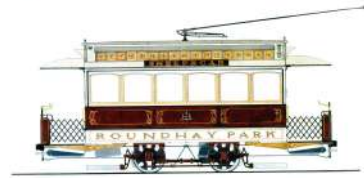


LEEDS TRANSPORT HISTORICAL SOCIETY

NEWS SHEET No. 203

DECEMBER 2020



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

Due to Coronavirus restrictions, normal meetings at the Leeds Postal Sports Association Club, Kirkstall, remain suspended until further notice.

Instead, virtual meetings are being held online using Zoom conferencing and starting at 7.30 p.m., meaning you can join us in the comfort of your own home or wherever you may be at the time.

Members whose email address is known to us will be notified automatically of joining arrangements - if you wish to ensure you receive this information, please email the editor (see back page).

Mon. 14 Dec. **Sixty Years of Chasing Trams**

Ian Dougill

Mon. 11 Jan. **Films from Jim Soper**

Malcolm Hindes

Mon. 8 Feb. **From the Archives** Tony Cowell

Mon. 8 Mar. **Yorkshire Railways in the Beeching Era** John Holmes

Mon. 11 Apr. **ANNUAL GENERAL MEETING**

OTHER LOCAL MEETINGS & COMING EVENTS

Most meetings remain suspended and events cancelled. However Leeds Area LRTA are now also holding monthly meetings on Zoom - members should contact Mel Reuben on melreuben@hotmail.com for joining details and further programme.

December

Mon 21 (LRTA) **Old Leeds in a New Format**

Ian Dougill

A WORD FROM THE EDITOR

First of all, apologies to anyone worried by blank pages in some postal copies of September's *News Sheet*. You didn't miss anything - a print instruction error for the final batch resulted in some pages printed single-sided. An attempted reprint was thwarted by running out of toner! You should have received eight pages in total. Each printed copy of the *News Sheet* costs around £1.25 in printing, stationery and postage costs, adding up to half your annual membership fee. Each postal issue takes a good half day just to print, staple, fold, stuff envelopes, address and post.

If you would rather your £1.25 went to the Society's publishing and preservation work, you can have your *News Sheet* sent in pdf format by email instead. You receive it as soon as it is ready to print and even if, like me, you prefer a paper copy to reading from a screen it is in printer-friendly format so you can print it out. Just let me know (email address on the back page) and leave the rest to us.

Thanks to the late Jim Soper, we now have a full set of **News Sheets** right back to No.1, October 1961. If there is demand, issues can be scanned and emailed or printed off (at cost) on request.

Originally the *News Sheet* was just that - news about developments on the local tramway scene, preservation attempts etc. rather than focussing on history and nostalgia. Is "*News Sheet*" a suitable title any more? It is often inadvertently referred to it as the "Newsletter" which is even less appropriate. Should we find a "proper" title for it? Opinions, please (and any suggestions?). Ironically, we do have an item of news in this issue!

Finally, a quick reminder that anything published in this *News Sheet* is copyright, either of the LTHS or as credited, and may only be reproduced by permission.

JIM SOPER RIDES AGAIN!

At the suggestion of Transport Yorkshire Preservation Group, a naming ceremony for First Leeds bus 35562 was held at Hunslet Park (Donisthorpe Street) on the morning of Friday 4 September, attended by Jim's daughters Gillian and Helen and their families, together with the Committee and representatives of the LTHS.



The event was broadcast live online and watched by many members. This was followed by a private tour on board the bus round the city centre.

A framed tribute to Jim, prepared by the LTHS, is displayed in the lower saloon.

Thanks go to James Fairchild & YTPG for masterminding the event and providing the photographs.



2020 ANNUAL GENERAL MEETING

As announced in the *News Sheet Extra*, the AGM took place on Monday 12 October using Zoom conferencing. Around a dozen members took part and all the various motions were passed. We were happy to be able to include "out-of-town" members who would not normally be able to get to Kirkstall.

The retiring Committee members were all re-elected, together with "new boy" Colin Walker filling the vacancy caused by the sad loss of Jim Soper.

The formal Minutes will be circulated with the AGM documents next issue.

SEPTEMBER'S PUZZLE PICTURES

Once again, we had a series of locations to identify. However, the response from our enthusiastic readers has been even more comprehensive than usual.



Walker's bus operation was based at 81 Chapeltown Road and we suspect this photograph of the "Headingley Omnibus" was taken thereabouts.

The building in the background matches the ground plan of one which existed on Back Newton Grove up to about 1900, when it was replaced with the shops nowadays known as Chapeltown Mini-Market. The notice referring to a business change of address and the stacked timber could be part of the redevelopment.



The photo of Brush car No.60 posed little problem. It is, of course, on Beeston Hill at Lady Pit Street, although the spur into that street is barely visible.

Henry Heyworth notes that No.60 was not track-brake fitted, therefore must have been on a short working as it would not have been allowed to go up the hill to Beeston terminus. Nevertheless, the car is standing uphill of the Lady Pit Street spur!

The smartly-dressed passengers suggest an outing from the adjacent Methodist Church, which might have warranted a special working.

Curiously, the Lady Pit Street spur was officially

referred to as "Malvern Road", a street at the opposite side of Beeston Road; ironically Lady Pit Street itself has now been renamed - as Malvern Road!

Robin Oldfield identified the shot of Horsfield 245 as being at Bruntcliffe terminus. He mischievously suggested it was an early Hermes delivery of a parcel - but one addressed to Horley, not Morley!

However Henry (again) has much more to tell:

"This is photographed at Bruntcliffe terminus on 22 January, 1935, the last day of operation to Morley (Tingley Mill) and Bruntcliffe. The photograph was taken by William Marsh, a driver at Morley depot; he also took the photograph of balcony car 355 which appears on page 763 of Jim Soper's Volume 3. 355 was the last car to Morley, later that day. Showboat 245 was a Chapeltown Depot car. The person with the package is a Parcels Boy, not a Driver. The two conductors have Barker Punches as opposed to the more common Bell Punch".



A published postcard of "The Last Tram from Morley" shows Horsfield 205, but surely the last tram on a January date would hardly have been in daylight!



Jumping to our final shot, Chris Thornburn suggested the No.15 Rodley route and Eric Smith notes that the same photograph appears in *Leeds Transport (Vol.3)*, where the car is identified as No.171, photographed on 14 April 1936 "at the bottom of Whitecote Hill".



It was the "animated" photo that brought the most comments. Robin Oldfield did some clever deduction to work out that the view was North Lane, Headingley, confirmed by a site visit and by both Henry Heyworth and Chris Thornburn. Chris writes at such length about the circumstances that would warrant an article in its own right. These are extracts - anyone wanting the full screed do let me know and I will forward it to you!

"This photo first turned up many years ago as one of a spoolful. Nevertheless there are clues: the trams are on the crown of the road, so a single track; which one could have had a multi-tram line-up?; and the bus, a service 47, not Bus Station-Old Farnley but one of the pre-war half-dozen that ceased 1939 and never resumed [Osmondthorpe - Bramley Town End - Ed]. The story was that someone wanted to test a camera, went along to the chemists in North Lane, got a film and ran it through. When it was discovered, prints went round the "grapevine"; I acquired six, which form a sequence with the one in the News Sheet as No.2. Unfortunately the camera wasn't up to much, and (as well as slightly soft-focus) it put tramlines on the film as well as the pair in the roadway which, along with position of vehicles, gives some guide to order of the exposures. And yes, the "Thing" at top left is indeed a tattered shop-window blind.

However, fortunately from our point of view, it just happened to be a day with a match on at Headingley, and a line of trams awaiting the crowds! A semantic distinction: I would call them "Extras" rather than "Specials" on the analogy of Elland Road vs. Roundhay Park. The former showed "Special Car", charged a higher fare, and were non-stop between city and ground - Leeds' only public Specials. The latter had normal destinations and fares and could take up/set down at any stop. The North Lane cars are showing City Square (not Special Car), putting them in the "Extra" category. (Not helped by drivers' timesheets being headed "Special Journeys"!).



Views 1-4 are looking down towards Cardigan Road: line of four Pivotal, second in line showing route 27, and at the top end 415 (with typical crossed number), which appears to be having a largeish parcel loaded on to the platform - rather odd for an "Extra"? The 47 bus with other traffic is veering across the road, going through the gap between 415 and the next two trams upstream, to access Kirkstall Lane "wrong road" - we hope directed by a copper, or chaos if anything coming the other way! For pic 4 the chap with the camera has stepped into the road, by now clear - but there is more traffic to come!



Nos 5-6, looking the same way. Next two cars have moved down to 415, one showing crossed 27/28, close-up of single-deck 45 bus, TS8 GNW70(9?) alongside. In some of the pictures there is a uniformed figure: who is he? To me the cap badge and uniform, although blurred, don't look quite right for an inspector, whom in any case I'd expect to be at the bottom end of the line controlling loading, not halfway up doing nothing. Maybe the driver of one of the nearby trams?



No 7: Either in between 4 and 5 or after No 6: Scratches on the film could suggest the former, but the changed viewpoint, the latter. Whichever, it is looking the other way, up towards Ash Road, with car 52, another and after a gap, 44 in the background. 52 has a side advert so it can't be the second car in Nos 5 and 6, which has a blank panel.



Its background, the late-lamented Lounge Cinema, would make it a good candidate for "Leeds Cinemas and Pubs By Tram", except it is too early for the book's 1950 starting date, the North Lane track having closed with Cardigan Road in 1946.

Dating the pictures indicates that the caption on p 752 of "The Book" is incorrect. Clues: The TS8's entered service June 1st 1938; Car 415 has its windscreen open, 52 has all its quarterlights open (as do some other cars), and the trees around South Parade Church in the background of view 4 are in full leaf: Hence 1938-9 not 1935, summer or at least late spring to early autumn, and not football (Rugby League) but cricket at close of play – maybe during a Test Match? The overhead wire in North Lane appears to be quite high, which would make it easy to turn the bow and help operation either way. However, The Book (p 752) says that when it came into use (March 3rd 1934), it was worked as a circular towards Otley Road – no problem, as the triangular junction trailed in both ways – thus reducing congestion in Cardigan Road.

Working this way round is fine for bringing people to the match, but is not logical or practical at the end of the day; in the pictures, the position of the bows clearly shows the trams are going the other way, towards Cardigan Road, and indeed the sequence shows two moving in that direction. The "27" display on one of them is thus accurate. The Book agrees, saying that the trams could be run in to Headingley depot until near the end of the match (and the crews

could be stood down, avoiding having to pay them (at overtime rates!) for sitting doing nothing, as happened at Elland Road). They would then be brought back into service, and by means of a simple reversal at the junction (maybe controlled by a point-duty copper), could be lined up to await the crowds in North Lane and on one track of Cardigan Road – where crews could congregate upstairs on cars with a view of the ground between the houses for a glimpse of the action!"

[Jim Soper credits the last photo to Travel Lens Photographic]

No Picture Puzzles this time - instead John has inspired another quiz to tickle our thought buds!

A TO Z CHRISTMAS QUIZ

John Holmes

All these cities, towns or suburbs have had trams. The letters in red give you anagrams of two other places.

A place on the Dumbarton Tramway

A □ □ □ □ □ □ □ □ □

Gardener's transport in a hot sounding place

B □ □ □ □ □ - □ □ - □ □ □ □ □ □ □

A jacket on a crossing over a river

C □ □ □ □ □ □ □ □ □ □

Tramway System North West of Edinburgh

D □ □ □ □ □ □ □ □ □ □ □

Dad's Army place on Leeds System

E □ □ □ □ □ □ □ □

Scottish system place with a boat lift

F □ □ □ □ □ □ □

Route to West Edinburgh place

G □ □ □ □ □

First part of a children's outside game

□ □ □ □ □

Great Coates used to be on this tramway

I □ □ □ □ □ □ □ □ □

Richard I's brother followed by 14lb

J □ □ □ □ □ □ □ □ □

Coastal tramway in Scotland

K □ □ □ □ □ □ □ □ □

Was the most easterly system in the UK

L □ □ □ □ □ □ □ □ □

Tramway ran into the large bird on water city

M □ □ □ □ □ □ □ □

Tramway town on the North East of the Wirral

N □ □ □ □ □ □ □ □ □ □

Bat and ball place in Andy Burnham's city

O □ □ □ □ □ □ □ □ □ □

A pattern on cloth

P □ □ □ □ □ □ □

Get on an Ealing tram to see Rangers

Q □ □ □ □ □ □ □ □ □

Northerly place on tramway in tailless cat place

R □ □ □ □ □ □

The system that Churchtown was on

S□□□□□□□□

The Lord who was a "speaker" in the Commons

T□□□□□□□□□

System ran into "high countries" in South Wales

U□□□□□□

Street between Hyde Park & Cardigan Road

V□□□□□□□□□□□

"Timber Chairs"

W□□□□□□□□

Bovine getting wet feet

□X□□□□

This system ran on Haxby Road

Y□□□

A tram system in the West Midlands went to

Ashby de la Z□□□□

□□□□□□□□□□□□

A town in Derbyshire

□□□□□□□□□□□□

Has a racecourse

A WINTER SCENE



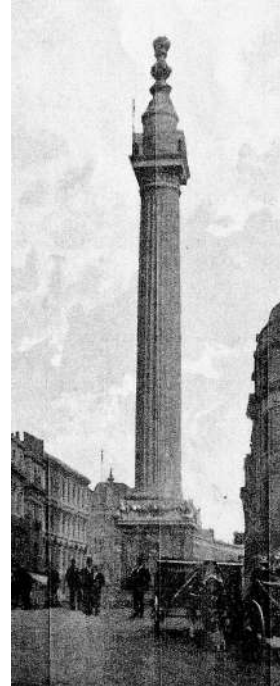
"Horsfield" 213 in blizzard on Headingley Lane

[photographer not known]

CHARLIE'S COLUMN

Smoggyland

I had originally planned to film the Cambridge Busway but a restricted service due to "Kung Flu" put paid to that idea. Looking through some old films made me realise I hadn't been to Middlesbrough for five or six years, so it was time for a trip up the A19.



Being tight and not wanting to pay for a car park, I parked up out of town near the Newport Bridge.

I was lucky - just as I got to the structure, buses to Stockton and Hartlepool appeared and continued to do so every half hour. Walking along Newport Road things were a bit quiet, but there were a few buses about. I had hoped to get some timetables from the bus station and although buses were parked up ready to go out there was no way to get into the premises so I continued to walk into the town centre.

Most of the population appeared to be indoors but there were enough buses on Corporation Road and Albert Road to keep me happy. Grange Road turned out to be a surprise as there were buses at the stops but hardly anyone about. The reason for my surprise is that these stops are at the side of the Cleveland Centre, which is like the Merrion Centre, only better. When I was last on Borough Road I filmed Arriva running buses built by Temsa - I wonder what happened to them? Now apart from a couple of cars, Wright-bodied Volvos of Stagecoach and Arriva were all I saw. I'm not saying Tumbleweed was blowing across the road but it wasn't far off and all around the shops, pubs and schools were all closed. I wonder how many of those businesses will survive.

Linthorpe Road has a large immigrant population and most shops were open - make of that what you will - and buses of both operators were filmed at various locations on this long road. Naturally the Dorman Museum was closed so I walked back to the town centre in search of some dinner - no point trying any pubs! After sustenance I walked back towards Newport, filming as I went.

I drove over the bridge and through Haverton Hill to Port Clarence. This is part of Route 1 to Hartlepool and where the Transporter Bridge crosses the Tees. Thirty years ago when I first went, houses lined the road. These have all gone now and the new houses are set back from the road, making filming easier and Route 1 buses could be filmed in both directions. The Transporter was out of action - again!

Thinking I had done all I'd set out to do, I pointed the car towards Donny (passing the only traffic jam I saw all day - to get into the local tip which had just reopened) and had a quiet drive home.

Back at home I realised I'd forgotten the railway bridge at Haverton Hill. A return visit is planned.

August

Leeds Tramway Extension Opened.

The opening of the new Leeds tramway extension from Balm Road route to Belle Isle, eagerly awaited by residents on the estate, was effected on 22nd July. On Sunday, the 21st, tramcars were temporarily replaced by buses until 4 p.m., this being whilst certain alterations were made to the permanent way. The former length of single track near the old terminus has been doubled, thus affording double-line working over the entire route.

The fare from the city to Belle Isle Circus is 2d. with a 3d. workmen's return. The fare to Balm Road remains at 1½d. as before. Cars on service No. 26 ply between the estate and city, 27 cars running through to Cardigan Road.

The new extension is for the most part on reserved track between dual carriageways, the "ballast" being crushed bricks, which blends well with the brick built municipal houses. Overhead is of the side pole type, with span wires and bull-ring suspension. Only war conditions prevent the line being extended still further to meet the Middleton tramway, thus making a circular service. To this end the poles extend some distance beyond the new terminus, affording the strange spectacle of tramway overhead erected over a grassy field!

Another post-war proposal is to link the Gipton route with the Crossgates tramway, thus bringing a new circular service via Seacroft into being.

September

Leeds: Making use of Ornaments.

Victims of the scrap metal campaign, together with cannons, park railings, etc., are the ornamental iron sheaths which have graced (?) the bases of Leeds' tramway standards for so many years. The sheaths, which weigh 2 cwt. each, are being removed by the Transport Department, and the metal is being used in the manufacture of tramcar brake blocks by a local firm for use on the city's tramcars. About five tons of the castings had been removed by the middle of August when, it was stated, some 1,000 castings awaited removal.

Good "Signs" at Leeds.

Leeds Transport Committee, at a recent meeting, approved a scheme for the construction of a single track junction between Bishopgate Street and City Square, and instructed the Town Clerk to take the necessary steps to obtain the approval of the Ministry of Transport.

It has been noticed that "Seacroft" has been added to the destination blinds of tramcars working the Crossgates section. This is of course in accordance with the Transport Department's intention to extend the tramways in that area at the cessation of hostilities. An extension was, however, carried out despite war conditions to the Belle Isle estate only a few weeks ago.

October

Developments in Leeds : Conductresses "Go To It!"

Two new shelters for tram passengers have now been erected and are in use in City Square. The shelters are of wood construction, not metal as originally intended. Conductresses have recently taken their place on the city's trams including the Middleton Light Railway section. The capable way in which they handle the heavy traffic for which this route is noted, under the present conditions, is worthy of the highest praise.

Belisha crossing studs have in many cases been supplemented with white lines painted on the roadway, thus making them more visible in the black-out. Many of these crossings are in conjunction with tram stops and loading points, and in this way Leeds is countering what is perhaps the point most stressed by the critics of tramways—the danger of boarding a vehicle in the roadway. The provision of such crossings and loading islands has long been advocated by this journal. A traffic roundabout is in course of construction at Town End, Bramley, and in connection with the re-positioned track near this point (on a reservation between dual carriageways), it may be of interest to state that the non-resilient type of construction was used, unlike the resilient sleeper and ballast form hitherto employed on the system. The recently opened Belle Isle reserved track being of the sleeper track type, suggests that the Bramley portion is of an experimental nature. Whether Leeds will follow the example of Birmingham in changing over to non-resilient remains to be seen. The question of resilient or non-resilient reserved track construction bids fair to become a controversial subject in future light railway development.

October

"Reprieve" for old Leeds' Tram Track.

The old Leeds' track, known as "Wineglass Rail," which runs along St. Paul's Street and West Street and which was to have been removed, has been "reprieved." The conditions at the present time have made the continuance of the line desirable, it has been stated. A relic of the old horse days, the track is used by cars only to reach Kirkstall depot. The overhead has been adapted for bow collectors, now used by cars throughout the system.

(However we have photographic evidence that "VIA WEST STREET" was included on some indicator blinds)

November

Leeds Tram Tickets.

Twelve tons of paper per year will be saved in Leeds by the adoption of a smaller tram ticket, it is announced. The numerical stage type of ticket now to be used on all but a few of the longer routes where the place-name system is to be retained. Existing manufacturers' stocks are being used up but when new tickets are made they will be much thinner than at present. The 200,000,000 tram passengers per year have hitherto cost the Department an annual ticket bill of £7,000.

November

Big Increase in Leeds Tram Passengers.

Between 1st April and 5th October there was an increase of 1,600,000 passengers on the Leeds trams and buses compared with the corresponding period last year. The curtailment of bus services owing to war conditions resulted in a big increase in tram traffic, whilst in addition the returns of workmen's traffic on the trams have greatly increased, it is revealed.

December

Leeds Transport Committee's Progressive Renewal Policy.

There will be no repetition of the sorry state of affairs, so woefully prevalent after the last war on many systems, at Leeds when the present campaign is over. The following clearly shows the Transport Committee's far-sighted policy of maintenance and improvement of the city's tramway tracks.

On Sunday, 17th November, the complicated and heavily used trackwork at the junction of New York Street and Kirkgate (near the Markets) was completely relaid in daylight. The renewal involved double points and other intricate trackwork; consequently the through services of cars were temporarily suspended. A single-track junction connecting City Square tracks with the Bishopgate Street lines has also recently been laid. The Kirkstall branch line, with its old "Wineglass" rails, far from being removed, figures in a scheme recently approved by the Transport Committee. This provides for the renewal of a portion of the track in West Street, that lying between Saville Street and Lisbon Street.

We hope the Ministry of Transport will grant permission to the Leeds Corporation to carry out their proposed doubling of the tramway track in Burmatofts Street and Stoney Rock Lane which have at the moment a single track.

December 1940

Death of Pudsey Tramway Champion.

We regret to record the death, at the age of 82, of Mr. Tom Stillings, who was proprietor of the "Pudsey and Stanningley News." Mr. Stillings, who began his working life on the old L. and Y. Railway, was one of a deputation from the town to the Houses of Parliament with the object of inducing Leeds to extend their tramways from Stanningley to Pudsey, or to permit a private company to do so. The extension was subsequently carried out by Leeds about 1908.

All News items "passed by the Censor"

Extracts sourced by John Holmes and reproduced with kind permission of Paul Rowen, Chairman of the Light Rail Transit Association and Simon Johnston, Editor *Tramways & Urban Transit* © LRTA

I was getting itchy feet and I thought it was time for another voyage in my TARDIS, just to get away from lockdown. So, giving it a serious thought, I decided to stay a bit nearer home and do some tram bashing around the West Riding. Where should I start and what year should I go back to? After deep consideration the year would be 1926 and I would begin my travels in the centre of Leeds, making sure I have plenty of pennies. The reason for this will be plain to see as in the latter part of my journey I would ride on a Leeds trolleybus from Guiseley into Wharfedale.

So carefully parking my TARDIS behind The Calls, I made my way to the Yorkshire (West Riding) Electric Tramway Co. terminus just across the road from the Corn Exchange. There were lots of horse-drawn carts competing with Leeds trams and I was doing my best dodging the horse manure. The ladies looked very smart in their roaring twenties drop waist dresses with those colourful cloche hats, the men had double breasted suits with wide bottom trousers and wide Trilby hats. This had all the hallmarks of a prosperous city.

After waiting a few minutes a bright green and cream liveried tram, No.31, showing the destination Wakefield appeared. For some reason the conductor would change the blind to Sandal when the tram reached Outwood. I boarded the tram and shortly it set off along Duncan Street, turned left down Briggate then on to Hunslet Road passing a very busy industrial area, the heartland of many locomotive builders and heavy engineering works. Passing through Hunslet in those days, it was a bustling suburb with lots of back to back houses with plenty of pubs and corner shops. As I was not planning to return from Wakefield to Leeds I could not take advantage of the 1/- return ticket so I purchased a LCT ticket to Thwaite Gate and then a Y(WR) ticket plus a free Exchange ticket from Thwaite Gate to Wakefield. The conductors on LCT and Y(WR) trams carried tickets from either undertaking which were issued within that operator's boundary.

The tram soon arrived at Thwaite Gate. Leaving the city boundary onto Wakefield Road with my new set of tickets I passed the edge of Stourton, in those days a bustling village (but alas nothing now remains, it's just an area of warehouses). The tram climbed sluggishly up Bell Hill reaching Wood Lane, Rothwell Haigh, where an LCT tram was waiting to turn right on its way back to Leeds. I noticed the famous Jaw Bones on the footpath by the side of the Y(WR) Rothwell Haigh Depot (they would be moved across the road in 1967). The tram proceeded along the Wakefield road passing farms probably growing rhubarb. I could see lots of pit heads as we passed through Robin Hood and as we came into Lofthouse I noticed a double track siding on the right which was used by trams on the Lofthouse Leisure Park specials. Sadly the park looked a bit run down; it had been used as a PoW camp during the 1914-18 War. Passing more pit heads we reached Outwood, where the conductor changed the blind to Sandal. The tram was picking up passengers at nearly every stop as it reached Newton Hill. On to Northgate, it soon arrived into the busy Bull Ring, the centre of the Y(WR) system in Wakefield.

I got off the tram and walked to a stop that indicated this is where the tram from Agbrigg to Ossett would leave. I was quite taken aback as an ex LCT tram, No. 74, pulled up. Taking a full load of passengers with their shopping the tram set off down Westgate; passing Westgate Railway Station I could see smoke billowing from a train on the railway bridge. The tram proceeded on to Horbury Road passing Thornes Park and numerous mills. As the tram entered Horbury it turned on to the High Street, dropping off passengers, then proceeded up Westfield Road and stopped outside Sowood Lane Tram Depot where there was a change of crew, while a smartly dressed inspector boarded the tram and checked the tickets; the tram soon set off up the hill towards Ossett. Arriving at the Market Place I got off the tram where I saw a smart looking maroon and cream tram, fleet number 3, of the long-windedly named Dewsbury, Ossett and Soothill Nether Tramway Company, which shared the same loop as the WR trams. The tram set off up Dale Street, past the depot in Church Street and onto Wakefield Road at Chickenley, then went gingerly down the very steep Wakefield Road cutting as we approached Dewsbury town centre and pulled into a stub in the bustling Market Place.

I crossed the road and waited for a tram to Birkenshaw. Luckily an ex Batley Corporation tram, fleet number 50, now in the Yorkshire Woollen District livery of maroon and primrose, pulled up. I boarded the tram, which set off along the valley bottom on Bradford Road, past numerous smoke-belching woollen mills and crossed the Dewsbury boundary into the Borough of Batley. This part of the route was double track; the tram approached and stopped at Carlinghow Depot where there was a crew change and a jolly smiling conductress checked my ticket. The tram continued to Birstall, crossing the Huddersfield road where it became single track with passing loops. We reached the junction with Oxford Road and waited for another YWD car to cross on its journey to Liversedge. The tram shortly stopped at the Birkenshaw terminus; I could see a few yards away, across Whitehall Road, a Prussian Blue and Cream liveried Bradford Corporation tram at its terminus on route 17. Because of the gauge difference (YWD was 4ft 8½in as opposed to BCT 4ft) there was no physical connection, more's the pity; if BCT had decided on the standard gauge we could have had so much inter-system running around the West Riding.

I boarded the BCT car and it set off towards Tong Cemetery, where we were joined by the 16 route from Drighlington. The tram proceeded along Tong Street passing lots of back to back terraced houses, on to Wakefield Road past Bowling Depot and Permanent Way yard and down the steep incline into Bradford city centre to the terminus in Norfolk Street. Bradford in those days was a very prosperous city with its staple industry being the weaving in numerous huge mills of woollen and Worsted cloth. I was feeling peckish so I walked up to Rawson Place Market and purchased a bottle of Lemonade and a chunky steak pie. Suitably refreshed I walked down to the northerly tracks at Forster Square and caught a route 26 tram for Baildon Bridge. The car climbed up Cheapside passing numerous wool warehouses into Manor Road, the home of the County Court and solicitors' offices, approaching bustling Manningham Lane with its shops and cinemas and the imposing Busby's department store (now gone for ever). Further on Manningham Lane we passed Bradford City

football ground and numerous large mansions. I noticed the imposing Lister Park Gates and the Royal Arch as the tram travelled along Keighley Road, crossing the Bradford boundary into Shipley Urban District. Reaching Branch, we took a right turn onto Otley Road.

In Shipley town centre I got off the tram at the Market Place and walked through to Shipley Station for a train to Guiseley. I waited 15 minutes, then a Stanier loco pulling three carriages on its way to Skipton via Guiseley and Ilkley stopped at the platform. The train soon chugged off calling at Baildon and Esholt. I got off the train at Guiseley and waited for a Leeds CT tram to White Cross. Very shortly a tram appeared, showing the newly allocated route Number 8 (later renumbered 4) ; I noticed the huge Silver Cross pram works on my left hand side and we passed the Guiseley tram and trolleybus depot (still standing in 2020). Arriving at White Cross, I might have been tempted to try some fish & chips at Harry Ramsden's if I hadn't been two years too early - his fish shop didn't open till 1928! However I had bigger fish to fry by riding a trolleybus to Otley and possibly Burley-in-Wharfedale. A trolleybus soon arrived; it was a Bradford-Brown vehicle going to Otley. I climbed on board, paid my fare and set off. To be honest, with solid rubber tyres it was rather bumpy. The vehicle passed the grim looking High Royds Hospital and just past The Fox pub in Menston turned right onto Otley Road and into Otley. I could see that the Market Place was very busy with its colourful stalls. The Trolleybus turned round in Boroughgate. I had intended riding the other branch to Burley but after the conductor told me I would have a long wait at The Fox I decided to ride back to Guiseley and take the tram back to Leeds.

Arriving at White Cross, luckily a tram had just arrived so I joined the queue and climbed upstairs. The conductor soon appeared collecting fares; it cost me 3d for a ten mile ride, worth every penny. The tram trundled through the Aireborough towns of Guiseley, Yeadon, Rawdon and Horsforth before crossing the Leeds boundary at Hawksworth Road. The tram pulled up outside Kirkstall Forge and soon it was filled to the gunwales with workmen just finishing their shift. It passed Kirkstall Abbey, picking up and dropping off passengers along the way. The tram stopped at Kirkstall Road Depot to change crews and proceeded along Wellington Street. It was going to Harehills (Route 1 in those days) so I got off in an extremely busy Briggate, chock-a-block with trams and huge crowds of shoppers.

I finally made it back to The Calls to pick up my TARDIS. Thoroughly exhausted, I set the dials to 2020 and arrived back to the reality of lockdown and Coronavirus that's effected our lives so much. I would like to have travelled along the Halifax and Huddersfield tracks but to be honest time was a big factor, so maybe next trip.



Season's Greetings

Photo: D.Todd

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

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

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Printed and published in the West Riding of Yorkshire ©LTHS, December 2020