

LEEDS TRANSPORT HISTORICAL SOCIETY

NEWS SHEET 205

JUNE 2021



FORTHCOMING LTHS MEETINGS & EVENTS

Meetings are currently held online, using Zoom conferencing, starting 1930 hrs. and lasting around two hours. Although this is a temporary arrangement, it has meant members from a wider geographical area (even overseas) have been able to take part. It's worth getting a computer and internet just to join in!

Join Zoom Meeting

<https://us04web.zoom.us/j/6504062602?pwd=V2E2VHlvZDN4WjdSZm12L3lZTUwvQT09>

Meeting ID: 650 406 2602, Passcode: 47998

Mon. 14 Jun. **Leeds Buses** Ian Dougill

Mon. 12 Jul. To be announced (TBA)

It is intended that, subject to Coronavirus restrictions, starting August we will revert to meeting at the Leeds Postal Sports Association Club, off Beecroft Street, Kirkstall, Leeds, LS5 3AS, 1900 on for 1930 start. Members attending are asked to observe social distancing and wear face covering as appropriate.

Mon. 9 Aug. **Early Colour Slides of Blackpool Trams** Mike Waring

Date TBA LTHS visit to Manchester MetroLink

Mon. 13 Sep. TBA

Sat. 18 Sep. **LTHS visit to Crich** (see opposite)

OTHER LOCAL MEETINGS & COMING EVENTS

June

Mon. 21 (LRTA) **East European Trams and German Tramways N-Z** (continuation of May presentation)

Ian Dougill & Mel Reuben

Note - revised meeting time

July

Mon. 21 (LRTA) TBA - contact Mel Reuben

August

Mon. 16 (LRTA) TBA

Groups, Regular Meeting Places & Times

LRTA Light Rail Transit Association, Leeds Area.

Zoom meetings, Monday evening 19.00.

All LTHS members are cordially invited - joining information from Mel Reuben on melreuben@hotmail.com

ANNUAL GENERAL MEETING, 12 April

The AGM was held by Zoom conferencing as planned. Following acceptance of the reports, the existing Committee Members were re-elected unopposed.

The full Minutes of the meeting will be provided with the documentation for next year's AGM.

150th ANNIVERSARY OF LEEDS TRAMS

The first Leeds horse tram route - Boar Lane to Headingley - opened on 13th September 1871.

Our friends at Transport Yorkshire Preservation Group are in discussions with the West Yorkshire Combined Authority, Leeds City Council and FirstGroup regarding commemorating this, in conjunction with other local preservation groups.

It is suggested that readers may wish to keep the dates Thursday 16th to Sunday 19th September inclusive free.

The plans are well-advanced and are expected to culminate with a special event on the Sunday.

On the Saturday, we have our own event planned - a Society visit to Crich. See below for details.

SUMMER VISITS

Manchester We had intended our July meeting to be a day riding MetroLink - in particular the newest route, to the Trafford Centre - and probably joining together for a meal. The latest rise in Covid-19 cases in the area has forced us to defer this pleasure to a future date, possibly some time in August (the ever-changing plans are also the reason this *News Sheet* is late - sorry). If you want to be kept notified, please let our Secretary, John Holmes, know.

The plan (when it happens) is to meet up at Derker MetroLink stop, just north of Oldham, around 1030 in the morning. Travel to Derker would be either by car sharing or by public transport (e.g. train to Rochdale, tram to Derker).

Crich, Saturday 18 September As mentioned above, our own celebration of the 150th Anniversary is to be an excursion to the National Tramway Museum at Crich. This coincides with an enthusiasts day and we are promised that Leeds trams will be in service.

Afternoon tea will be provided and we plan to unveil a plaque to Jim Soper's memory in the bar of the Red Lion.

We are hoping to organise transport, subsidised by a donation, for members who live in the Leeds Area or can get into Leeds for about 0830 to join us. We intend to try to obtain use of a vintage bus or coach that will transport us to Crich. We would start the transport in North Leeds, picking up en route to the City Centre, and South Leeds and then on to Crich. We hope to be back into Leeds for about 1900.

To be able to plan the transport we need to know numbers, so please contact John Holmes as soon as possible if you wish to go on this important trip, also if you have any queries or questions.

You can contact John by post (address on the back page), by email (johnbholmes@btinternet.com), or by text or phone on 07801 813 815.

HAPPY 100th BIRTHDAY, 345

The centenary of Leeds "Convert" car 345 was well publicised by Crich museum, featuring in the Yorkshire Post as well as on BBC Look North.

WEEKEND EDITION

SHIRE POST

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SATURDAY MARCH 27 2021

STREETCAR OF DESIRE: VISITORS RELISH CITY TRAM RIDES



ON SHOW: Volunteer Richard Sykes with a 100-year-old Leeds 345 Vintage Tram Car at the Crich Tramway Village near Matlock. The museum said it was "a delightful tram for visitors to enjoy a journey, just as the citizens of Leeds did in the 1930s". Full story: Page 11. PICTURE: SIMON HILLMAN

Moved to Crich, it remained in withdrawn condition, the original plan being to restore it to open balcony format. It was transferred to Clay Cross store, and was there when the building suffered an arson attack. Once again 345 survived, albeit with scorched paintwork and cracked windows. This may have accelerated its place in the restoration queue, as it was soon taken back to the Crich workshops and fully restored to 1945 condition.



Photo - Mel Reuben

The destination displayed - 11 ROUNDHAY via BECKETT STREET - caused a certain amount of head scratching. Could the car have run on that route in its present format? The answer is yes - just. It gained its current livery in March 1945 but Beckett Street didn't close until 16½ months later, 23 August 1946. Three weeks after, the Gipton Estate route was renumbered from 21 to 11. However, surely 345 never ran with the destination carried on its return from Clay Cross - 11 SEACROFT ! One suspects that Brian Pickup was responsible for that wind-up.

MORE NEWS FROM CRICH

Leeds 301 - now returned to original condition as London County Council No.1 - has finally appeared in the open, as pictured by Mel Reuben. It would seem that the stipulation of its original donation to the Museum of British Transport, that it should remain in Leeds livery, is no longer in force, but Leeds volunteers at Crich still like to wind up their colleagues by referring to it as 301. The Spirit of Brian Pickup lives on!



It is also rumoured that following recent staff changes, the future of Railcar 602 may be reconsidered.

Tramcar retired after serving city still making tracks after 100 years

IT IS 100 years since the Leeds 345 trundled on to the tram tracks of Leeds.

And though the vintage tramcar has long since left public service in the city, it now has a new home at Crich Tramway Village near Matlock in Derbyshire, where it still plies its trade for an adoring public.

It has been an eventful 100 years for the 345. In 1939 it was rebuilt by Leeds City Transport, which involved a conversion from an open-balcony car into a fully enclosed tramcar with direct stairs, platform doors and

added vestibules. The original trolley pole was replaced by the current bow collector and new, faster motors were installed.

But despite the extensive work, it was withdrawn from service on September 17 1948, while still in operational condition, and converted into a joiners' shop for use at Swinegate Depot, the headquarters of Leeds City Tramways.

It was subsequently acquired by Leeds Transport Historical Society in 1959, which saved it from the scrapyard and it was taken to Crich.

In 1963, Leeds 345 was intended for restoration in its original condition as an open-balcony tramcar, but then in 1978 it was resolved to restore it as a "Convert" car to demonstrate the changes made in 1939 to

make it look more modern and comfortable. After a period in off-site storage, it returned to Crich in 2002 and entered service in 2006 after a full restoration in the museum's workshops.

Malcolm Wright, a volunteer at the tramway museum since 1964, said: "It is a delightful tram for visitors to enjoy a journey, just as the citizens of Leeds did in the 1930s".

Crich Tramway Village is aiming to open outside areas with limited tram rides from April 12.

"It is a delightful tram for visitors to enjoy, just as the citizens of Leeds did."

Malcolm Wright, a volunteer at Crich Tramway Village.

345, of course, was one of the first trams successfully preserved by the LTHS, after the loss of open balcony "309" (ex-328) and failure to save a Middleton Bogie. Moreover, 345 is a "Great Survivor" amongst trams. It was one of the last batch of open balcony cars built by Leeds City Tramways, entering service on 27 March 1921. In the following decade, modernisation saw most such cars scrapped or put into storage, but 345 was one of its batch selected for modernisation. The upper deck bulkheads were removed, the ends enclosed with a semi-streamlined aluminium casing on a timber frame and the reversed stairs replaced with 90° direct ones. The car was repainted into the final blue livery in 1945 and remained in service until 1948, when during overhaul some body pillars were found to be defective. Nevertheless it survived yet again; instead of being scrapped it replaced 328 at Swinegate Depot as a joiners' shop, remaining until closure in 1959.

PUZZLE PICTURES

Sadly our pictures in the last issue were not up to usual standards. Apologies for the postage stamp size, due to keeping the images within the column width rather than allowing them to overflow into the adjacent column as usual. Just to compensate, these "answers" feature larger images, hence going full page. Apologies also for the strange colour cast in black & white photos in some printed copies due to the printer, set to "color" for the colour photos, trying to use all the colour cartridges! This time the relevant pages will be printed in "mono".

Our sleuths were quick off the mark this time; Dave Hodson waded in with a detailed analysis of the City Square photo and John (Sherlock) Holmes managed to identify the King's Arms portrayed, both within 36 hours of publication! A couple of days later Eric Smith followed up with a lengthy telephone analysis of some of the photos (and a confession!).

This looks very like the King's Arms in Leek Street, Hunslet, except for an extra first floor window. John came up with the King's Arms at the corner of Dewsbury Road and Addington Street, confirmed by the 1891 Ordnance Survey 1:500 plan. The gap between the buildings on the far right is clear on the plan and the apparent street on the left is actually the gated King's Arms Yard.

The area was cleared when the motorway was built; if you travel into Leeds now, where Dewsbury Road bears right to cross the M621, you pass directly behind the site of the pub. Perhaps ominously, nobody spotted that this same photograph appears on page 14 of *Leeds Transport on Postcards* !.



A steam tram engine with a single-deck trailer. According to Jim Soper, in *Leeds Transport, Vol.3* (page 1182), this is "a Kitson steam tram engine at the Upper Wortley Road terminus. The trailer is car 65 cut down as a single decker."

A tram on a hill. But where?
The jury is still out on this one!





Another hill, another tram.
Eric Smith referred to the similarity between this photo and that which appears on page 766 of *Leeds Transport, Vol.3*. It is of course Halton Hill, Selby Road, taken before the widening in 1935. Henry Heyworth confirmed this and added that it was taken before St. Wilfrid's Church gained its spire.

The lovely shot of an open-balcony car in City Square had Dave Hodson go into full detective mode. He writes *"I have decided that the photograph shows a blue and cream tram. (Although initially appearing to wear three colours, I now think that actually it only shows two. The side panels appear lighter in shade than they are, because of the light and some damage to the photograph. The bottom left hand corner of the side panel appears darker, and to match the dash panel).*

Therefore, the mystery tram must be one of the nineteen Dick, Kerr cars in the 200-282 range that ever wore blue and cream (which also omitted the side fleet numbers, of course), viz: 200, 205, 210, 215, 228, 233, 235, 238, 240, 244, 247, 248, 252, 256, 264, 266, 270, 272 and, 279. (From Volume 2 pp573-574.)

The Type C cover rules out 210, 244, 247 and 279 (but not 240 which went from Type B to Type C). Fifteen left...

Lack of a vestibule rules out 200, 205, 215, 233, 235, 240, 266, 270 and 272. Six left...

Having a partial not full vestibule rules out 238 and 248.

That leaves four possibilities: 228, 252, 256 or 264. They were withdrawn respectively in 1937, 1935, 1936 and 1932. IF the "35"

refers to 1935, perhaps, that would eliminate 264. The photo appears to have been taken in summer (quite short shadows), so I don't think it's 252, either (withdrawn 1st May 1935). But in any case, whether 1935 or not, I think that the second numeral is a 2 or 3 and not a 5 or a 6.

Therefore I think that the mystery tram is 228/228A, possibly photographed in summer 1935." (Wow!)



Eric Smith identified this as the upper deck of one of the LCT-built cars series 370-397, probably taken in Lowfields Road Yard. In view of the next shot, it might well be 375.

Anybody know who the "passenger" is?

Eric is even more positive about this photo, identifying it as 377. It spent its final years as the Lowfields Road Yard shunter, shown in *Leeds Transport, Vol.3*, page 940. The reason Eric is positive is the absence of the door on the destination box. As a schoolboy, he and a friend visited the yard. Eric, assuming the car was about to be scrapped, "liberated" the door for preservation, and it still exists. He felt very guilty when he found out his mistake, but now all can be revealed!



Finally, a lower deck. At first sight, possibly a Middleton Bogie or one of the similar "Lance Corporal" 4-wheelers. However these cars had straight staircases on the nearside of the entrance (see the lower deck of 268 on p.1625 of *Leeds Transport Vol.4*), whereas this car's stairs are on the offside.

However, Eric (again) knew of the one exception. Prototype Middleton Bogie, 255, had its staircases on the offside. Everything else ties in, so QED.

THIS MONTH'S PUZZLE CORNER

John Holmes has come up trumps again with two puzzles for you.

First of all, a Leeds area railway station to identify (can you guess John is ex-railway staff?).





Here's another station - still Leeds area.

And now for something completely different - a word search!

LEEDS WORD SEARCH QUIZ

Can you find these suburbs and places in the Leeds area ?

They can be horizontal, vertical or diagonal, forwards or backwards.

Ignore spaces in the names; e.g. HYDE PARK would appear as HYDEPARK.

There are 35 place names in Leeds or surrounding areas to find.

(There's also a vegetable and a heavenly body, but they don't count!)

Y	E	L	M	A	R	B	O	G	N	O	T	P	I	G	S
E	A	E	P	O	H	M	A	R	B	F	N	L	Y	O	T
L	Y	H	O	L	B	E	C	K	O	O	O	L	E	D	A
R	E	I	D	O	C	A	R	R	O	T	D	A	L	R	N
U	L	E	A	N	Y	N	C	H	O	L	A	H	G	E	K
B	N	W	K	R	U	W	V	A	P	E	E	T	N	L	S
K	R	A	P	I	M	O	R	L	E	Y	Y	T	I	S	N
H	A	W	K	S	W	O	R	T	H	W	O	O	D	I	W
O	F	O	Y	E	L	D	O	O	W	L	A	C	A	E	O
R	N	O	N	U	T	Y	E	N	O	A	K	S	E	L	T
S	O	D	O	G	L	E	D	H	O	W	W	Y	H	L	L
F	T	H	T	Y	E	L	M	R	A	P	O	O	G	E	E
O	S	O	S	S	E	T	A	G	S	S	O	R	C	B	P
R	N	U	E	I	S	R	L	L	E	W	D	A	H	S	A
T	A	S	E	L	O	O	P	O	T	E	L	S	N	U	H
H	M	E	B	E	L	W	E	G	D	I	R	K	O	O	C

NEWS SHEET NAME

Malcolm Hindes

We asked for ideas about a better title for this *News Sheet*. Predictably there was little reaction, but some comments from Christine Clark are worth quoting.

"I like the title 'News Sheet'. It does exactly what it says on the tin - it's a sheet with news on it!"

"My local church uses 'News from the Pews', so a play on words could work....how about 'Tram Lines' or 'Between The Tram Tracks'?"

Thanks, Christine. Now come on everybody else, let's have some more suggestions!

A BROKEN AXLE

Ian Dougill

Reading Christine's comments reminds me of a comment made to me by Bernard Donald (her father). In a discussion with Bernard whilst working on 'Double Cab' at Garforth with him, I enquired what particular aspect of watching trams working interested him.

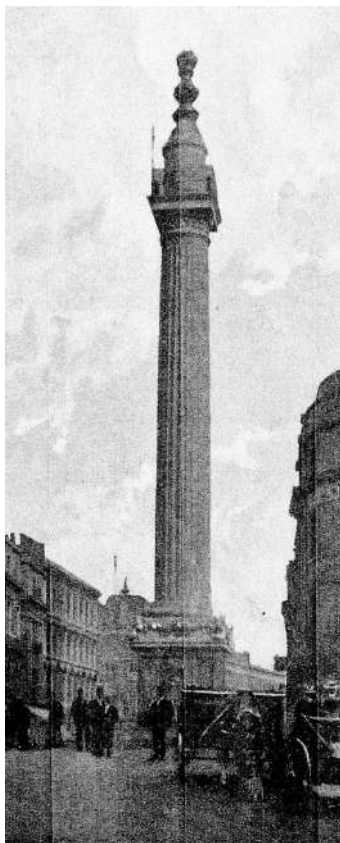
He quickly came back and told me that it was not watching trams working which was of interest; what interested him more was 'when they occasionally didn't work'!

He then told me of the fascination of watching workmen from Swinegate recovering a tram in Kirkgate with a broken axle. They jacked up the subject end of the car, slid a railed 'dolly' under the axle, cut out one motor and then drove the car back to Swinegate Depot!!!

CHARLIE'S COLUMN

Charlie Watson

Hull Bus Liveries, part 2: 1950-1986



Throughout the fifties the livery stayed the same and in 1959 when the first Atlanteans came into the fleet there was some surprise as they carried the same livery as the previous motor buses. They only carried the upper deck front sloop and the lower panels followed motorbus tradition by being blue. Only trolleybuses would carry white lower panels to aid recognition and despite the withdrawal of these fine vehicles in 1963 it was ten years before there would be a livery change.

This came in the early seventies with the first batch of AN68's. the

new livery was blue roof and upper windows, blue

band above the saloon windows, blue doors, skirt and bustle; the rest was white. On both single and double deck vehicles the city crest was above the front wheels, the

KINGSTON-UPON-HULL CITY TRANSPORT

fleet name was located on the centre panels and a new feature in the form of an aluminium flat moulding with a maroon plastic insert. This would later become a maroon stripe painted on all buses.

At the same time the saloon livery became white with blue roof, skirt and doors (but these would become white) and the maroon stripe was under the windows. 1977 was the Queen's Silver Jubilee Year and PDR/1 No. 247 was renumbered 25 and ran in a Union Flag livery from May '77 to March '78. It was a nice gesture but many City Councillors were unfavourable towards it.

In July 1979 a PDR1 appeared in tram livery, celebrating 80 years of the Transport Department. By then most streamlines had gone and the livery was having a slight revision. The maroon stripe which was painted vanished (but those aluminium strips with maroon inserts had to remain) and the city crest was modified to three coronets stacked above a four inch "KHCT" above the cab window and doors.

Deregulation in 1986 saw KHCT in serious financial trouble. In an effort to try to attract more passengers the newly formed "KHCT Limited" (amongst other things) decided to state the blindingly obvious by labelling the buses "BLUE & WHITES" above the destinations. Some buses lost their coronets but the painted maroon stripe reappeared above the windscreen and saloon windows.

Things would be different over the next decade.

[Editor's note - Part 1 of this article appeared in *News Sheet* No. 200. Apologies for the break.]

SUBSCRIPTIONS

A. Cowell, Hon. Treasurer

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

If you require a receipt by return, please enclose a stamped addressed envelope, otherwise a receipt can be sent out (on request) with the *News Sheet*.

The postal address is:

A. Cowell, 3 Rydal Avenue, Garforth, LEEDS, LS25 1JG. Alternatively, acknowledgement can be sent electronically via an Email.

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

Payment can also be made by Bank Transfer should you find it more convenient.

Simply add your name using the following:.

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12th May 1902 A collision between an electric tram and a steam tram occurred at Castleton Bridge Armley. There were no fatalities but seven passengers required treatment at Leeds General Infirmary. The accident was blamed on the Permanent Way gang for not issuing a single line working token on this stretch of track which was being re-laid in preparation of the full replacement electric service due to commence in June of that year. Allegedly the Foreman was sacked after an internal inquiry by the Tramways Department.

1st-7th December 1908 All tramcar and bus services were withdrawn after 12.00 noon each day. This also happened **7th and 15th January 1912**. Free passes for the blind were introduced, these being the first concessionary permits made available on Leeds trams and buses. Dense fog was a big problem in industrial Leeds.

13th August 1913 Many extra trams were needed to ferry passengers to Moortown Aerodrome to witness the first flight around the English coastline. (The location of the Aerodrome was probably Soldiers Field, Roundhay, often used by the Blackburn Aircraft Company whose factory was Olympia Works, Roundhay Road. Soldiers Field also was Leeds first International Airport with regular flights to London and Amsterdam from 1914 to 1932).

27th Oct. 1915 Due to a shortage of men who were away fighting in WWI Leeds City Tramways employed female conductors; however after the war finished and the gradual return of male conductors they were all discharged in August 1921. This was repeated once again during WWII when females were re-employed as bus conductors from 29th June 1940 and tram conductors 19th August 1940.

21st January 1922 Maps and timetables of the Leeds tram and bus routes were introduced “free gratis”.

12th May 1923 Tramcar 191 on the 24 route ran out of control from School Street, Churwell down the steep Churwell Hill and overturned outside the Dye Works after derailling and striking a stone wall. Sadly seven people were killed and over 70 injured, 30 seriously. Most of the passengers were on their way to work at three factories at the bottom of the hill. The Tramway Department paid out £748,000 in compensation to the victims and their families. (In today’s terms that is a colossal £45,529,734.43).

11th January 1924 The first public shelters in Leeds were located at the Cricket Field stop, Roundhay for tram service 3.

29th December 1924 Construction started on concrete tram shelters in Briggate. Trams could not pass the site, so cars from Roundhay and Moortown had to terminate at the crossover north of Kirkgate.

7th March 1925 Concrete shelters were completed in Briggate. The job was supposed to take one week.

27th June 1925 Electric trams were extended from The Swan with Two Necks, Low Road/ Waterloo Road to the Bay Horse, Balm Road, Hunslet.

31st August 1925 A spur from Elland Road along Lowfields Road was constructed to hold 78 tramcars.

20 January 1931, 20th to 31st November 1936 and 9th to 12th January 1940. So severe was the fog on each of these occasions that braziers had to be lit at major intersections and flares were lit at all points and crossings; they were all manned by a Police Constable.

12th October 1931 A tramcar collided with a Rugby queue at Parkside crossover after a Hunslet Rugby League match. Sadly two people were killed. A Board of Trade enquiry found that the controller mechanism was at fault and no blame was attributed to the Motorman.

Saturday 17th September 1932 All bus and tram services were diverted from Briggate to Vicar Lane as people swamped the area for the opening of Lewis’s Department Store.

In 1933, off Lowfields Road the Permanent Way yard and the adjacent scrap yard were opened, also the reserved track was extended, practically to Gelderd Road. Lowfields Road was a tram enthusiast’s Mecca on match days, and on other occasions the adjacent scrapyard when it was extended after 1940. The late Keith Terry said “I used to go to Elland Road every home match. Not for football, but to see what trams were on the reservation, plus I always had a handy screwdriver when bunking inside the tram graveyard”.

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