

LEEDS TRANSPORT HISTORICAL SOCIETY

NEWS SHEET 202

SEPTEMBER 2020



FORTHCOMING LTHS MEETINGS & EVENTS

Although we hoped to resume monthly meetings in September, considerations regarding Coronavirus and problems with the Kirkstall club's power supply have prompted us to defer the start to October.

In view of the risk of last-minute changes, our usual annual programme for the full session to June has not yet been planned.

The Committee has decided that members will no longer be asked for a **£1 donation** for attendance at meetings, but we do still need you to sign in (for the records and for Covid-19 "Track and Trace" purposes). If we do not have your current address and contact details already, cards will be available for you to provide that information in confidence.

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

Happily the size of the Concert Room where we meet is such that there should be no problem maintaining Social Distancing. A Risk Assessment is in preparation and we ask you to observe the usual precautions including face covering where appropriate.

Mon. 12 Oct. **AGM, then Transport Films from Jim Soper** Malcolm Hindes

Mon. 9 Nov. **Buses and Trolleybuses from my Cameras** Mike Waring

Mon. 14 Dec. **Railways Worldwide** Mel Reuben

ANNUAL GENERAL MEETING

Our AGM, postponed from 6 April will now be held on Monday 12 October.

The reports were issued with the March *News Sheet*; new members should receive them with this issue. Further copies and the financial report will be available at the meeting.

All current Committee members stand for re-election but there is also a vacancy which needs to be filled.

Nomination of members for election, with seconder, should be notified to the Secretary at the Registered Office by Saturday 26 September.

OTHER LOCAL MEETINGS & COMING EVENTS

Sadly, virtually all other regular activities are still cancelled due to Coronavirus restrictions.

Light Rail Transit Association local meetings are suspended until further notice, but national online meetings are planned (see below).

Narrow Gauge Railway Society (Yorkshire Area) meetings are due to restart in January at The Epicentre, Meanwood Valley Urban Farm, LS7 2QG.

Also cancelled are the Otley Vintage Transport Extravaganza, the Samuel Ledgard Society Collectors' Fair at Pudsey and the Leeds Model Railway Society's annual exhibition at the Grammar School.

LRTA ONLINE MEETINGS

LRTA members can access these Zoom meetings from the LRTA website but need to register in advance.

Wed. 9 Sep. **Golden Opportunities Missed**

Andrew Braddock

Wed. 23 Sep. **Transport publishing during a Pandemic**

Simon Johnston

SUBSCRIPTIONS Tony Cowell, Hon. Treasurer

The yearly £10.00 membership subscription is due from all members on the 1st September 2020. Payment may be made in person at the October meeting. If you require a receipt by return post, please enclose a stamped addressed envelope, otherwise a receipt can be sent out via the *News Sheet*. Alternatively, acknowledgement can be sent electronically by email.

The Treasurer's new postal address is:

A.Cowell, 3 Rydal Avenue, Garforth, LEEDS, LS25 1JG.

It is now possible to claim Gift Aid, collectively on all small donations of £20.00 or less.

Payment can be made by Bank Transfer should you find it more convenient. Simply add your name using the following:

Account:- Leeds Transport Historical Society, Sort Code 05-01-06, Account No.10212802.

I would like to thank the members who have already renewed without any reminder. New members who have joined since April do not need to renew until September 2021.

MEMBERS' CONTACT INFORMATION

As mentioned earlier, we need up-to-date contact details for all members attending meetings. Also, we need your postal address to claim Gift Aid on subscriptions (and send hard copy *News Sheets*!).

If you have moved house recently, or have not yet provided contact details, please do so right away, either at the October meeting, to the Secretary by post to 16 Sussex Avenue, Horsforth, Leeds, LS18 5NP or online at johnbholmes@btinternet.com.

Needless to say, this confidential information is kept securely in compliance with the General Data Protection Regulations 2018.

WORKING PARTIES

A big Thank You to the members who turned up at our resumed working parties in July and August. We have now cleared all book stocks, archives and artefacts from Jim Soper's house and garage.

Thanks go also to Jim's daughters Gillian and Helen for allowing us access, and to members of the Transport Yorkshire Preservation Group who lent much-needed young muscle.

Now all we have to do is sort it all out!

NEW BOOKS FOR OLD

Are your treasured copies of "Leeds Transport" getting dog-eared? Once again we are offering members replacement copies free of charge, but this time it applies to all five volumes, plus "Leeds Transport on Postcards" (or exchange your softback for a hardback for £3). This is to help reduce stocks - your old copies will be returned to the printers for recycling.

Bring your old books to the monthly meetings - exchange in person only, by December.

New copies of all "Leeds Transport" volumes are now available at £20 each, £90 for a full set (plus postage if posted). A complementary softback copy of the Postcards book will accompany each purchase.

SALES STANDS

Due to cancellation of events, we have no Sales Stands booked this Autumn. The next is likely to be the Pudsey Collectors' Fair on Saturday 2 January.

However we do aim to have a small sales stand at our monthly meetings with special members' prices.

COPYRIGHT NOTE

Our website and publications feature photographs, many of which are LTHS copyright. Whilst members are free to use these for their own purposes, they should not be reproduced elsewhere (e.g. on Internet sites) at a greater definition than 100 dpi. We are aware of several instances where our images have been used without permission in other books and even offered for sale online.

Photographs which are not LTHS copyright must not be reproduced without the copyright owner's permission.

MIDDLETON RAILWAY 60th ANNIVERSARY

Sixty years ago, in June 1960, the Middleton Railway Preservation Society made history by running the first passenger train ever on a preserved standard-gauge railway, beating the Bluebell Railway by a matter of days. Sadly, Covid-19 put paid to this year's planned anniversary festivities. Nevertheless, at 4.45 p.m. on Saturday 21 June, 60 years to the minute afterwards, Matthew Youell, son of the railway society's founder, Dr. Ronald F. ("Fred") Youell, waved off a special train from Moor Road station, hauled by the same locomotive. Hunslet diesel 1697 "John Alcock". The loco, currently in LMS livery, had its nameplates restored for the anniversary year. Ironically, it didn't carry this name until some time after the original run!



[photo: Middleton Railway Trust]

Covid-19 Lockdown rules meant that only four socially-distanced people could be on the train - three train crew and an assessor, since this was officially an exercise to assess the train and crew prior to any reopening.

Of course, the train was very different from 1960, when it consisted of Swansea & Mumbles railcar No.2, often considered Britain's largest tram. However, although this 106-seat Brush-built vehicle looked like a tram, felt like a tram, even smelt like a tram, it was deemed to be a railway carriage due to its wheel profile and the Swansea & Mumbles' railway status!

The 1960 enterprise was in support of Leeds University Rag Week. Passengers - over 7000 of them - travelled free but received a commemorative ticket in return for a donation to the Rag's charity funds.

This operation coincided with the arrival of the first "real" trams at Middleton - Leeds City Museum's Horsfield 202 and Roe-bodied railcar 601, which Fred Youell himself had purchased.



[photo: Malcolm Hindes]

Reputedly, Fred originally wanted 602 but was persuaded to take 601 instead so that the unique all-electric 602 could go and operate at Crich. Ironically it is 602's uniqueness that has prompted the T.M.S. Board's decision to "conserve" this iconic vehicle as a static exhibit rather than restore it to running order and allow it to demonstrate its superb capabilities.

"THE CHARLES HENRY ROE"

This, the latest J.D. Wetherspoon pub, opened on Manston Road, Crossgates on Tuesday 21 July. At the suggestion of Transport Yorkshire Preservation Group it is named after C.H.Roe, whose coach building works was of course just down the road.

To mark the occasion TYPG provided preserved former Leeds Roe-bodied buses 5504, 1807 and 441 in cavalcade together with brand new Optare all-electric bus, First York 39505.

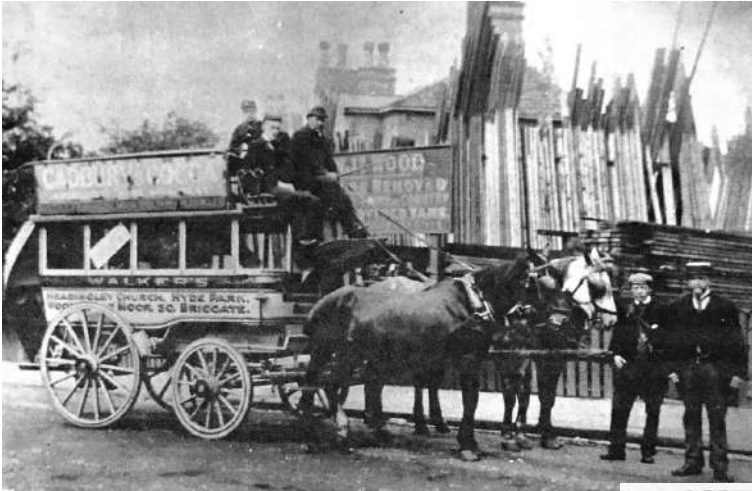


[photo from James Fairchild]

First Leeds joined in the spirit of the celebrations by rostering buses 37674 ("Brian Parkin") and 37675 ("West Yorkshire") on the No.11 route (Bus Station - Cross Gates).

PUZZLE PICTURES

Once again, we have a series of locations for you to identify. Some of them are known, some are a mystery, all are Leeds.



In 1883, Walker's Headingley horse bus operation was extended to "Headingley Church", in direct competition with the horse trams. When the tram route became operated by steam trams they actually increased the frequency of their service, but once the route was electrified they saw the "writing on the wall" withdrew their service and astutely sold off their vehicles just before the bottom fell out of the market!.

Our friends who run the photo gallery on the "Historic Headingley" website www.headingleyleeds.com have asked if any of us can identify where the photo was taken.

Over to you!

Moving into the 20th century, Brush car No.60 is taking on a good crowd of smartly-dressed passengers.

The indicator blind is set to "Hyde Park via Woodhouse St." and in the distance a horse-drawn van is inscribed "Carr's Malt Bread".



British Thomson-Houston car No. 92 is heading past an impressive row of terraced houses to Malvern Road. The poster in the side window reads "Please have fare Ready"

"Horsfield" 245 forms the backdrop to this happy looking group. There appear to be two drivers (one with a huge parcel), a lady and two conductors (both smoking!) in the party, and the passengers on the lower saloon are taking a close interest in the camera. The destination displayed is Meanwood via Meanwood Road.

As well as the location, has anybody any idea of what was happening?





Finally, another "Horsfield" (known to staff as "Showboats", of course, in an pleasantly rural setting, on single track. Unfortunately the definition is insufficient to identify the car or its destination display.

[Brookside Photographic Services]

LAST ISSUE'S PUZZLE PICTURES

Our two railway stations, both within the current Leeds Metropolitan Area proved easy meat!
The first, built to serve nearby housing developments was of course Penda's Way.



The second, a village station was a little harder, but despite the edited-out caption most identified it correctly as Kippax.



JOHN'S SUMMER QUIZ - The Answers

Each question gave a place or building in the Leeds Metropolitan Area. Each answer starts with a different letter of the alphabet; the red letters were the 12 letters of an anagram of a 24th place.

1. North Yorkshire market town with a castle in front of a small mountain RICHMOND HILL
2. Small one of our capital city LITTLE LONDON

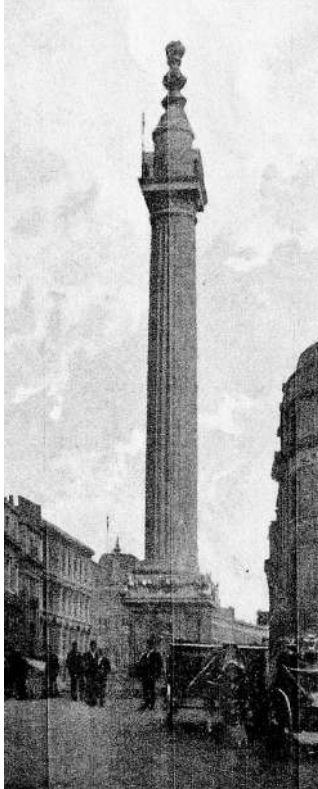
3. The UK's western neighbour in front of a small forest IRELAND WOOD
4. The top learning establishment in Leeds UNIVERSITY
5. This village is home to a seventeen-century Puritan chapel BRAMHOPE
6. There is a hotel incorporating an old windmill here SEACROFT
7. Scrooge-like character lives here in the small forest MEANWOOD
8. This village lies five miles SW of Leeds, four miles SE of Bradford and used to be on the A650 DRIGHLINGTON
9. A famous furniture maker lived and worked here OTLEY
10. The "old" name for Leeds-Bradford International Airport YEADON
11. A quarter of a penny beheaded followed by twenty hundredweight ARTHINGTON
12. Where all the sewage in Leeds ends up KNOSTROP
13. It is said that there used to be treacle mines here PUDSEY
14. The emblem of our county and then the middle WHITE ROSE CENTRE
15. What we do to get hot food followed by the top of the roof COOKRIDGE
16. A famous pram works was in this town GUISELEY
17. This suburb had a tram and bus depot north of a famous oak tree FAR HEADINGLEY
18. The monarch after William 4th followed by a wooden or metal structure at the entrance into a field VICTORIA GATE
19. A female monarch's trees QUEENSWOOD
20. The opposite of west added to a Cumbrian town EAST KESWICK
21. The author of "Swallows and Amazons" was born here. HYDE PARK
22. Pollard's old toll bridge is located here NEWLAY
23. A prickle on a rose bush followed by The Queen THORNER

24. And the anagram place -

OSMONDTHORPE

CHARLIE'S COLUMN

What I Did During Lockdown



Charlie Watson

2020 is turning out to be the year that never happened. Not only can I not enjoy Crich, but I'm also unable to go on holiday to the Isle of Man.

However we must make the best of a bad lot and I've been filming empty buses in empty streets. Doncaster, Hull and Middlesbrough (subject of next column) have all been done, but a return visit to the Cambridge Busway is on hold due to "Kung Flu" restricting the service.

Anyway, let's get on with this column....

Mention the old "*West Riding*" to most enthusiasts and one bus is always top of the list - the Guy *Wulfrunian*, possibly the

least successful bus of all time, but in 1959 the future looked bright.

Many operators had seen them at the Commercial Motor Show and were curious, so the demonstrators travelled many miles in many places. But then in 1960, Guy had an enquiry from Hong Kong. China Motor Bus wanted to order two "*Wulfs*" to be trialled against two Dennis *LoLines* and if these found favour an order for 100 chassis would result.

To suit the local conditions C.M.B. insisted that the chassis be modified to take *Metsec* body frames. Guy said this could be done and the order was confirmed with arrival to coincide with the *LoLines* in 1962.

At this point you may ask "Why not simply buy more *Arabs*?". Guy had such confidence in the "*Wulf*" that they stopped producing the *Arab IV* in 1960. By 1961 this confidence was starting to crack - the "*Wulf*" was not living up to expectations and Guy did not want to lose its good reputation with C.M.B. - so it persuaded C.M.B. to change its order to the new *Arab Mk. V*. This was a newer version of the bus C.M.B. already had, so they took them, right up to 1970, making them the last *Arab* buyers.

The *Lolines* didn't do any better. Only one was sent and it wasn't liked. The other never left England but did influence another local operator.

China Motor Bus could have equalled West Riding in having a large fleet of "*Wulfs*" - and a load of problems!

BLAST FROM THE PAST No.1 - A Happy Event. 1958

LEEDS CITY TRANSPORT DEPARTMENT

ROYAL VISIT TO LEEDS

FRIDAY & SATURDAY, 17th & 18th OCTOBER

During the visit of Her Majesty the Queen certain thoroughfares will be closed for periods during each day and it will be necessary for many tram and bus services to be diverted from the normal route.

Information concerning these arrangements can be obtained from all Departmental Offices and Garages or from any Inspector.

Printed by Jowett & Sowry Ltd., Leeds 1

BLAST FROM THE PAST No.2 - A sad one

LEEDS CITY TRANSPORT DEPARTMENT

SERVICE ALTERATIONS—Commencing 29th SEPT., 1957

The Dewsbury Road and Moortown No. 2 Tram Services will be discontinued and a new bus service will commence between Dewsbury Road and Roundhay Park via Moortown.

The Tram Service between Briggate and Moortown via Harehills and Roundhay Park will continue to run.

FOR FULL DETAILS PLEASE SEE HANDBILLS

Swinegate, September, 1957

Printed by Jowett & Sowry Ltd., Leeds 1

A. B. FINDLAY,
General Manager

BLAST FROM THE PAST No.3 - A busy scene



This fine view looking north from the Corn Exchange is reproduced from a commercial postcard (publisher unknown). It dates from around 1920, judging by the presence of "Hamilton" car 302 (new 1913) and the open driver's vestibule on BT-H car 27 (enclosed 1925).

Remarkably, virtually all of the buildings pictured are still in existence a century later. Sadly the Hepworth's building on the left has been shorn of its fine ornamental features (and lost some of its windows) and its elaborate decorative brickwork is now covered by a drab render and trashy signs. Nevertheless the tramway overhead rosette visible on the Central Road (left hand) side of the building has survived and is still in place (checked August 2020!).

... AND COMING SOON TO A BUS ROUTE NEAR YOU ...?

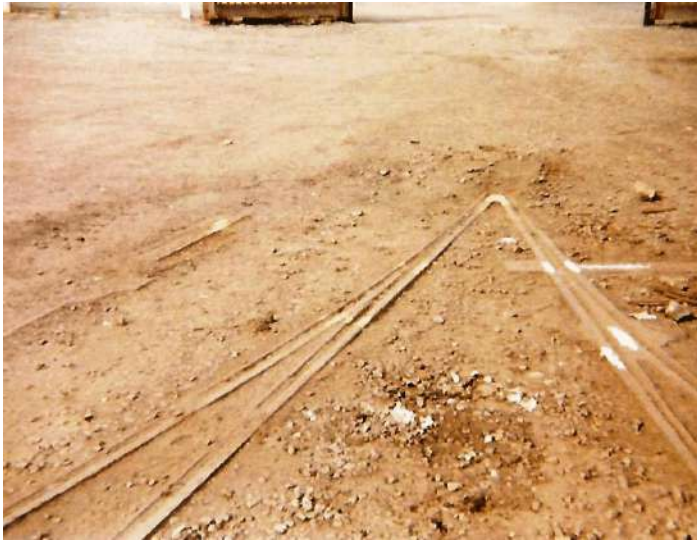


[photo from James Fairchild]

More next *News Sheet*

It's a Sunday morning in Beeston, and I'm out for a walk with the kids. We walk down to Lowfields Road which has recently been severed by the construction of the M621 motorway. I tell the kids that when I was a lad, a single-track siding used to run all the way down this road. "Why?" "Well, for the Football Special trams to park on, kids! When I was your age, there would be a long line of trams, maybe as many as 70, most of them red but with a few old blue ones as well. And at half-time, they'd open the gates at the stadium and let the tram crews watch the rest of the match free!" They look at me and then at each other with deadpan unbelieving faces. (Yeah, right, just another of Dad's tall tales...).

By this point, we're walking down Lowfields Road and I point out the haulier's yard on the right, saying that this is where I used to see them overturn and burn the old trams. My sharp-eyed 11-year old daughter Katharine then informs us that she can see tram-lines in the yard. What? Is the child hallucinating? But no, there are not just tracks, but also points as well. No poles and wires of course, but everything else seems to be intact!



Things begin to move fast after that. Monday morning sees me on the phone to General Haulage (Leeds) Ltd. Before the week is out I'm sitting in the office of Mr. Garside the managing director, trying to talk him into letting me have the points. Understandably, he's a bit sceptical at first. He runs a busy haulage company and doesn't want some idiot tearing up his yard. But I convince him that the removal would be done professionally. Being the nice man he is, he eventually agrees – as long as the work is done on Saturday afternoon or all day Sunday. Most importantly, the yard must be fully-reinstated by 5 a.m. on Monday. Brilliant! So all I have to do now, is get a contractor.

Actually, that's the easy part. At that time, I'm the Regional Contracts Manager for a major utility company and I have several contractors who can help. My choice

is Bob, one of our highly-experienced demolition contractors. He's adept at working in difficult locations and also has a background in ripping up old railway lines. Game On!

Saturday afternoon, 5th July 1986 is hot and dry. As it's the end of the season, there's no match at Leeds United, so it's all nice and quiet. A perfect day for a nice steady job. Well...not quite. It quickly transpires that all the trackwork is laid on – and in – a thick bed of concrete. It's donkey work with the pneumatic drills and we soon get a sweat on. By late afternoon we've all sweated off about half a stone, gone through several bottles of pop and only managed to remove one set of points! (I've also broken a steel on one of the pneumatic drills). The following day it's a similar story and we have to knock off and get the yard back into some sort of shape before Monday morning. At the moment the yard looks like a series of abandoned WWI trenches. I also think I'm getting vibration white finger from all the concrete breaking...



Mr. Garside is delighted that we've made such a good job of reinstating his yard,. He readily agrees to give us any further yard possessions we need to get the job done. Easier said than done. Bob is very busy with major demolition projects and I'm spending a lot of time away from home on far-flung business trips. The upshot is that everything goes on hold and we don't get back on site for several months.

We return on Saturday 1st February 1987. That day and the next are two of the coldest days on record – perhaps since the end of the Ice Age. A greater contrast with our last visit would be hard to imagine. The ground is gripped with a kind of iron-hard permafrost, but this turns out to be a bonus. Bob remembers that ice-cold rolled-steel rails can be quite brittle. Once he gets a chain round a rail and gives it a good yank with the JCB, it snaps

off clean at the end of the fishplate joint. The points themselves, being cast manganese, are very hard and don't mind this treatment at all. The upshot is that the work goes much quicker – and also saves a lot of oxy-acetylene cutting. (Thank goodness! Oxy-cutting near concrete can be dangerous as the concrete tends to explode and fly...). So, job done, with no problems. Well, apart from the cable-strike (lovely purple flash!) and the sudden water-fountain when we put the haulage company's electricity and water supplies out of action. (Cue emergency callouts



for plumber and electrician...)

Transporting the points to Crich is another saga. Bob doesn't have the right wagon available to load and haul them, so engages someone 'recommended'. This 'recommended' contractor turns up with a battered old wreck. It's not certain if his wagon-mounted crane - leaking hydraulic fluid everywhere - will actually be able to lift anything at all. Bob saves the day by offering to give this guy "a good *** clout" if he doesn't get a move on. That seems to do the trick, because the bloke quickly gets everything lifted aboard then sets off in a cloud of black smoke without bothering to secure the load. Bob and I have no option but to follow him down the M1 shielding other traffic against all the loose bits of concrete being shaken off onto the carriageway. After a nervous couple of hours, the points are offloaded at Crich. I don't know if they were ever used.

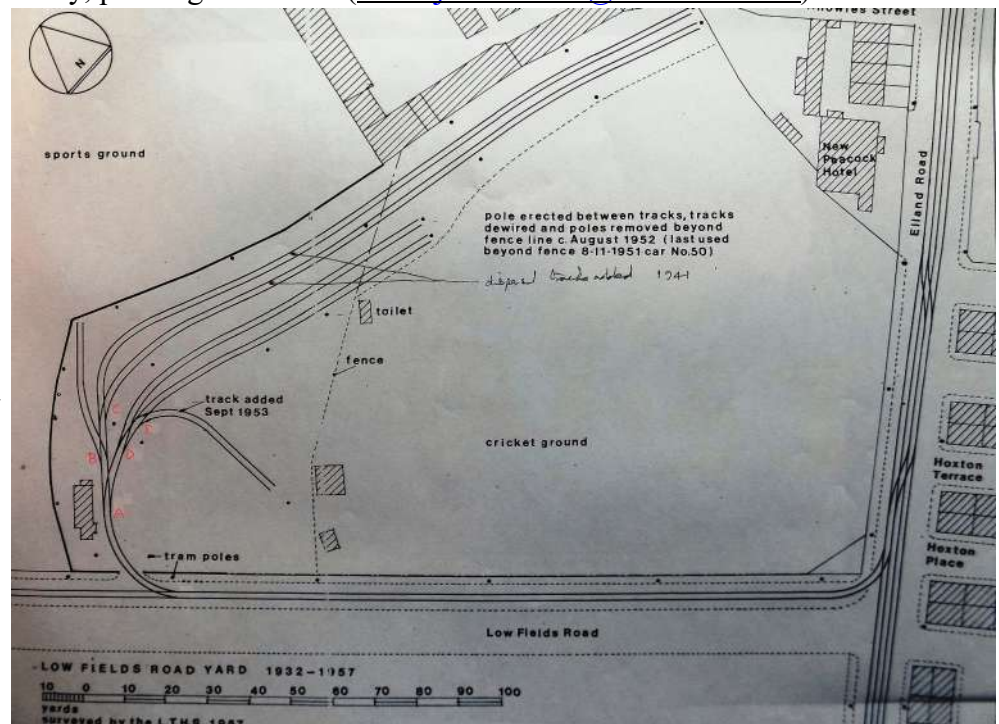
If anyone can tell me their later history, please get in touch (david.johnson359@btinternet.com).

Postscript: in the 1986/7 digs we recovered the points marked A, B & C on this LTHS 1957 survey.

Unfortunately the points D and E (if they still existed) were hidden beneath the haulage company's buildings. Nowadays the entire site is occupied by Leeds United's Centenary Pavilion and Events Centre. I wonder if they found anything interesting when they were building it?

There were lots of fascinating tram bits & pieces lying just below the muck, because a few small items got turned up during the excavations. I'll tell you about them in a future issue.

Watch this space!



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