



## FORTHCOMING LTHS MEETINGS & EVENTS

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

We ask you to observe current Covid precautions including face covering whenever possible.

Members are no longer asked for a £1 donation for attendance at meetings, but we do still need you to sign in (for the records and for "Track and Trace" purposes).

We are sorry that plans to "stream" meetings online have not yet come to fruition - watch this space!

Mon. 13 Dec.	<b>Grand Quiz</b>	John Holmes
Mon. 10 Jan.	<b>Blackpool Trams in mid 20<sup>th</sup> C.</b>	Mike Waring & Roger Tyrrell
Mon. 14 Feb.	<b>Yorkshire Transport Preservation</b>	James Fairchild (provisional)
Mon. 14 Mar.	<b>Transport in Hong Kong</b>	Peter Malone
Mon 11 Apr.	<b>Annual General Meeting</b> followed by <b>"Leeds Buses in the 1950's &amp; 70's"</b> (from LTHS Archives)	

## OTHER LOCAL MEETINGS & COMING EVENTS

### December

Tue. 21 (LRTA)	<b>Travel Round Europe</b>	Images from the LTHS archives presented by Simon Reuben
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### January 2022

Thu. 6 (NGRS)	Annual General Meeting
Tue. 18 (LRTA)	tba

### February

Thu. 3 (NGRS)	tba
Tue. 15 (LRTA)	tba
Sat. 19	<b>Harrogate Model Railway Group exhibition</b> , 10.00-16.00, St. Aldan's School, Oatlands Drive, HG2 8JR

### March

Thu. 3 (NGRS)	tba
Tue. 15 (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

## ANNUAL GENERAL MEETING

As mentioned above, this will be held on 11 April and the notice and documentation of the meeting will be circulated with the March *LTHS News*.

Under Data Protection Regulations we are required to review personal information held at intervals, and you will also be asked to confirm or correct the contact information we hold - a form will be included with the AGM documents.

Following the loss of Jim Soper and Ian Dougill, the Committee is painfully aware of the need for more members to share the load, both as Committee Members and in non-Committee posts. We shall be seeking nominations to the Committee and also asking for volunteers to take on specific aspects of our work. **Archivist** - Jim was de facto archivist for the Society and the vast collection of documents, artefacts, photographs, etc. that he held, together with those from Ian's collection, are now spread among a number of Committee members' houses as well as the store room at the Kirkstall club. What we need here is someone to collate details of what there is and help avoid duplication and retention of irrelevant items.

We also need a **Membership Secretary** to assist both the Secretary to keep up-to-date records and our Treasurer to get the membership fees in.

## SALES STANDS

We had three very successful sales stands in the autumn. This was in no small way due to the decision to dispose of some of our less perfect stocks of "Leeds Transport" volumes at a clearance price.

**Leeds Model Railway Society Exhibition**, Saturday & Sunday 23-24 October at the Grammar School, Alwoodley Gates.

**Samuel Ledgard Society Collectors' Fair**, Saturday 30 October, Pudsey Civic Hall. In addition to our sales stand, we provided a display stand commemorating 150 years of Leeds trams which attracted a lot of attention and gained us good friends.

**Dewsbury Bus Museum Running Day**, Sunday 14 November. This was a new venue for us, enabled by a last-minute cancellation, and was so successful that we shall be applying for a stand at future events.

A big thank you to all who helped.

The usual January SLS Collectors' Fair has been moved to Easter Saturday, 16 April. We shall have a sales stand and may well be putting on another transport display as well.

The next Dewsbury Bus Museum Running Day will be on Sunday 15 May and we hope to get a stall there.

## **IAN DOUGILL - an appreciation and memories**

Following Ian's sudden and still unexplained death in August there have been many comments and recollections about him. Although sometimes a little awkward in manner, it is clear that he was held in great affection by very many people. His funeral at Rawdon Crematorium on 23 September was well-attended, with contingents from the many societies he associated with including a good crowd from Crich.

Ian and his (slightly older) twin Roy grew up in Beeston at a time when the No.5 tram service was still running, no doubt sparking his interest in trams. However the family then moved to the tram-free zone of Cookridge.

Following success in the 11-plus exam the boys moved to Leeds Modern School, Alma Mater of author Alan Bennett and concert pianist Allan Schiller, also transport enthusiasts such as Keith Terry, Geoffrey Claydon (possibly), Steve Roberts (Engineer, Middleton Railway) and your editor. His French teacher was a young Eric Smith, in whose briefcase Ian spotted a copy of Modern Tramway and subsequently borrowed Eric's back numbers of the magazine in turn. Ian joined the school Railway Society (later Transport Society) which introduced him to the Middleton Railway, the ill-fated trams stored there and in turn the LTHS and Tramway Museum Society, both of which he became an early and life-long member.

A close friend and transport colleague was David Young (aka author Andrew D. Young). He writes *"The LTHS is where I first met Ian, soon followed by Crich and then various jaunts to Belgium and France with him and others. I moved to the U.S. in 1972 but have re-visited Leeds just about annually since then and we travelled around the U.S. and Canada by car together on his many tramping trips over the next half-century. In that same time, we did the same thing during parts of my UK trips, including what he told me was his first ever visit to Ireland when we covered LUAS. Of course, we constantly exchanged e-mails, and before that phone calls and letters. To my wife and myself he was a good friend and welcome visitor and already we miss him"*. Ian and David were collaborating on a new Leeds tram book, which we hope will be published in the near future.

Mike Waring comments *"I first met Ian in the early 1980s after I had moved from Dorset to West Yorkshire and I began attending the Leeds Area LRTA monthly meetings. In 1986 I joined the Traffic Department at Crich and there were occasions when we would crew together which of course saved on transport costs."*

*Our friendship grew over the years from then on not only through our association at Crich but through our general interest in trams and buses. Living relatively close together there were many occasions when we visited each other's homes to discuss various matters although not on a regular basis.*

*A chance lunchtime meeting in Leeds led me to become the Minutes Secretary to the TMS Board and we accompanied one another to the monthly meetings.*

*Whilst not always being in total agreement with his fellow Board Members he nevertheless carried out his duties conscientiously and meticulously as museum Secretary. In that connection he had a tendency to worry over sometimes minor detail and admitted that he was one of the world's biggest pessimists.*

*The lockdown following the recent pandemic meant that*

*our meetings became less frequent but we regularly spoke by phone, often late in the evening.*

*Ian was a Life Member of the TMS and as well as regular driving duties acted often as Duty Inspector.*

*For some years he was also Secretary for the TMS and also served a term as TMS President.*

*He was also a long standing member of the LTHS, holding the post of Chairman up to the time of his death. He was also a member of other societies which gave him useful contacts with like minded organisations.*

*Indeed there were occasions when his contacts took me to places or events I might not otherwise have gone to. He was for many years an avid traveller to foreign parts which he had pursued for much of his adult life and during the last 20 years I sometimes shared accommodation with him on some tours"*

Despite disagreements which saw him leave the TMS Board, Ian continued to volunteer at Crich, working closely with Alison Isaacs, usually in the shop.

He was also a member of several other transport societies including the Samuel Ledgard Society and the Manchester Tramway Museum Society (Heaton Park), where he was instrumental in the acquisition of Leeds Stores Car 6 / Hull 96. This car was in use on Driver Experience at the time of Ian's funeral so they took the opportunity to pause for a few moments in his memory. We have started on the mammoth task of transporting LTHS property which Ian was looking after, including the archives which he had taken over from Jim Soper. Thanks go to Ian's family for their help in this, and to the volunteers assisting, particularly John Holmes in whose garage much of the stock has at least a temporary home.

## **AND SOME OTHERS ..**

We are sad to report the loss of several other friends.



**Paul Abell**, although not an LTHS member, was well known as a popular speaker to both LTHS and LRTA and was due to present our February 2022 meeting. He died in his sleep at his Rotherham home on 28 October.

After gaining a degree in mechanical engineering, Paul served in the Royal Navy for 14 years. He then worked as a maths teacher, after which he became editor of *Today's Railways UK*.

As well as being at times a publicity officer for the Tallyllyn Railway and LRTA Sheffield Area organiser, he had been a volunteer at Crich, serving as Secretary to various committees and a supporter of the Heaton Park tramway.

Two former members of Leeds Transport Touring Group, who transferred to LTHS on the amalgamation but lapsed thereafter have passed on.

**Michael "Tony" Jewson** was a well known and popular enthusiast. We are grateful to his brother and cousin who arranged for LTHS to receive several albums of tram and bus photographs and a stock of early copies of the *Leeds & District Transport News / Metro Transport News*.

Tony's funeral was held at Rawdon Crematorium on 29 November, and was notable for his "Sons of the Desert" (Laurel & Hardy fans) fez on his coffin.

Tony's cousin attended the Pudsey event and found that he and Mel Reuben had been at school together.

**Steve Beaumont** was a regular LTTG member and one-time tours organiser. A very private person, he was found dead at home after he had not been seen for some time.

As we went to press we heard of the death of our member **Harold Pullan**, although no details as yet. Harold regularly attended our Kirkstall meetings and, although sometimes frustrating, was a generous man and quite accomplished photographer. He will be missed.

#### **VISIT TO CRICH, 18 SEPTEMBER**      **Mel Reuben**

Wasn't it a lovely Day the Day we went to Crich?

On a beautiful September morning a group of LTHS members and friends set off on a drive to The National Tramway Museum at Crich for the unveiling of a plaque dedicated to Jim Soper and to ride the host of trams that were in operation at the museum.

Our vehicle was a 1985 United Plaxton Paramount MKII coach driven by our driver Julie. For once everyone was on time and after picking up in Headingley, King Street and Hunslet we set off down the M1. We had a brief stop for a natural break at Woodhall Services and arrived at Crich in very good time at 10.45.

After sorting out with Admissions who were members of the TMS, LRTA and holders of HRA Inter-Rail Cards and negotiating an admission fee for non-members the rest of the day was left to everyone to ride and photograph the numerous trams that were in operation.

The museum was very busy with visitors and the trams were filling up to the gunwales. Various non-running trams were pulled out onto the depot fan for the enthusiasts to photograph, one of the star attractions being ex-Leeds 301 (LCC "Bluebird" No.1) in its blue undercoat; Newcastle 102 looked splendid in the sun and refurbished London 1622 in its red livery also shone brightly.

Our very own secretary John Holmes queued nearly 40

minutes for a cup of tea then gave it up as bad job and, rightly, bitterly complained at the very poor service in Rita's Tea Room; it's something the museum needs to sort out. Eventually John went to buy an ice cream but still complained as he had to queue in the shop to pay for a slip to cross the tracks to get his ice cream from the Ice Cream parlour.

Around 3.00 pm members, friends and invited guests including The TMS President Ian Ross and TMS Chairman Karen Rigg gathered in the Red Lion for the unveiling of the Jim Soper plaque. I gave a welcoming speech to everyone and invited Jim's lifelong friend Tony Cowell to unveil the plaque. After Tony's emotional speech, the plaque was unveiled. We then went upstairs to the Poulson Room for afternoon tea.

More tram riding took place and how quickly time flies as it was soon time to depart at 4.30 back home to Leeds. After a natural break at Woolley Edge the coach arrived back in Leeds at 6.15.

Many thanks must go to Malcolm Hindes for organising the plaque and John Holmes for organising the coach etc., and a word of mention to David Flasher through whose efforts we managed to find a replacement coach at the last minute. I am positive everyone enjoyed the day out as we all paid our tribute to the late Jim Soper in style.

Sad to say, a number of people who had said they were going dropped out at the last minute, after the teas had been ordered and had to be paid for. In future we shall have to ask for money up front [Ed.]

#### **SOCIETY VISITS FOR 2022**

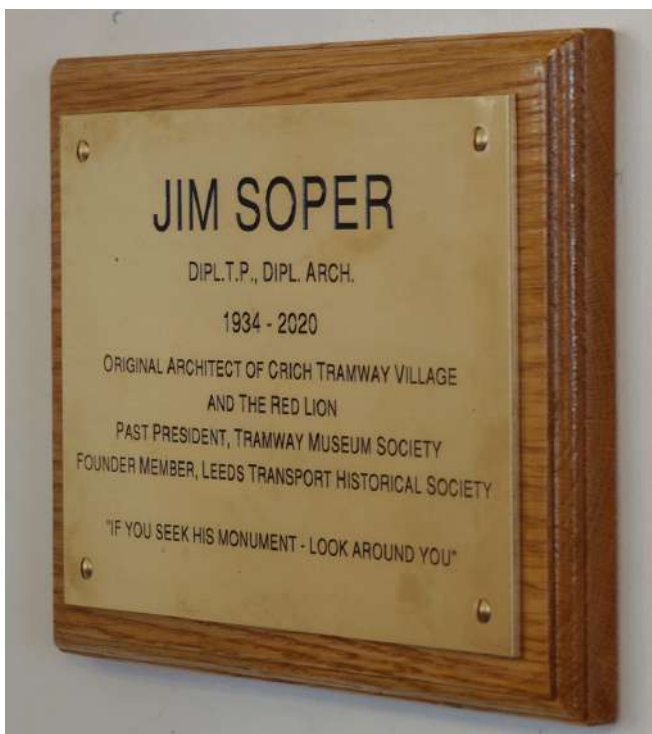
We are negotiating for a visit to the "Living Museum of the North" at Beamish, probably some time in the Spring. Normally admission is by a "Beamish Unlimited" pass costing £14.50 for seniors and valid for 12 months; however a special one-off admission charge has been negotiated, together with a promise of the appearance of Sunderland 16, which runs on the truck of Leeds 160.

#### **PUZZLE PICTURES**

Sad to say we have had no feedback on Maurice White's family album photograph of a charabanc trip. Still, we tried! Here it is again in case anybody recognises it.



*"... it purported to be a church outing which Great Grandfather paid for.... I heard talk that Great Granddad was a senior member of Salem Congregational Church and sometimes preached there... Could there have been a transport company near this Church?"*





This issue we are back to more usual fare, with photographs whose location is uncertain.



Chamberlain No. 89 is en route for Lawnswood, but where was it when the photo was taken?

[photo W.J.Haynes]

Horsfield 193 at a busy junction.  
Is Stephenson's shop any clue?

[photo H.B.Priestley]



230 & 245 look to be outside a depot.

[H.B.Priestley]

Feltham 565 heading for Whingate

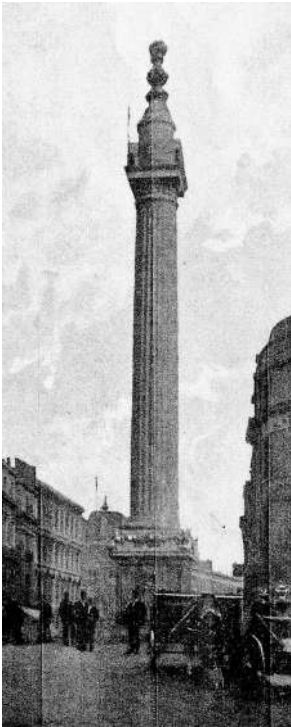
[R.F.Mack]



## **CHARLIE'S COLUMN**

**Charlie Watson**

### **A Day in Sheffield**



This story came about a couple of years ago. My girlfriend at the time - Sarah - expressed a wish to do some Christmas shopping at Meadowhall.

The mere mention of Meadowhall sent a shiver down my spine, and I don't know which of us was more stupid - her for suggesting it or me for agreeing to it. However the following Saturday saw Sarah, James (Sarah's son) and me heading to this hateful place and it was, as expected, total chaos. After two hours of urban warfare both of us were really fed up and James was REALLY fed up. To try and lighten the mood Sarah suggested we find a nice pub to relax in, but because of James it needed to be child-friendly. This ruled out

most of the Sheffield pubs I know, but then I had a brainwave. There was a Wetherspoons in Hillsborough, and the plan was put into action.

C: James, would you like a tram ride?

J: But there aren't any trams round here!

C: You wanna bet?

At this point he seemed to get excited at the prospect and hurriedly ran down the stairs, through the waiting room and out on to the platform, where he stopped dead in his tracks. He stared at the striped monster sat on the rails.

J: That is not a tram!

C: It's a Supertram - look, it says so.

I pointed to the lettering and this must have satisfied him because he ran aboard. His curious eyes scrutinised the interior - this was not what he expected but he could kneel on the seat and look into the cab. At first it was just like any other train journey until we got to Fitzalan Square and the tram started to battle with the buses and other traffic, and as for the dip under the Weston Park roundabout all he could say was "WOW".

After suitable refreshment in 'Spoons we crossed the road to wait for a tram back and James couldn't quite believe his eyes. There seemed to be trams everywhere. By now it was getting dark but he was still agog to all that was happening around him. Of course it was all too much for him as ten minutes after being strapped in the car he was fast asleep.

On a later visit to Crich, James put forward his view that Supertrams are nice but Crich trams are much better. It is ironic to think that when he is my age he may be riding on a supertram at Crich . . .

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Sadly we don't know who to credit with this iconic but seasonal view of Briggate in the snow, but just feel the chill!



By April 1902 the last steam tram had run. The system now consisted of routes to Kirkstall Abbey, Cardigan Road via Burley Road, Headingley (Three Horse Shoes), Victoria Road via Woodhouse Street & Hyde Park, Meanwood, Chapeltown (Queen's Arms), Roundhay (Canal Gardens) via both Sheepscar and Beckett Street, York Road (Victoria Road), Easy Road, Hunslet (Thwaite Gate), Dewsbury Road (Cross Flatts Park), Beeston, Elland Road (Old Peacock), Whitehall Road, Oldfield Lane (Lower Wortley Rd.), New Inn Wortley, Whingate, Bramley (Town Street) and Stanningley. All that remained of the horse & steam tram era were a few withdrawn steam trailers and William Wharam, the manager,

Wharam had started with the Leeds Tramways Company in 1852 and was used to having absolute control; that didn't suit the Corporation Tramways Committee. After some pressure he tendered his resignation, accepted with the proviso that he remain in office until the end of 1903 to assist his replacement settle in. In the event fate decreed otherwise; on 24 February 1903, he caught the 7.30 a.m. tram to work from Reginald Terrace but by Louis Street he had suffered heart failure and died, aged 68.

Wharam's successor, John Baillie Hamilton, had been appointed in April 1902. A Scotsman, he trained as a veterinary surgeon and (presumably) entered the industry caring for tram horses, becoming Traffic Manager in Glasgow. He joined the Leeds system at a time of great growth, with the Chapeltown route extended to meet the Roundhay route at Canal Gardens and the Lower Wortley route extended to Branch Road in his first year. The next three years saw Elland Road extended to Churwell, new routes to Domestic Street and to Hyde Park via Belle Vue Road, the York Road route extended to Selby Road (Halton Dial), the Bramley route to Broad Lane and the Hunslet route extended to link up with the West Riding route from Wakefield at Thwaite Gate, with Leeds working their Rothwell branch in return for their through running to the Corn Exchange. The rest of the decade saw the Kirkstall route extended to Horsforth, the Bramley route to Rodley, Stanningley to Pudsey, Easy Road to South Accommodation Road, Headingley to West Park, Horsforth to Oxford Road, Guiseley and the inauguration of dual-gauge operation between Leeds and Bradford.

All this required growth and updating of the tram fleet. Top-deck covers, essential with steam engines, had evidently been thought a luxury for tough Yorkshiremen! Several experimental covers were tried out before two designs were standardised and the whole fleet was fitted with top deck covers between 1903 and 1912, including a number of new open-top cars purchased from British Thomson-Houston and Dick, Kerr & Co. A batch of Brush-built cars in 1904 were the first to be delivered top-covered but thereafter up to 1926 all further cars were built to Hamilton's designs at Kirkstall Road Works. Further general improvements saw lower-deck vestibules fitted to protect the drivers, but from 1923 fully-enclosed cars were produced with varying equipment including some with Pivotal trucks, others known variously as Beeston Air-Brakes and (erroneously) some "Chamberlains".

Prior to World War I the Churwell route was extended into Morley (Tingley and Bruntcliffe) and the West Park route to Lawnswood. However wartime didn't stop the process. Swingate Depot was opened late in 1914 and by the end of the war the Guiseley route had been extended to White Cross, Dewsbury Road to Old Lane and the York Road route to Halton and Killingbeck. A new line up Stoney Rock Lane to Compton Road replaced Stanley Road, which was singled and retained for depot access. A first closure was the through Leeds-Bradford service. Post-war, Hamilton was to preside over two further openings - Halton to Temple Newsam and Killingbeck to Crossgates. He was ill towards the end of 1924 and died while on sick leave in January 1925, aged 69.

Hamilton's successor was William Chamberlain, a Lancastrian who was previously manager at Oldham and took up the Leeds post on 1 June 1925. Chamberlain continued building trams to Hamilton's design, but one car - No.400 - had several improvements that were incorporated in later cars that were true "Chamberlains". Chamberlain's most noticeable innovation was the introduction of route number indicators, which were retro-fitted to older cars. The number referred to the final destination only (a system which survived to the end), so a Roundhay car would show No.1, regardless of whether it ran from Lawnswood, Kirkstall or any other point. The allocation of numbers meant much winding of indicator blinds at termini! The only new route to open under Chamberlain's management was the iconic Middleton Light Railway, converted from the contractor's railway used during construction of the housing estate. However two smaller additions were the football siding at Elland Road and the short terminal spur on to Easterly Road. These came as a direct result of Chamberlain's meticulous observation of problems in the operation of short workings and special cars. Elsewhere, the Belfast Corporation tramways were having numerous problems and sought to replace their manager; they made Chamberlain an offer

so good he couldn't refuse and he left LCT on 31 October 1928, although it was agreed he could return occasionally to oversee the department until his successor was appointed. Is it any coincidence that some later Belfast trams had a remarkable similarity to the Leeds cars built under his management?

Robert Lund Horsfield was a Bradford man who had previously managed Cardiff Corporation's tram and bus department. He took office in Leeds on 1 January 1929. Postal trams had started the previous year, carrying a letter box for post after the last pillar box collection, so Horsfield's first innovation was night services, with one tram from City Square to Headingley at 1.45, 2.15 and 2.45 a.m. and one bus which operated over three different routes, later changed to trams to Headingley and Harehills and two bus routes; by August 1930 the service was run entirely by buses. Briggate had much criticised centrally-placed concrete tram shelters with very little clearance from passing vehicles; after a lady was fatally crushed, Horsfield replaced these with cast iron shelters which gave more clearance and a better sight of approaching trams. Chamberlain had realised that his route numbering system was unsatisfactory but it was Horsfield who revised it to the form that lasted out the trams with few changes.

The Tramways sub-committee had recommended the acquisition of new trams, of which the "Chamberlains" were the start. Horsfield refined a design he had made for Cardiff and which was much more modern than the Chamberlains, with flush sides, a level floor throughout, vestibuled staircases and sprung, leather covered two-and-one seating. The first four were built at Kirkstall Road and a further hundred by Brush of Loughborough. These cars became the backbone of the fleet and lasted until 1959.

This was a time of big road developments in Leeds, and although no new tram routes opened, several stretches of track were transferred to central or roadside reservation. Horsfield was taken ill in January 1931, spent some months in a nursing home and died of heart failure on 25 August, aged just 57.

The following April, Blackpool-born Walsall manager William Vane Morland was appointed as Horsfield's successor. He had presided over the closure of the Walsall tram system but in Leeds, where Horsfield's good management had bequeathed a sound, efficient network, Vane Morland continued modernisation. Parts of the York Road route were transferred to reserved track and single track routes requiring heavy maintenance were earmarked for closure, such as the Hyde Park circular routes from Park Lane through to Meanwood Road. Closure of the West Riding system also meant loss of the Rothwell route. A new permanent way yard was created in Lowfields Road, also providing additional tram storage during matches at Elland Road.

Where Horsfield had eliminated some nineteenth century practices, Vane Morland sought to make the system fit for the future. His masterpiece was the design of high speed bogie cars for the Middleton route, making such an impression in the south of the city that he then had to produce 4-wheel equivalents for the north - the "Lance Corporals", possibly the most luxurious 4-wheel double deckers ever built. Old open balcony cars were withdrawn to storage, the best of them being rebuilt in semi-streamlined form as the "Converts". He also advocated conversion from trolley pole pick-up to Fischer bow collectors.

A major slum clearance scheme in the city led to proposals for tram routes into the new housing estates at Cottingley, Seacroft and Moortown, together with a scheme to underground the routes through the city centre. In the event, of these only the short route down Gipton Approach materialised, but the Balm Road route was later (1940) extended into the Belle Isle estate. One major closure was the curtailment of the loss-making Guiseley route to the city boundary at Hawksworth Road in October 1934, followed by the Morley routes the following year, all replaced by Corporation buses. On the Lawnswood route, Headingley depot was rebuilt and the life-expired track at the outer end replaced on the central reservation of a new dual carriageway.

In 1937, despite some recent track renewals, the service to Cardigan Road via Burley Road was withdrawn, although the section from Victoria Road was retained for cricket and rugby services and extended along North Lane to trailing junctions with Otley Road, followed soon by closure of the Domestic Street route. During reconstruction of City Square in August 1937, all relevant services were cut back to turn short either at the top of Cookridge Street or in Wellington Street; this major project was completed in a record ten days. Further alterations in the late 1930's saw the single track Marsh Lane section replaced by double track on York Street (although the Marsh Lane track was retained for emergencies) and replacement of the Pudsey and Rodley routes by buses. Woodhouse Lane was widened across Woodhouse Moor, parts of Stanningley Road dualled, with the trams on a central reservation, and Cross Gates Road, where the trams were on a side reservation, had a second carriageway added.

The outbreak of war in 1939 saw big changes in public transport, with plans made to prune bus services to save fuel, putting extra loads on the trams. Lighting was severely reduced, with headlamps masked and windows



covered with adhesive netting to reduce the effect of shattering in the event of bomb blast. Although no vehicle suffered bomb damage, this proved its worth in a tram crash at Elland Road when the broken windows were held safely in place. In order to reduce the possible effect of bombing raids, drivers were ordered, on an air raid warning, to turn their cars if necessary and disperse as far from the City Centre as possible, and all trams were provided with sand bags to deal with incendiaries. Buses were dispersed to the bus park at Roundhay Park and to Temple Newsam. In the event, no vehicles were lost to enemy action despite a direct hit on Swinegate Depot; trams that would normally have been withdrawn were repaired after accidents and the only write-off was "Chamberlain" 104, burnt out and rebuilt with a modern style "Austerity" body similar to the "Lance Corporals" (later renumbered 275). Three London HR2 cars, surplus to the Capital's requirements, were purchased and a number of older trams, held in reserve for special events, were returned to regular service; when the Hull system was forced to close due to massive air raid damage a number of cars were transferred to Leeds. Permanent way maintenance was able to continue due to the foresighted purchase of a stock of rails - at prewar prices - immediately before the outbreak of war!

Even before the war was over, bold plans were being made for the tramway's future. The pre-war extensions were to be revived, with the Belle Isle - Middleton link given priority, and minor closures were proposed such as Beckett Street, Kirkstall Abbey to Hawksworth Road, Cardigan Road and (if a safe way of operating buses under the Oldfield Lane railway bridge could be established) the Lower Wortley route. Major road improvements, with central tram reservations, were also considered, as were the city centre subways, proposals that are detailed in "Leeds Transport" volume 3. The possible replacement of some routes with trolleybuses was discounted on the basis of the city centre street layout needing massively complicated overhead but another new 4-wheel tram - 276 - was built at Kirkstall Road to a similar design to 275 (ex 104). A change of local government control, with John Rafferty taking over as chairman of the Transport Committee, saw an end to these plans.

It was 1948 before any new tramway construction happened - the short-working spur in Stainbeck Lane and that in St. Chad's Road, followed in 1949, together with completion of the Belle Isle-Middleton link.

Also in 1949 came two major staff events. Victor Matterface became Rolling Stock Engineer and set about improving maintenance methods with great enthusiasm. He had been with London Transport and initiated the Leeds livery change from blue and cream to a London-style Red and White. William Vane Morland reached retirement age and despite the Transport Committee extending his term by a year he resigned.

Glasgow Transport's Chief Engineer, Alexander B. Findlay, was appointed the new manager in December 1949. He had been responsible for trams, buses, trolleybuses and the subway, and would have been an ideal man to carry out Vane Morland's plans. In addition he was a member of the Light Railway Transport League (today's LRTA). The combination of Matterface and Findlay, coupled with a council change back to the Conservatives with Bertrand Mather as Transport Committee chairman, promised a new look at the trams. Sunderland 83, a single-deck car, had been purchased in 1944 as a test bed for Vane Morland's subway ideas, and its reconstruction resumed, leading to Findlay designing a centre-entrance single deck car, two of which (601 & 602), with different electrical equipment, were provided with bodies built by local coachbuilder C.H.Roe. Alas, a further change in political control saw Rafferty back in charge before these cars even entered service.

The final run-down of the tram system is well covered elsewhere, with the last trams running, on the Crossgates, Halton and Temple Newsam routes, on a dank, dismal 7 November 1959.

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## *Season's Greetings*

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

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