Yorkshire Rider of the last ex-LCT bus, No. 580.

*[grateful thanks to Mel Reuben for this superb view of Horsfield 200 in Kirkgate, about to round the corner in front of the Yorkshire Penny Bank, bound for Templenewsam].*

## **MEMBER NEWS**

### **Jim Soper**

Many members will be aware that our Hon. Archivist and author Jim suffered a serious stroke just before Christmas. He was admitted first to Leeds General Infirmary and subsequently transferred to the stroke unit at Harrogate District Hospital, where he remains at the time of writing.

The extent to which Jim will recover is not yet known, but it is apparent that he will no longer be able to look after himself and his wife Val.

We will try to keep members up to date on Jim's progress, but obviously this is a difficult time for them all. We offer our best wishes to them and hope that both Jim and Val will be reunited in due course in appropriate accommodation.

### **Brian Render & David Hebditch**

We are sorry to report the passing of Brian and David. Brian Render, a former member who had moved away from Leeds and was latterly resident in Perth, died in 2018, but we only recently heard of this.

David Hebditch, a long term member of both LTHS and the Leeds Transport Touring Group, died in December 2019, having suffered from Parkinson's Disease for a number of years.

### **Tony Cowell** - new address

Our Hon. Treasurer, Tony, has moved house. His new address, to which all communications regarding membership should be directed, is 3 Rydal Avenue, Garforth, LEEDS, LS25 1JG.

## **ANNUAL GENERAL MEETING**

**6 April**

Members should find the official notice of the meeting and relevant documents accompanying this News Sheet. Accounts will be presented at the meeting and will be available from the Hon. Treasurer afterwards (by email or SAE to his new address - see above, also from the Hon. Secretary).

With the obvious exception of Jim Soper, the existing Committee members are all expected to be standing for re-election. Nomination of additional members for election to the Committee is invited and can be made at the meeting but the member's agreement to stand should be obtained beforehand. If possible please advise the Hon. Secretary.

Following the business of the AGM (which will be kept as short as possible!) there will be the opportunity for members to show any digital images that they have brought. It promises to be an entertaining evening.

## **SALES STANDS**

After the double success in October reported in the last *News Sheet* it is sad to relate that the January Transport Collectors' Fair at Pudsey Civic Hall was a near disaster. Unknown to us, the start time had (apparently) been brought forward, meaning that when we arrived to set up, early punters were already being admitted. Our usual spot in the body of the hall had been reallocated to somebody else and we had to make do with a place at the back of the stage (albeit with two tables for the price of one). Whether or not it was the "barrier" posed by the flimsy portable steps up to the stage we don't know, but the majority of customers came nowhere near our stall. Sales of our publications didn't even cover the stand

fee and it was only the 100% profit on donated items which saved us from making a serious loss.

Many thanks to the members who manned the stall, but if they had simply given us half of what it cost them to come instead we would have been better off! Hopefully this was a one-off occurrence, but we cannot afford to waste members' valuable good will for such a small return.

The next sales stands booked are at the Middleton Railway's Model Exhibition on Saturday & Sunday 11 & 12 July and the Sandtoft Gathering on Sunday 26 July. More information will be available at meetings and in the June *News Sheet*.

## **OPERATION BOOK SHIFT**

**M.H.**

For many years, Jim Soper has stored a large proportion of our stock of publications (which, of course, he wrote). Due to Jim's indisposition, these now have to be rehoused, along with other items and records which he has been curating for us.

Storage, of course, has long been a problem for us, and we are indebted to several members who have provided homes for our sales stock and artefacts. However we can't depend on such generosity for ever (particularly as many of those members are no longer as young as they once were!) and there was much anguished hand-wringing over what to do. Secure, dry storage is not something which comes cheap!

Happily our Chairman, Ian Dougill, managed to negotiate with our good friends at the Leeds Postal Sports Association Club for the use of storage space in the clubhouse and we were able to plan the first stages of the move.

The store room has a concrete floor so it was felt best to raise the books from the floor (something subsequently requested for insurance reasons).

Enter Leeds Solar, installers of solar panels, who often receive stock deliveries on non-returnable timber pallets. They kindly let us have several pallets which, with a little judicious joinery were made suitable for the job. 30<sup>th</sup> North Leeds Scouts, who already store some of our other stock for us, made their camping trailer available, so the scene was set.

Jim's family had gathered most of the books - over 100 boxes! - in one of the bedrooms at Bramham, and a good number of members turned up there on the morning of Thursday 27 February. First of all a "chain" was set up to move the books downstairs, then carry them outside to the trailer and other vehicles. Gill Wales (Jim's daughter) kindly provided hot drinks and biscuits to fortify the troops and the whole operation was completed in under two hours.

The following Monday afternoon the gang (with a few changes of personnel) reassembled at Kirkstall to unload. Again a chain gang was needed to carry the boxes down the steps but they were successfully moved, stacked and counted all in one operation.

However, this isn't the end yet. Gill and family continue to sort the house and put our property aside; there will be more to collect and move in due course.

We look forward to similar support the next time, hopefully able to give a little more notice.

Grateful thanks go to all who took part - apologies that I can't name you all but you know who you are. Well done.

## The Revolution Very Light Rail Programme

With the West Yorkshire Combined Authority considering the technical options for a mass transit system, we have invited Tim Burleigh of Eversholt Rail Limited to talk to us about their Very Light Rail Programme.

On 26 March 2020, from 15:45 in the Church Institute, 20 New Market Street, Leeds LS1 6DG.

<https://lcityleeds.org/contact-us/>

This is a free event, but donations for our work are always welcome. Refreshments will be available.

Action for Yorkshire Transport was formerly known as the Campaign for Better Transport West & North Yorkshire Branch. Our aim is for everyone to have access to high quality sustainable public and active transport that meets their needs, improves their quality of life and protects the environment. <http://actionforyorkshiretransport.org.uk/>

## THE CHRISTMAS PUZZLES

### JOHN'S CROSSWORD FOR CHRISTMAS

Here are the answer's to the unusual crossword John Holmes created for your amusement. All the answers are towns (or villages) which once had (or now have) trams.

#### Clues across

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

#### Clues down

1. Got a tram from here to Morecambe. **HEYSHAM**
2. Granite City **ABERDEEN**
3. Has a station called Haymarket **NEWCASTLE**
4. Hands up those of you who thought of Edinburgh! It's a Metro (Nexus) station. **STOCKTON**

## PUZZLE PICTURES

Our first picture - the street scene - which puzzled our "experts" seemed to be easy meat for some. Eric Smith guessed as soon as he saw it at the meeting and Henry Heyworth wrote in with the identification.

It *is* Leeds, but not (as guessed) at the time of electrification. This view of Stanley Road, Harehills, must have been taken some time in the 1920's, as it was initially double track, being the original route to Compton Road. After the more direct route via Stoney Rock Lane was opened, the Stanley Road track was singled, presumably for depot access. Congratulations to David Johnson for spotting that the track was offset from the centre of the road! The view is looking north west from the bottom of Compton Terrace. No points to the (nameless) member who until recently lived just round the corner but couldn't identify it!



So little has actually changed that the scene today is almost identical - see below for 2020 vision!



Quite a few got this next one, although we did have one suggestion of Meanwood. It is Pudsey Greenside.



Finally, despite the devious editing, Bramley station fooled nobody!





## **PUZZLE PICTURES FOR THIS MONTH**

Two more tram photos and a station for you to puzzle over.

Where is this pre-war picture of Chamberlain car No. 100?

(Hint: Look at the building under construction on the left)



A nice suburban view of Horsfield 197, but where is it?

And finally another station - yes it is in Leeds.

(Hint - it's no longer open)



**Hull Bus Liveries, part one - 1909-1950**

When Hull first bought buses, Mr. McCombe didn't think about what they should look like - he simply had them painted in tram livery. No.132 in the Hull Streetlife museum illustrates this. Mr. McCombe's successor Mr. Rayner kept this livery and the city's streets were awash with Crimson Lake.

It couldn't last.

In 1931 Mr. Morrison arrived from Dundee and brought the livery from that city with him. Suddenly all new buses wore a livery of Azure Blue and White. On the "tween-decks" panels "HULL" appeared, with "CORPORATION TRANSPORT" below the lower windows and gold lining on the blue panels.

This tasteful livery only lasted until 1926 - and at least one 'decker (number unknown) appeared in a reversed version of this livery - before Mr. Lawson applied *his* thoughts on the way a Hull bus should look. The colours were still Dundee but the 'tween-decks white band now swept down at the front in a streamlined fashion. Included were white destination blinds so as not to break up the white. This also dipped at the rear of the upper deck but not as much. The lower deck was streamlined from front bulkhead to rear wheels and black lining separated blue from white. Cab and engine area were blue. If this looked impressive on the motors then the new trolleybuses took people's breath away as the lower streamline continued around the front the same as the 'tween-decks, so making the trolleybuses stand out at night.

It couldn't last.

In 1939 war was declared and most white swoops gained a blue wash to lessen the possibility of being spotted by night bombers. But all buses still carried "HULL" in big gold letters. Buses were lent all over the country so this might confuse the German paratroopers. Worse still in 1942 ten Utilities arrived in a plain blue livery with only "CORPORATION TRANSPORT" in a white rectangle above the saloon windows. Also, as part of the blackout, all streamliners were fitted with black indicator blinds (the white blinds let out too much light) totally ruining the streamlining.

When peace came in 1945 the pre-war standards were quickly reinstated although the few buses with white blinds were altered as soon as possible, but change was on its way.

In the early fifties all Corporation departments were ordered to cut costs and make money. This led to the Transport Department putting adverts on the 'tween-decks panelling. These were originally signwritten but before long paper adverts became standard, but on NO ACCOUNT were adverts allowed to cut into the streamline swoop. All adverts had to be trimmed, although one or

two got through. Adverts also appeared on the front panels either side of the destination box.

[Part Two will continue the story until the demise of Corporation Transport.]

**A FATE WORSE THAN CORONAVIRUS?**

*[Contracted from Mel Reuben]*





## A 1956 HUMBERSIDE ADVENTURE

Mel Reuben

Sixty four years ago Leeds Education Authority (LEA) in conjunction with a number of schools in East Leeds organised a day trip for fourth and fifth formers taking in Hull and the North Lincolnshire Coast. It was a massive logistic exercise and to be fair the organisation was spot on. All the participating schools were designated an assignment on various locations that we would be visiting. My school, Coldcotes, was given The City of Kingston Upon Hull as its task. Although the cost of the trip was heavily subsidised by LEA each pupil was asked to cough up the princely sum of 7/6d.

Unfortunately the cost of the trip was low down the pecking order for my dear mum; my dad was on short time and things were tough. However, my resilient mum had saved in her tea caddy a few bob to purchase new shoes for me. She gave me the option of forgoing new footwear to go on the school trip. There was only one winner - the trip of course; the only drawback was my only pair of shoes had holes in the soles? However mum had a cunning plan, she cut a pair of insoles from a cardboard box.

The big day arrived, on a beautiful May morning; a group of excited pupils gathered at Coldcotes School to board a number of Leeds City Transport buses. After a register check by our form teacher we set off for Leeds City Station for our journey on a steam hauled train to Hull Paragon Station. On arrival at Hull Station, another fleet of blue and cream Hull Corporation buses whisked us to the Corporation Pier. On the way I glimpsed a number of the smart trolleybuses that served the city so well. After getting off the buses in orderly fashion we made our way across the landing stage on to a Humber Ferry for our cruise down the Humber to Grimsby.

The trip down the Humber was something special; as well as our teacher pointing out places of interest along the riverside, the captain of the vessel also gave a running commentary. In those days the Humber was Britain's third busiest sea lane and numerous ships of all shapes and sizes were duly noted. As we passed Immingham, a freak wave caused by the wash of a large ship splashed over the bow of our ferry and drenched quite a few of us. We thought it was rather funny, until I realised my feet were wet. Yes, mum's makeshift insoles had disintegrated and for the rest of the trip I had to walk around in soggy socks.

We arrived in the bustling fishing port of Grimsby, disembarked and walked through a very smelly fish dock to the main road. My eyes lit up as I spied a long line of Grimsby Corporation and Cleethorpes Corporation trolleybuses. We hurriedly boarded the trolleybuses and soon we were off in convoy to the Winter Gardens in Cleethorpes for lunch. We were served fish & chips and mushy peas washed down with jugs of orange juice and finished off with ice-cream.

After lunch we had an hour of free time; most of us headed for the sands. All you could see was scores of impromptu games of football taking place, with the sounds of enjoyment that only children can produce. What amazed me was where the footballs came from; they just appeared from thin air. The hour flew by so quickly, teachers along the stretch of sands were blowing whistles beckoning us back on to the promenade.

Once again our names were read out from the register. However a small minority of pupils turned up late; after deciding football was not for them, they had headed off to the slot machines in the amusement arcades, much to the teachers' annoyance. All accounted for we hurriedly walked to Cleethorpes Railway Station to board a train to New Holland. On the way we passed a number of Grimsby and Immingham long single decker trams. Little did I know the fate of this unusual tramway that was destined for closure in the early 1960's.

We soon arrived at New Holland Ferry Station and boarded another ferry for the Humber crossing back to Corporation Pier in Hull. The Hull Corporation buses were waiting to transport us back to Paragon Station for our journey back to Leeds.

A very tired bunch of kids arrived back at Coldcotes School. I walked up the hill to our house and guess what was for tea, yes fish & chips. My mum said "What are those wet marks on my carpet?" I sheepishly explained what had happened, we all had a good laugh and things got better when my dad said "Never mind, son, we are back on full time next week, so your mum can go and buy you a new pair of shoes". As I tucked up in my bed, full up and contented, I soon fell asleep dreaming about such an extraordinary day.

Horsfield 200 has finally  
arrived at Templenewsam!  
31 October 1959

[photo: M.H.]



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