

# LTHS NEWS

and ramblings!



## LEEDS TRANSPORT HISTORICAL SOCIETY

No. 206

SEPTEMBER 2021

### IAN MALCOLM DOUGILL, 1948-2021

We were devastated to learn of the sudden death at home of our Chairman, Ian Dougill, on Monday 9 August, the day of our first "real" meeting since March 2020. Concerned by Ian's absence, John Holmes called on him afterwards but obtained no response. He managed to alert Ian's brother and sister-in-law, who opened the house and found Ian dead in the kitchen. Ian's funeral will be held at Rawdon Crematorium on Thursday 23 September, 1.00 p.m., followed by refreshments at Rawdon Conservative Club, 24 Leeds Road, Rawdon, LS19 6NL.

For catering purposes, any members intending to attend are asked to advise Malcolm Hindes (see back page), **by 15 September** latest. TMS members may contact Ian Rigg at Crich, but not both, please!

A full appreciation of Ian will appear in December's *LTHS News*; comments and reminiscences welcome - please send them to the editor by mid November.

### FORTHCOMING LTHS MEETINGS & EVENTS

Social meetings have returned to the Leeds Postal Sports Association Club, off Beecroft Street, Kirkstall, Leeds, LS5 3AS, 1900 onwards for 1930 start.

We ask you to observe the usual precautions including face covering when not seated.

**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.

Mon. 13 Sep.	<b>150 years of Leeds Trams</b>	Malcolm Hindes & John Holmes
Sat. 18 Sep.	<b>Society visit to Crich Tramway Village</b>	
Mon. 11 Oct.	<b>Trams on Cine Film</b>	Tony Wilson
Mon. 8 Nov.	<b>Yorkshire Transport preservation</b>	James Fairchild
Mon. 13 Dec.	<b>Transport Quiz</b>	John Holmes
Mon. 10 Jan.	<b>Blackpool Trams in mid 20<sup>th</sup> Century</b>	Mike Waring

### OTHER LOCAL MEETINGS & COMING EVENTS

#### September

Sun. 19 (TYPG) **Transport Cavalcade to mark 150<sup>th</sup> Anniversary of Trams**

Tue. 21 (LRTA) **Austria** Mike Waring

#### October

Tue. 19 (LRTA) **Dutch Trams on Cine**

Malcolm Hindes

Sat.-Sun. 23-4 **Leeds Model Railway Society Exhibition** Grammar School

Sat. 30 (SLS) **Collectors' Fair** Pudsey Civic Hall

### November

Tue 16 (LRTA) **Leeds Trams**

Mel Reuben

### December

Tue. 21 (LRTA)

tba

### Groups, Regular Meeting Places etc.

**LRTA** Light Rail Transit Association. Committee Room, Leeds Civic Hall, 1900. collection £1.

**NGRS** Narrow Gauge Railway Society (Yorkshire Area).

Meetings were due to resume in October but no information has yet been received.

**SLS** Samuel Ledgard Society. Barry Rennison, 0113 236 3695, [rennison@cc-email.co.uk](mailto:rennison@cc-email.co.uk)

**TYPG** Transport Yorkshire Preservation Group

### LRTA ONLINE MEETINGS

LRTA members can access these Zoom meetings starting 1600; register in advance via their website.

Wed. 22 Sep. **Melbourne's Tramways**

Ian Gledhill

Wed. 27 Oct. **Public transport in W. Midlands- The first 100 Years** Mike Ballinger

### EMERGENCY CONTACT INFORMATION

We have become painfully aware that we don't know who to contact - family or friends - in the event of any member falling ill at a meeting or suffering otherwise. As well as the personal contact details mentioned above, it would be much appreciated if members attending meetings could provide an emergency contact. You can give this information to the Secretary at the October meeting, by post to him at the registered office or on line at [johnbholmes@btinternet.com](mailto:johnbholmes@btinternet.com).

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

### SOCIETY VISIT TO CRICH, 18 SEPTEMBER

Arrangements for the visit are almost complete and participants will be sent final details direct.

Transport will pick up in north Leeds (and possibly Keighley), depart from King Street (opposite Metropole Hotel) at 0900, pick up in south Leeds to arrive at Crich by 1130.

Please pay your £10 fee in cash either on the coach or when we meet direct travellers at Crich.

Admission to the museum is not included but is free to members of Tramway Museum Society, LRTA and to holders of HRA inter-Rail passes.

Unveiling of the Jim Soper plaque in the Red Lion will be at 1500, followed by a buffet tea in the Poulson Room. Departure from Crich will be at 1630, to arrive back in Leeds by around 1800.

## **SALES STANDS**

The season for exhibitions and fairs is back! We have two bookings this autumn, both of which will require volunteers to help. Please don't leave it all to the Committee members.

**Leeds Model Railway Society Exhibition**, Saturday 23 October (10.00-17.00) and Sunday 24 October (10.00-16.00) at the Grammar School, Alwoodley Gates. We need help setting up on the Friday evening, manning the stall (and a possible display stand) during both days of the exhibition and clearing up at the end. Admission is free to a limited number of helpers, so please check with us first, otherwise you will be asked to pay the £8.00 admission fee.

**Samuel Ledgard Society Collectors' Fair**, Saturday 30 October, Pudsey Civic Hall, 10.00-15.00.

As with the above, we need help setting up (Sat. morning), manning both the sales stand and a "150<sup>th</sup>. Anniversary of Leeds Trams" display and packing away afterwards. Again, staff numbers are limited so please advise us if you can help.

Offers to John Holmes at our registered office, please.

## **THE EDITOR'S BIT**

### **Malcolm Hindes**

In recent issues we asked for ideas on a better title than *LTHS News Sheet*.

The request brought in a host of "tongue-in-cheek" suggestions, but Christine Clark says *"I like it. It does exactly what it says on the tin - it's a sheet with news in it"*.

Among the fun suggestions were:

*"Tram Lines"*

*"Between the Tram Tracks"*

*"Aire Brakes"*

*"SHED" (Steam, Horse, Electric and Diesel)*

*"Mysterious Journeys"*

*"Foggy Bottoms" (bearing in mind the number of times the word "fog" appears in NS 205)*

*"Bow Collector's Gazette"*

*"Peckham Pictorial"*

*"Round Hay and Why?" (I sense a literary connection there)*

*"EMB or not EMB?"*

*"Sovereign Street Shunter"*

*"Volts from the Vaults"*

*"The View from Vicar Lane"*

*"Kirkstall Kapers"*

*"The Headingley Headcode - It's Number One!"*

Thanks to Robin Oldfield and Christine Clark for these. As you may have noticed, we have changed the heading slightly by deleting the word "sheet", since we usually run to several pages rather than the single sheet typical of the early days.

"Ramblings" was a tongue-in-cheek suggestion from Mike Waring seeing as we include more items than news.

## **PUZZLE PICTURES**

Our two railway station photos last issue, both within the current Leeds Metropolitan Area brought in exactly no answers! Here they are again for your delectation.

The upper one is Armley (Canal Road), looking east. The Booking Office, which still survives, can just be seen on the right. The lower one is Churwell, which was situated on the embankment south east of the bridge over Elland Road at the foot of Churwell Hill (scene of tram crash).



This time we have something a little different. Maurice White of Ripon sent us a family album photograph from his great grandfather John White. He writes:



*"The only family hearsay I have is that it purported to be a church outing which Great Grandfather paid for, for senior citizens of his local church to a café somewhere when they all had a "ham and eggs tea". Great Grandfather lived in the Burmantofts area and is buried in Beckett Street Cemetery. As a young boy I heard talk that Great Granddad was a senior member of Salem Congregational Church and sometimes preached there. Our family have a number of books in our possession showing his children had been given these books for good attendance at Salem Congregational Church so maybe the story is correct? Could there have been a transport company near this Church? if my memory serves me right it was in the Hunslet area". Any suggestions? We'll pass them on to Maurice.*



## DISASTER IN GERMANY

**Malcolm Hindes**

Parts of Germany suffered serious flooding during July. Whilst not in the worst area, the Wupper valley (Wuppertal) had its share, although predictably the Schwebebahn kept its head well above water!

However, a few miles downstream is the metre gauge tram museum Bergische Museumsbahnen, which operates over a spectacular part of the former Barmen - Solingen route, through woods and steep hills. Unfortunately, its depot is close to the river at Kohlfurth; until recently disused track continued out of the museum entrance and on to a bridge over the Wupper.

Sadly the museum suffered serious flooding, as described on their website: *"On the evening of 14.07.2021, the persistent heavy rain caused the Wupper and the groundwater to rise rapidly. In less than an hour, the entire depot and with it the clubhouse and the wagon hall were under water."*



The flooded depot area

[BMB]



The usual view

[Google Streetview]

*"Through the commitment of our members, some important documents could be saved from complete destruction. Nevertheless, we were surprised by the speed of the water rise. The water level in the clubhouse was just over 60 cm above the floor. In the carriage hall, the water stood at about 20 cm.*

*On the morning of 15.07.2021 the water was still on our premises. Only in the course of the day and the following day did it flow and seep away. What remained was a path of devastation and stubborn mud.*

*Due to the high water level, the clubhouse was hit hard. The wooden construction of the walls was filled with water. As a result, the walls in the entire building had to be opened up. Due to the dirty water, almost all the furniture became unusable. Technology and IT have also*

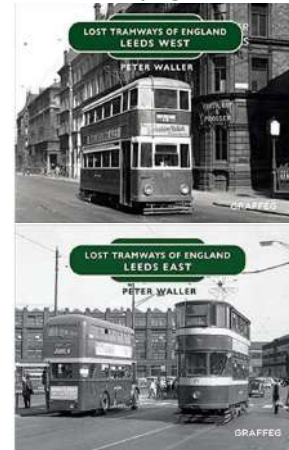
*been lost in the floods. A return to normality is not possible in the short term".*

The museum was already suffering financially from the effects of the Covid pandemic and also theft of overhead wiring, and has inevitably cancelled services until further notice. Their coffers are very low and they are appealing for support from enthusiasts. Details can be found on their website <https://www.bmb-wuppertal.de>.

## BOOK REVIEW

**Robin Oldfield**

**Lost Tramways of England: Leeds West and Leeds East** by Peter Waller. Each published by Graffeg Ltd at £6.95. 64 pages 40+ b/w photos and route diagram.



The author is a trustee of Online Transport Archive and the majority of the photographs in these two volumes are from that collection. Most I have never seen before and they are beautifully presented, being mainly from the early 1950s. The books cover all tram routes which existed after the War and each is prefaced by a very readable history of tramways in Leeds, the West book covering up to the

outbreak of WWII and the East book from then until the demise of the system in 1959.

Some of the photos are superb, particularly those offering an almost panoramic view such that the surroundings are well represented as well as the trams themselves. With so many Leeds trams photos being served up on the internet these days it might be easy to get photo indigestion, but most of these here are Michelin Star quality and, personally, I can't get enough of them. A pity, then, that so many errors creep into both the text and in the photo captions. We read about trams in "Whitehall Street", "Nipper Lane" and "Compton Street". We are told that Harehills Lane was a short working on the Roundhay route, and trams to Roundhay went via Meanwood. We are told that Chamberlain 104 was gutted as a result of enemy action. In fact Adolf's planes did not manage to cause one Leeds tram to be scrapped. The good youth of Hunslet and Parkside managed more.

Incorrect captions mistake Sovereign Street for Hunslet Lane, Halton for Cross Gates and worst of all a wonderful description of tram movements in the Harehills Road, Beckett Street and Stanley Road area. In fact it is a view of Roundhay Road showing the houses soon to become Harehills Parade and tracks heading off up past Gipton Wood with the old toll house on the right at the junction with Harehills Lane. All errors which would have easily been spotted by any number of people I know. One small point which perhaps shows my ignorance of copyright matters. There is a lovely photo of Brush car 72 (of 1904) at the Cardigan Road terminus attributed to Barry Cross Collection / Online Transport Archive, which is a cut-down version of an original W & T Gaines postcard. An even more cut-down version appears in Leeds Transport Vol.2, p. 329 attributed to W & T Gaines /A.D.Packer. Confused? But life's too short to worry about such things. Just spend a few quid and enjoy!



## **EIGHTY YEARS AGO**      **News Items from** **1941 issues of *THE MODERN TRAMWAY***

April

### **Manchester Bus Overcrowding.**

A Manchester bus conductor recently refused to proceed, as four passengers in excess of the number allowed had boarded and would not get off. He stopped the bus and went to fetch a policeman to deal with the situation. When he returned, he found that everyone on the bus, some 60 in all, had left and proceeded by tram! Many of them were munition workers who did not want to be late, and they well knew that trams can cope with a greater load than buses.

May

### **Leeds: Track Renewals and Publicity Campaign.**

Further to the extensive track renewals carried out of late in the city, Leeds City Council have accepted the tender of £720 submitted by Titan Trackwork Ltd. for special work at the Great Wilson Street junction.

A publicity display is now on view in a showcase at Leeds (City) Station. Well known facts and figures are quoted concerning the Transport Department's vehicles, together with drawings of the Department's latest streamlined trams as worked on the Middleton Light Railway. Other towns would do well to emulate the progressive spirit being shown by Britain's oldest electric tramway centre--now the home of ultra-modern light railways.

August

### **Leeds Discontinue ½d. Fares.**

As a wartime measure the ½d. fares for workmen on Leeds tram-cars have been abolished. Mr. W. Vane Morland, General Manager, states that such a fare is not an economical proposition during wartime and, on the Middleton route in particular, passengers have been abusing the fare system by boarding outward cars a few stops from the terminus, then returning to the city, thus crowding out other workers queueing at the termini.

September

### **Long Life Still for Leeds Tramways.**

The "Passenger Transport Journal" for 8th August gives some very interesting remarks by Councillor Leach, the present Chairman of the Transport Committee. It appears that about 1935-6 a strong body favoured scrapping the Leeds tramways, but this met with stout resistance from the Department. The Councillor considers it a good thing for Leeds that the tramways have been allowed to carry on. He says "Our buses are already restricted to about 65 per cent. and before the end of the war fewer rather than more buses will be run. For the trams we have unlimited current and we are carrying more passengers on them than ever before."

Asked an ages-old question as to when they would take the trams off Boar Lane (Leeds' busiest thoroughfare), he thinks it will be a very long time before that takes place. No candidate, he thought, would dare to face an election in a workpeople's ward on that issue. Through trams were a boon to the workers going from east to west and vice versa.

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

Also coming soon - "Sixty Years Ago" - extracts from early issues of the *LTHS News Sheet*

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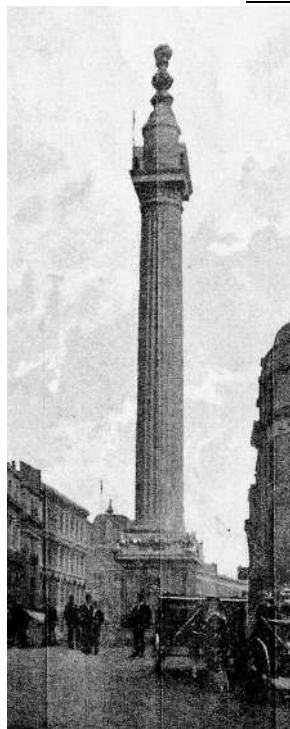
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## **CHARLIE'S COLUMN**

**Charlie Watson**

### **I Told You So**



Readers with long memories (or a complete set of Columns) may remember I criticised the plan for Leeds NGT as not being comprehensive or bold enough. I suggested the routes should include the White Rose Centre, Seacroft and eventually Bradford.

You can imagine my surprise when on the announcement (latest of a VERY long line) for a tram system in Leeds it included routes to the White Rose Centre, Wakefield and Bradford.

I wrote about this in August 2016, and now it COULD become a reality. Does someone in local transport planning read Charlie's Column?

The reason I wonder about this is because I wrote about

the appalling state of Wakefield Kirkgate in 2011 yet within two years it had received a facelift of (reportedly) one million pounds and it continues to improve.

I would like to think that these improvements are down to the influence of the Column but I have no way of knowing. However it makes me wonder what I might be able to influence . . .

- How about the plan for a monorail that was discussed in Hull a few years ago?
- Or the expansion of Supertram to Doncaster?
- How about Crich getting a Wolverhampton T69 for the collection?
- Or getting Hull 132 running on Crich track?
- How about reviving the "Heart of the Pennines" or someone bringing back Wallace Arnold coaches?
- How about putting Concorde back into service?
- How about nationalising bus and railway services and calling it the British Transport Commission?

I'd better stop now.

All this power is going to my head . . .

**The SAMUEL LEDGAR Society**

Calling all bus, air, railway and shipping enthusiasts!

### **17th ANNUAL TRANSPORT COLLECTORS' FAIR**

PUDSEY CIVIC HALL, LEEDS

**Saturday 30th October 2021**



Doors open 10am until 3pm.  
Quality traders selling  
all manner of transport  
related memorabilia, books,  
photographs, tickets, metalwork  
and railwayana.



Refreshments available from 10am to 3pm.

**Admission only £3**

Venue: 400yds from New Pudsey Station.  
Near the junction of the A6120 Leeds Ring Road  
and the A647 Leeds to Bradford Road at 'Dawson's Corner'.  
About 2 miles from the centre of Pudsey

Civic Hall signposted - Free car parking adjacent to Hall  
OWLCOTES SHOPPING CENTRE NEARBY

Enquiries to:  
Barry Rennison 0113 236 3695  
e-mail: [rennison@cc-email.co.uk](mailto:rennison@cc-email.co.uk)

[www.samuelledgarsociety.org.uk](http://www.samuelledgarsociety.org.uk)

This month we celebrate the 150<sup>th</sup> anniversary of tram services in Leeds, the Headingley route having opened on 16 September 1871. But for Council inertia, we could have celebrated it ten years ago - shortly after opening his London tramway in 1861, George Francis Train wrote to the Town Clerk, offering to lay down a mile of tramway in Wellington Street or anywhere else the Council wished. They referred it to the Highways Surveyors who took no further action. Shades of certain 21<sup>st</sup> century offers?

Other tramway promoters made proposals, but Leeds resisted. Maybe it was a change of heart or the passing of the Tramways Act 1870 that persuaded the council in favour of a scheme proposed by William and Thomas Busby for routes to Headingley, Chapeltown, York Road, Hunslet and Kirkstall. The Busby brothers already operated buses and trams in Liverpool; they also agreed to compensate the horse bus operators (some of whom were councillors!) and pay the Corporation £1,000 for the concession.

Things moved quickly after that. Busbys agreed to construct the lines, and the Parliamentary Bill authorising the work received Royal assent on 14 August 1871. In anticipation, construction started at Woodhouse Moor on Monday 5 June, with two more gangs in Boar Lane and Park Row the following week. Despite problems with buried gas mains, the first 2¼ miles, to the Oak Inn at Headingley were completed and passed for service on 13 September, service starting three days later with four brand new trams from Starbuck of Birkenhead, delivered by the LNW Railway. An interesting problem was that the depot was being built at Far Headingley, adjacent to the Woodman Inn, a good half mile beyond the railhead. Two theories have been put forward about how this was solved: 1. The trams were parked up at Headingley overnight; certainly the early timetable showed services starting from The Oak in the morning and ending there in the evening; 2. A temporary depot behind the Hyde Park Hotel; whether there was a track connection is not known. In either case, extension of the route to Far Headingley continued for a while until shortage of materials saw track components diverted to the Kirkstall route. By this time, a fifth tram had arrived from Stephenson's of New York. More new trams followed and there was also a degree of exchanging trams with Liverpool, not all of which were returned!

The Busbys promoted a new body, the Leeds Tramways Company, astutely recruiting a leading horse bus operator, William Turton, to the board, and appointed a manager, Charles Smith. Smith was replaced by William Bulmer from Liverpool, with William Wharam of Leeds as Secretary and Treasurer (and later Manager). The undertaking was formally transferred to the new company in March 1873. Further routes, to Meanwood Road (Primrose Inn), Hunslet Carr (Bay Horse) and Upper Wortley (Star Inn) were authorised in 1877.

Also in 1877, Kitson's were experimenting with building steam tram engines and were allowed to try one out on the Kirkstall route, with successful results. The following week Fowler's, notable for agricultural machinery, tried the same but only got as far as Briggate (although it was said to have run to Headingley and Chapeltown in the early hours!). Following government legislation authorising their use, the LTC hired locos from Kitson's and also from Green's, the well-known Leeds lawnmower manufacturers! These trials were evidently successful as engines were subsequently purchased from both builders. The Wortley, Headingley and Kirkstall routes were relaid with heavier rails to enable locomotive use.

The attraction of Roundhay Park prompted plans for tram routes to serve it, and in 1888 work started on the route from Sheepscar to the park entrance at Horse Shoe Corner (Oakwood). A second route, from Marsh Lane via Burmantofts Street, Beckett Street and Harehills Road was also authorised, but due to the need to purchase and demolish much property to widen Burmantofts Street wasn't proceeded with. The Roundhay route opened with steam trams in 1889 but ceased almost immediately due to a shortage of rolling stock. Unlike other parts of the system, this route was owned by the Corporation and negotiations for its lease continued for another two years before the line reopened with steam.

Britain's first electric trams in Blackpool collected current from an underground conduit. An alternative system proposed in America had a sprung pole attached to the tram roof bearing against a bare copper wire suspended above the track. The Thomson-Houston Company took the lead in developing this system and demonstrated it at an exhibition in Edinburgh in 1890. However the Company was looking for a more durable demonstration and

explained to the Leeds Tramways Sub-Committee how it could work the Roundhay Park route. A new lease was negotiated and the route electrified at 300 volts, to be operated by six trams, with the Corporation providing premises for depot, offices, etc. A section of the second route via Harehills Road and Beckett Street was constructed, with a depot and power station on Corporation land adjacent to a lane which later became Stanley Road. The initial lease was to run until 31 October 1892, renewable annually thereafter, but if the Corporation decided to adopt electric traction, they would take over the rolling stock at value. Steam trams ceased on 10 November 1891 and the electric trams took over the following day. Despite the inconvenient termini, the electric cars proved very popular with the public. From December 1891, horse buses provided connections from Briggate to Sheepscar and from Kirkgate to Green Road (now Lincoln Green Road) but ceased when the proprietor went out of business! Subsequent extensions to the lease continued operations to 31 July 1896, by which time the Corporation had taken over the Tramway Company. The Roundhay Electric trams were purchased and converted to trailers and steam traction resumed between Briggate and Roundhay. The Harehills Road - Beckett Street section remained closed until Burmantofts Street was widened and the connection laid in 1898.

Following much wrangling and litigation, Leeds Corporation had taken over the assets of the Leeds Tramway Company in February 1894. The manager William Wharam took up a similar post with the new Leeds City Tramways. Initially operated directly by the Corporation, the plan was to lease routes to private operators, a proposal strongly opposed by the local Trades Council. A public meeting to discuss this issue was attended by up to 1500 people who voted overwhelmingly in favour of continuing municipal operation. The Council endorsed this as policy, and so ended private tramway operation in the City.

The Corporation now had several issues to address - extension of the system, electrification and the state of the track on the Headingley route which had suffered badly from the heavy steam engines. The answer here was to revert to horse traction until the route could be electrified, but the run down of the horse tram fleet meant a further batch of horse cars had to be ordered, some of the last ever built (and including our own No.107). Permission was sought to extend the Roundhay route to Canal Gardens, the York Road route to Victoria Avenue, the Meanwood Road route to the Beckett's Arms, the Wortley route along Tong Road to the New Inn with a branch up Whingate, the Kirkstall Road route to Kirkstall Abbey, new routes up Armley Road to Branch Road and Meadow Lane to the New Inn, Dewsbury Road and renewal of permission for the link along Burmantofts Street.

The first route to be electrified was between Roundhay Park and Kirkstall Abbey. On the advice of Dr. John Hopkinson, later appointed as electrical engineer, this was to be at 500 volts; the existing wiring between Sheepscar and Oakwood was adapted and extended to Canal Gardens and via the City Centre to Kirkstall. As well as bonding of rail joints, some relaying of track was necessary to accommodate centre poles where side bracket arms were not used and to double single-track sections. Electric trams started in service between Briggate and Canal Gardens on 2 August 1897, alternating with steam trams and extended to Kirkstall Abbey on 16 August; this arrangement continued until the following February, when sufficient electric cars for the service had been delivered. Further electrification was held back until this route proved itself. A new depot and works was constructed on Kirkstall Road.

Under the Leeds City Tramways Act of 1897, additional routes were authorised: Burley Road & Cardigan Road to Headingley (with a link via St. Michael's Road); Belle Vue Road, Moorland Road & Hyde Park Road to Hyde Park Corner; Cambridge Road & Woodhouse Street from Meanwood Road to Hyde Park Corner; Vicar Lane & New Market Street; Upper Accommodation Road & Easy Road to East Street; Church Street, Balm Road & Moor Road to Hunslet Carr; New Inn (Dewsbury Road) to Cross Flatts Park; Meadow Road to Beeston and Elland Road (two routes); Aire Street & Whitehall Road to the Cattle Market and Oldfield Lane & Upper Wortley Road to Whingate Junction. Most of these lines were to be single track and not all were built.

(to be continued)

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Committee & Trustees: Melvyn Reuben (acting Chairman); Malcolm Hindes (Vice-Chairman); Tony Cowell (Treasurer);

John B. Holmes (Secretary); Mike Waring; Colin Walker

Registered Office: 4 Shepcote Close, Leeds, LS16 6SB

Web Site <http://lths.co.uk/>

Editorial Office 34 Moor Park Villas, Leeds, LS6 4BZ, email [malcolm.hindes@btinternet.com](mailto:malcolm.hindes@btinternet.com) - contributions for future issues welcome

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