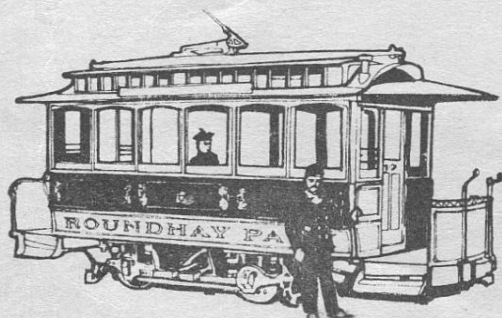
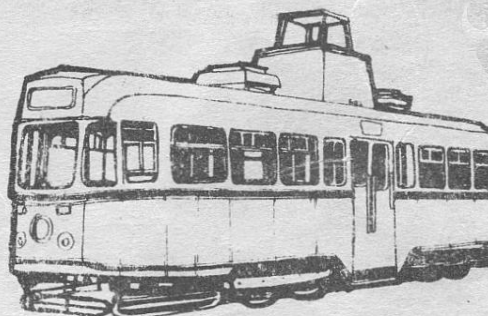
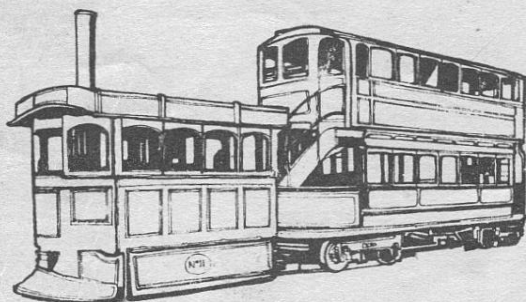
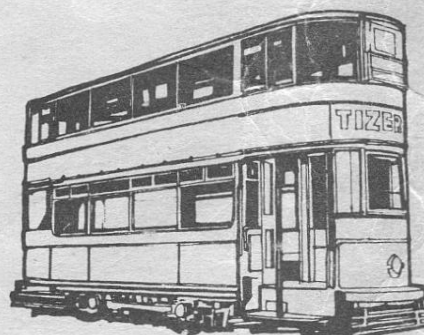
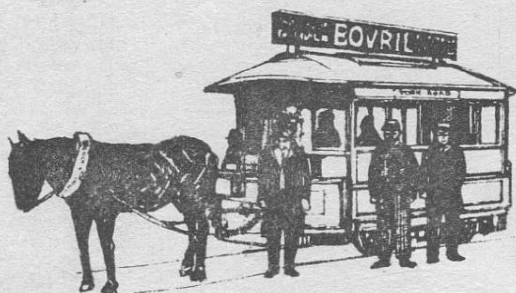
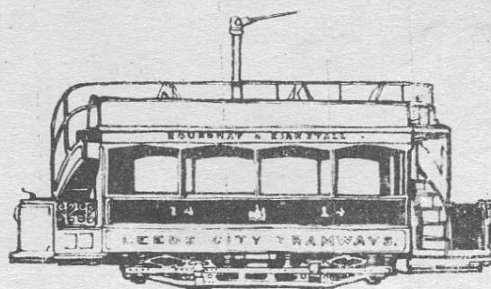




**Metro**  
Leeds

# Leeds City Tramways



## 1871 – 1959

## LEEDS CITY TRAMWAYS 1871 — 1959

### HOW IT ALL BEGAN:-

In 1871, a Parliamentary Order was issued which authorised tramways to be laid in the streets of Leeds. On 16 September 1871 the first horse car route was opened from the City Centre to the Woodman Inn, at Headingley, the line being operated under a 21 year lease from the Corporation by the Leeds Tramway Company. Later, other routes to York Road, Meanwood, Hunslet and Wortley were opened. Between 1871 and 1874, the following horse tram routes were opened:

Headingley 'Oak' 16 September 1871  
 Kirkstall (Cardigan Arms) 1 April 1872  
 Hunslet (Crooked Billet) 2 March 1874  
 Marsh Lane (Shoulder of Mutton) 14 November 1874

The routes were successful and between 1878 and 1890 further routes were opened to Meanwood, Wortley, Roundhay and Beckett Street.

On 24 October 1877, the Company commenced experimental steam car services, the engines being hired from the manufacturers — Messrs Kitson and Messrs Thomas Green. Regular steam car services were not operated, however, until two years later, and then only on routes then being operated by horse cars. Steam trams were not very successful as the heavy engines caused much damage to the very light rails and so were replaced by horse trams again on several routes. 1890 saw the inauguration of the first Electric Tram in Leeds. Mr. Graff Baker of the American Thompson Houston Company built an Electric Tramroad from Sheepscar to Oakwood, using overhead wire and a trolley pole for current collection. This being the first route in the country to use this method. The official opening was on 29 October 1891.

On 2 February 1894, when the original lease expired, the Corporation took over the operation of the tramways, with a view to releasing, but no one suitable could be found, and in 1897 the Corporation officially commenced tramway operation. The length of tram track was then 22 miles, and there were 45 horse cars, 400 horses and 25 steam cars and trailers. When the Corporation took over the undertaking, they converted all existing routes to electric traction and extended the Roundhay route through to Kirkstall Abbey, the last horse car running in October 1901 and the last steam car in April 1902.

During 1911, the Elland Road route was extended to Morley and Bruntcliffe over tracks leased from Morley Corporation and on 1 January 1918, a branch was opened from Morley to Tingley. Through services between Leeds and Bradford commenced on 7 June 1910, the car being equipped with a special dual gauge truck, as Leeds track was of the standard gauge (4' 8½"), whilst that of Bradford was 4' 0"

The track connecting the Leeds and Bradford Lines at Stanningley was of a tapering gauge to accommodate this change. The Leeds Bradford through service was closed in 1918 through maintenance difficulties, although it was still possible to travel between Leeds and Bradford by tram after this date, the tracks of the two systems being separated by only a few yards. This facility was possible until October 19th 1942 when the Bradford Stanningley tram route was replaced by Motor Bus. Other tracks leased by the Corporation were from Stanningley to Pudsey, owned by Pudsey Corporation and opened in June 1908, and from Hawksworth Road to White Cross Guiseley, owned by various local councils along the route and completed in 1915.

The first reserve track tramway was opened from Harehills to Oakwood in August 1923; many more similar tracks were later constructed, the most noteworthy amongst these being the Middleton Light Railway, running through Middleton Woods on reserved track between Moor Road and Lingwell Road, Middletown which was constructed between 1925 and 1927 and the Belle Isle Circus to Lingwell Road Section, opened in stages between 1940 and 1949.

The system continued to grow until, in 1954, the fleet totalled 476, and there was approximately 124 miles of track.

Between 1934 and 1938, a number of tramway routes, mainly of single track and loop construction, were abandoned, these included routes to Rodley, Pudsey,

Guisseley and Rothwell. New tram routes were opened, however, in the same period, to the Gipton Estate and from Balm Road to Belle Isle, the latter route being later extended to link up with the Middleton route, the last portion of this connection being brought into use in June 1949 as mentioned previously.

In 1953, came the decision to scrap the tram system within the following ten years. The first routes to be abandoned in this period were several of the street tram routes, commencing with the Stanningley and Kirkstall routes in 1954.

As the 7 November, 1959 dawned, there were only three basic tram routes running, those being the Crossgates, Templenewsam and Halton lines, and the short working to Harehills Lane (Shaftesbury).

The last service tram, Horsfield Car No. 181, ran that afternoon on the Service 18, Crossgates to Kirkgate route. Later the same evening ten trams formed the official closing ceremony of the system. Trams had served the City of Leeds well, for 88 years.

### PRINCIPAL OPENING AND CLOSURES OF TRAMCAR ROUTES

#### SERVICE 1 BRIGGATE - LAWNSWOOD

Via Boar Lane, City Square, Park Row, Cookridge Street, Woodhouse Lane, Hyde Park, Headingley Lane, Otley Road to Lawnswood (Cemetery Gates). Cars returning to the City and not terminating there displayed route numbers 2, 2 Circular, 3 Circular.

The portion from the Ring Road to the terminus was placed on a central reservation in 1938. Passing the University and Woodhouse Moor, this was a prestige route serving the select suburbs of Headingley, Far Headingley and West Park. The section from Boar Lane to the Shire Oak in Headingley was the first horse car route in Leeds, opened on the 16 September 1871.

16 September	1871 First Double Deck Horse Tram to Headingley 'Oak'
	1875 Headingley Depot opened by Leeds Tramway Company
June	1803 Horse Trans replaced by Steam Prams
June	1888 Steam Trains replaced by Horse Trains
June	1899 Route electrified, but Horse Cars still ran as an additional service
3 January	1900 Horse Trains all replaced by Electric Trains
11 September	1908 Route extended to West Park
18 April	1913 Route extended to Lawnswood

1933 A new line along North Lane from Cardigan Road was connected to the Lawnswood Route.

- 1934 Overhead lines were converted to Centre running as far as Headingley. Short working to 'Oak', Headingley, was extended to a new crossover in Otley Road at Chapel Street, known as North Lane.
- 1937 Overhead lines converted to centre running on the entire route. Early in the year the road from West Park crossover to the Ring Road was widened and the tracks realigned to run either side of a belt of trees. A new crossover was put in at the Ring Road for use by school special cars for the Leeds Modern School. Reconstruction of tracks beyond the Ring Road was commenced later in the year. In August 1957 the entire City Square complex was relaid and realigned so that terminal stances on all routes passing through the Square were on reserved track.
- 1938 On 20 August the elimination of the last portion of single track and a bad bend was achieved when the whole section from the Ring Road to the terminus was transferred to a new central reserved track.
- 1946 In September the new crossover at Chapel Street was removed and cars previously turning here were cut back to the triangle at North Lane. Cars would reverse from Otley Road into North Lane, and stand there until departure time.
- 1949 A new spur at St Chad's Road Headingley was opened. Cars which had previously reversed in front of the depot at Headingley were diverted into the new spur.
- 1951 On 21st January, West Park crossover was taken out of use. All West Park workings were extended to the Ring Road crossover, henceforth known as West Park.
- 1954 Headingley depot was closed to trams and converted for use as a bus garage on 3 April.
- 1956 From 3 March the tram service from Briggate to Lawnswood was abandoned and replaced by bus service 1 from Lawnswood or Headingley to Beeston.

#### SERVICE 2 BRIGGATE — MOORTOWN via CHAPELTOWN

Via Briggate, New Briggate, North Street, Sheepscar, Chapeltown Road and Harrogate Road to Moortown Corner. Cars returning to the City and not terminating there displayed Service 1 if proceeding via Chapeltown and Service 2 circular if proceeding via Street Lane and Roundhay. This 2 circular destination blind was displayed by cars for Chapeltown and Moortown going on via Street Lane to Roundhay and Harehills and back to Briggate. These cars would change blinds at Roundhay (later at Moortown) to either Service 3 if terminating at Briggate or Service 1 if going back to Headingley or Lawnswood.

Service 1 served the financial heart of Leeds on and around Park Row. Services 2 and 3 served the homes of many people connected with that financial heart and took them home through the main shopping area of Leeds whose natural centre is Briggate. Service 2 travelled along North Street to the tree lined Chapeltown Road. Climbing northwards up the hill into Chapel Allerton, it continued its ascent through Moortown to a terminus on Street Lane. The circular route continued along Street Lane, a quiet pleasant shady suburban road, to Roundhay Park.

14 November	1874 Horse Trains from Briggate to the Queen's Arms
3 January	1900 Route electrified
19 May	1902 Route extended to Moortown corner
26 June	1902 Route extended along Street Lane to Roundhay Park (Canal Gardens)
26 June	1925 Circular Service commenced

- 1944 On 12 November the spur at Harehills Avenue, known as 'Reginald Terrace' was closed without replacement.
- 1948 On the 7 July a new spur was opened at Stainbeck Lane. All cars previously terminating at the Queen's Arms were diverted to this new spur cutting back the Chapeltown short working by about half a mile.
- 1955 On 23 April Chapeltown Depot was closed to service cars. On 24 April, after the abandonment of the Gipton Estate route the day before, cars from Dewsbury Road previously going to Gipton were diverted to the Moortown circle. The service returning to Leeds from Moortown was split between the Lawnswood and the Dewsbury Road routes. Basically all cars returning from Stainbeck Lane worked to Dewsbury Road or Crescent. All cars on the 2 circular service returned via Roundhay and also worked through to Dewsbury Road. All cars leaving Moortown and returning via Chapeltown whether originating as 3 circulars from Roundhay or having turned at Moortown, worked through to Headingley or Lawnswood.
- 1956 On the 4 March, after the closure of the Lawnswood service, all cars previously working through to that route were diverted to Dewsbury Road. The basic service now ran from Dewsbury Road displaying 2 circular, via Briggate, Chapeltown and Moortown, along Street Lane, through Roundhay and Harehills to Briggate. There the car reversed and retraced its steps via Harehills, Roundhay and Moortown to Chapeltown and Briggate and through to Dewsbury Road, where the whole process would begin again. The short workings were linked similarly; cars from Stainbeck Lane worked through to Crescent or Dewsbury Road. Cars from Harehills worked to Briggate only. The position was slightly modified at peak hours and all day on Saturday, when cars from Harehills and Chapeltown worked through to Dewsbury Road.
- 1957 On 28th September the tram service Briggate—Moortown via Chapeltown was abandoned. The Street Lane section was renumbered 3. The use of "circular" displays on Street Lane ceased. Replaced by bus service 2 from Roundhay or Moortown to Dewsbury Road.

### SERVICE 3. BRIGGATE—ROUNDHAY Via SHEEPSCAR

Via New Briggate North Street, Sheepscar, Roundhay Road, Harehills, Roundhay Road, Princes Avenue to Roundhay Park. Circular cars continued via Street Lane to Moortown displaying Service 3 circular.

This was a route along wide roads to two select suburbs, although the first section of the route to Harehills was through a district which all too obviously had seen better days. At Harehills the route changed from street track to reserved track along the side of Roundhay Road, and except for a couple of hundred yards of street track at Oakwood, it continued thus all the way to Roundhay. The route saw very heavy holiday traffic to Roundhay Park from all parts of the City. On the closure of route 2 in 1957, the basic service on route 3 was extended via Street Lane to Moortown Corner. The line was abandoned in March 1959, after nearly 68 years of electrical operation on the section from Sheepscar to Oakwood. This record has only been beaten by the still operating line along Blackpool Promenade (opened 1885) and the section of the Manx Electric Railway from Derby Castle to Groudle and Laxey (opened in 1893 and 1894).

Cars returning to the City from Roundhay or Harehills and not terminating there displayed Service 1,4,5 or on rare occasions 9. Service 9 was displayed for the service from Roundhay via Beckett Street to Dewsbury Road which ran only in the summer months. This service was not operated after 1939.

February 1890 Horse Tram to Oakwood from Sheepscar

May 15 1891 Replaced by Steam Prams operated by Leeds Tramways Company on track leased from Leeds Corporation

November 11 First Leeds Electric Tram from Sheepscar to Oakwood 1891

July 29 1897 Route extended from Oakwood to Canal Gardens and from Sheepscar to Briggate.

1922/23 Track between Canal Gardens and Easterly Road placed on private right of way at side of road.

August 19 1925 Circular Service via Street Lane commenced.

1934. Overhead converted to central running.

1946. The peak—hour short working to Gathorne Terrace ceased.

1952. From 2nd November the Harehills—Beeston through service ceased after 6.20 p.m. Monday to Friday and all day Sunday. The last Sunday service ran on 26th October.

1954 From 13th February the Harehills—Beeston Saturday service ceased. After the abandonment of the Kirkstall service on 3rd April 1954, cars from Roundhay and Harehills, previously working through to Compton Road (also closed on 3rd April) were diverted to run through to Roundhay. The circular service (1) continued to run through to Lawnswood.

1955. After the abandonment of the Gipton Estate line on 23rd April, all cars from Dewsbury Road previously terminating there, were diverted to the Moortown circle in the manner described under service 2. On 24th June the service from Harehills to Beeston was reduced to Monday to Friday peak operation and on 18th November it was abandoned without replacement.

1956. After the abandonment of the Lawnswood service on 3rd March, the cross—city link from Roundhay became exclusively Dewsbury Road, in the manner described under route 2.

1957. After the abandonment of the Moortown and Dewsbury Road tram services on 28th September, the circular services along Street Lane ceased and the basic service on route 3 was extended via Street Lane to Moortown. The cars returned to Briggate only and from this date it was the only tram service to use Briggate and North Street.

1959. On 28th March the service Briggate—Roundhay—Moortown was abandoned and replaced by a reintroduction of the Moortown circle, operated by bus. The tram route was incorporated into bus routes 2,2 circular, 3, 3 circular and 6.

SERVICE 4. 'Briggate—Kirkstall Abbey, Horsforth, Yeadon and Guiseley Via Boar Lane, City Square, Wellington Street, Kirkstall Road and the A65 Leeds—Ilkley Road to Guiseley, White Cross, some ten miles from the City Centre.

This very long route entirely on street track and double throughout went right to the edge of Wharfedale and was an extremely popular run in earlier

years at a time when most folk could afford only a holiday at home. White Cross was an excellent jumping off point for walkers, although if they wished there were Corporation buses at hand to take them even further on their way. The trolley bus service to Otley and Burley-in-Wharfedale had been withdrawn by July 1928. Cars returning to the City and not terminating there displayed Service 5 and went to Harehills or Roundhay.

April	1892 Horse Trains from Aire Street to Abbey Road.
26 June	1897 Route extended to Kirkstall Abbey.
2 August	1897 Route electrified
6 February	1898 Last Steam Tram on Kirkstall Road
16 May	1906 Route extended to Calverley Lane
26 May	1909 Route extended to Yeadon (Green Lane)
1 July	1909 Route extended to Guiseley (Oxford Road)
9 May	1915 Route extended to White Cross.

- 1931. On 16th September Kirkstall Road depot was closed to service cars.
- 1934. On 16th October the tram service from Briggate to Guiseley was abandoned and replaced by motor buses running through from Dib Lane and Foundry Lane (67 and 68) via Guiseley to Otley and Burley (69 and 70). Extra buses on the City to Guiseley section were numbered 72. The tram service was cut back to the City boundary at Hawksworth Road, although the underground feeder and distribution system was left intact to the Horsforth sub—station.
- 1935. Overhead converted to centre running from Hawksworth Road to Commercial Road.
- 1936. Overhead converted to centre running on remainder of route. Between 1942 and 1946 the third track at Haddon Place on Kirkstall Road was taken out of use and replaced by a new reserved track loop at Woodside View. The crossing point remained known as Haddon Place.
- 1949. On 3rd December the section from Hawksworth Road back to Kirkstall Abbey was abandoned without replacement.
- 1954. On 7th March the Haddon Place loop was abandoned and all cars previously terminating there were extended to Kirkstall Abbey. The whole service to Kirkstall Abbey was abandoned on the 3rd April and replaced by bus service 4 from Kirkstall Abbey to Compton Road. The tracks were kept intact as far as Kirkstall Road Works.
- 1956. After the abandonment of the Tong Road lines on 21st July, the access tracks to Kirkstall Road works were the only ones to use City Square.
- 1957. The last car from Kirkstall works ran on 7th November. The tracks were then lifted.

#### SERVICE 5. CORN EXCHANGE OR CITY SQUARE -BEESTON.

Via Duncan Street, Lower Briggate and Meadow Lane or Bishopgate Street, Neville Street, Great Wilson Street and Meadow Lane. Then via Meadow Road and Beeston Road to Park Gates and Beeston. This route, entirely on street track, was a typical northern tram route passing through industrial and residential districts on its way up the steep bill to Beeston. It passed the local cemetery at the top of the hill and terminated by a row of old cottages within sight, but not smell, of the moorland around South West Leeds. Certain sections of single track at the terminus were doubled in 1941. Cars returning to the City and not terminating there displayed Service 5 or 6, going through to Harehills and Roundhay, or Hyde Park via Woodhouse Street.

The Hyde Park service was complex. Cars from Beeston returned via Corn Exchange and went via Woodhouse Street b Hyde Park. They then continued as service 7 cars via Belle Vue Road to City Square. There they reversed and retraced their steps to Hyde Park as service 7 cars and on arrival at Hyde Park changed blinds to display service 5 and proceeded via Woodhouse Street and Corn Exchange back to Beeston. Certain cars at peak hours ran from Hyde Park through to Park Gates or Beeston via Belle Vue Road and City Square and displayed service 7.

As there was no Sunday morning service on route 7, cars from Beeston to Hyde Park via Woodhouse Street turned at Hyde Park and returned to Beeston via Woodhouse Street.

28 November 1898 Horse Trains from City to Malvern Road.

18 March 1901 Electric Trains replaced Horse Trains and route extended to Beeston terminus.

On 30th January Belle Vue Road and Woodhouse Street were closed to trains. Cars previously running from Beeston to Hyde Park via Woodhouse Street were cut back to Cambridge Road (6). The peak hour service from Hyde Park via Belle Vue Road and City Square to Park Cates and Beeston (7) now ran from Abbysinia Road on Belle Vue road.

On 5 June both Cambridge Road and Abyssinia Road were closed to trains. Cars from Beeston, previously returning to Cambridge Road were diverted to Meanwood (23). Cars from Beeston previously running to Abyssinia Road (7) at peak hours were diverted via Burley Road and Cardigan Road to Victoria Road bottom (7). The link to Harehills and Roundhay remained unaltered.

1935 Overhead lines converted to centre running.

1937 After the abandonment of the Burley Road route on 1 May, the peak hour service from Beeston to Victoria Road (7) was cut back to Swinegate. Inward route to Swinegate became via Meadow Lane, Leeds Bridge and Swinegate on inward journeys and via Swinegate, Neville Street, Great Wilson Street and Meadow Lane on outward journeys.

The cross—city link to Meanwood was renumbered 6 on 8 January.

1941 The Beeston terminus was cut back about a hundred yards and the remaining single track was doubled.

1951 On 23 July the Swinegate terminus was diverted to Sovereign Street. The inward route became Meadow Lane, Leeds Bridge, Swinegate and Sovereign Street. The outward route became Sovereign Street, Neville Street, Great Wilson Street and Meadow Lane. The services from Beeston to Harehills and Meanwood remained unaltered.

1952 On 26 October the service Beeston-Swinegate was withdrawn on Saturdays. On 2 November the Beeston—Harehills and Beeston—Meanwood services were withdrawn on Sundays.

1954 The Beeston—Harehills service was withdrawn on Saturdays from 13 February.

1955 On closure of the Meanwood route on 25 June, Beeston service terminated in New Market Street. From 27 June the Beeston—Harehills service was reduced to peak hour Monday to Friday operation. On 18 November the Beeston—Harehills service was abandoned without replacement. This was the last tram service to use Vicar Lane. On the next day the entire Beeston route was abandoned and replaced by bus service 5 from Corn Exchange to Beeston.



## SERVICE 6 CORN EXCHANGE - HYDE PARK via WOODHOUSE STREET

Via. New Market Street, Vicar Lane, North Street, Meanwood Road, Cambridge Road, Woodhouse Street to Hyde Park. Cars normally returned to the City via Belle Vue Road displaying Service 7 and terminated in City Square. Cars returning to City via Woodhouse Street and not terminating there, ran through to Beeston and displayed Service 5.

20 November 1898 Horse Tram Service

29 June 1899 Route extended to Victoria Road Bottom

18 March 1901 Route electrified

10 April 1905 Circular Service via Belle Vue Road

1934 On 30 January the service to Hyde Park was abandoned and cars cut back to Cambridge Road. The Woodhouse Street tram service was replaced by bus services 1A and 1B. Cars returning to the City from Cambridge Road continued to display Service 5 if not terminating in the City.

On 5 June, the Cambridge Road service was abandoned and Destination Blind 6 went out of use.

1938 On 8 January the Meanwood train service was renumbered 6. Route became Corn Exchange and Meanwood via the old Service 6 and then via Meanwood Road to Meanwood. Cars returned to Beeston (5) and Elland Road (8) if not terminating in the City.

1952 After 26 October the Meanwood—Beeston service was withdrawn completely on Sundays.

1955 On 25 June the service from Corn Exchange to Meanwood was abandoned and replaced by bus services 8, 52 and 53 to Elland Road and Cuttingly (8) and Morley Tingley Mill or Morley Fountain Street 52 and 53). All these bus services ran from Meanwood and restored the service which ran as tram 23 and 24 to and from Meanwood and Morley.

## SERVICE 7 CITY SQUARE - HYDE PARK via BELLE VUE ROAD

via Infirmary Street, East Parade, Park Lane, Belle Vue Road, Moorland Road and Hyde Park Road to Hyde Park (Wrangthorn Church). Cars returned to City via Woodhouse Street and ran through to Beeston when not terminating in the City. No car reversed at Hyde Park to return to City via Belle Vue Road. Cars going to the City via Belle Vue Road had worked through from Woodhouse Street. At peak hours, cars returning to the city via Belle Vue Road and City Square would be extended through to Park Gates or Beeston and displayed Service 7.

Routes 6 and 7 were single line and loop services serving large working—class areas. Route 6 was devoid of any interest along its entire length but route 7, after leaving Burley Road, climbed through some pleasant late—Victorian suburbs along Belle Vue Road, passed the Grammar School and then skirted two sides of Woodhouse Moor to reach Hyde Park.

3 September 1903 Electric Tram Service

10 April 1905 Circular with Woodhouse Street

1934 From 30 January the service from City Square to Hyde Park was cut back to Belle Vue Road (Abyssinia Road).

The new service was basically a peak hour shuttle from City Square to Abyssinia Road. A few cars from Abyssinia Road were extended through City Square to Park Gates or Beeston. The service operated only Monday to Saturday.

The service from City Square to Abyssinia Road was abandoned without replacement on 5 June.

On 6 June a new service 7 City Square—Victoria Road commenced via the old service 7 route to Park Lane then via Burley Road and Cardigan Road to Victoria Road. This was a Monday to Saturday peak hour service, cars returning to City Square and only very occasionally on through to Beeston (5 or 7).

- 1937 Abandonment of Burley Road group of services on 1 May meant that the Victoria Road -Beeston service was withdrawn without replacement. Destination Blind 7 ceased to be used.

## SERVICE 8 - ELLAND ROAD

This number was left blank in the 1929 re-numbering scheme

- 1958 Service to Football Ground (24) was renumbered 8 on 8 January and became Corn Exchange—Football Ground via Duncan Street, Lower Briggate, Meadow Lane, Meadow Road and Elland Road to Football Ground. Certain cars were extended to Greyhound Stadium when meetings were held. Not a very interesting route, passing as it did countless red brick terrace house and back-to-backs, advertisement hoardings and dusty streets to the Football Ground. Here the reserved track Low Fields Road siding (opened in two stages in 1925 and 1955) was a tram enthusiast's Mecca on match days, and on all other occasions the adjacent scrapyard (opened in 1955 as a permanent way yard and extended in 1940) was the object of pilgrimage. Cars returning to the City and not terminating there displayed service 6 and went through to Meanwood.
- 1954 The section from Greyhound Stadium back to Football Ground was abandoned without replacement.
- 1955 Low Fields Road siding was last used for Football specials on 3 May. The siding being cut back to the scrapyard entrance. Corn Exchange- Football Ground was abandoned on 25 June and replaced by bus service 8 from Meanwood to Football Ground and Cottingley.

The 52 and 55 bus (formerly tram) routes to Morley were extended from the Corn Exchange to Meanwood.

All tracks and wires were left in situ for access to Low Fields Road yard.

- 1956 Football special service was reinstated on 8 December during Suez fuel crisis. This ran from Sovereign Street to Football Ground (Low Fields Road) via Sovereign Street, Neville Street, Great Wilson Street, Meadow Lane and Elland Road, as the football specials of yore. No route number was allocated but generally those cars that could display service 8 did so.
- 1957 Football special service ceased on 16 March, and tracks to Low Fields Road yard abandoned on 26 October.

FURTHER DETAILS ON THIS SERVICE CAN BE FOUND UNDER SERVICE 24.

**SERVICE 9 - CORN EXCHANGE to CROSS FLATTS PARK and DEWSBURY ROAD**

via Call Lane, Duncan Street, Lower Briggate, Meadow Lane and Dewsbury Road to a terminus at Tommy Wass's at the junction of Old Lane and Dewsbury Road. Cars returning to the City and not terminating there displayed service 10 or 11 for Compton Road, or Harehills via Beckett Street.

This medium length route passed working class districts, a park and early ribbon development on its ascent of Dewsbury Road. The line was certainly the busiest and probably the most profitable in Leeds. Beyond the Crescent cinema, the road was widened in two stages during the thirties and the track realigned to the centre of the widened road in anticipation of the construction of dual carriageway with a central reserved tram track to Old Lane. This scheme, and the associated scheme to extend the route from Tommy Wass's along the Ring Road towards Elland Road on side reservation fell victim to the Second World War and was never carried out. However a part of the Tommy Wass extension was built on street track as a temporary measure in 1941 to a point 120 yards West of the previous terminus. This was done to help reduce accidents in the blackout, caused by motor vehicles running into stationary trains at their old terminus in the centre of a busy cross roads.

4 January 1900 Horse Trains to New Inn (near present Fire Station)

15 June 1900 Route electrified and extended to Cross Flatts Park

14 August 1915 Route extended to 'Tommy Wass' Old Lane

- 1934      Realignment from the Crescent cinema to Cross Flatts Park was completed
- 1955      Overhead wires realigned for centre running
- 1937      Realignment from Cross Flatts Park to Old Lane completed
- 1941      Terminus extended from Old Lane to Cardinal Drive, Dewsbury Road
- 1946      After the closure of the Harehills via Beckett Street line on 24 August all cars returning from Dewsbury Road and not terminating in the City were diverted to Gipton Estate (21). The Gipton Estate line was renumbered- from 21 to 11 on 8 September.
- 1954      After the closure of the Compton Road route on 3 May all cars previously going from Dewsbury Road were diverted to Harehills or Roundhay via Briggate. Cars returning to the City and not stopping there displayed service 3. Cars for Dewsbury Road thus now loaded at both Briggate and Corn Exchange.
- 1955      Following the closure of the Gipton Estate line on 25 April all cars from Dewsbury Road now returned to Briggate and were fed into the Moortown circle, and ran through to Moortown (2) on Moortown and Roundhay (2 Circular) but to Roundhay and Harehills at peak hours only and all day on Saturday. No cars ran from Dewsbury Road to 3 Circular Roundhay.
- 1956      After the closure of the Lawnswood route on 3 March all cars on the Moortown circle were diverted through the City to Dewsbury Road. The basic service ran from Dewsbury Road to Moortown (2 Circular) and Moortown round to Briggate and Dewsbury Road. Short workings to the Crescent cinema ran from Stainbeck Lane. Cars worked through from Dewsbury Road to Harehills and Roundhay direct at peak hours Monday to Friday and all day Saturday. The Sunday service to Roundhay started at 2 p.m.

1957 Service Briggate—Dewsbury Road was abandoned on 28 September and replaced by bus service 2 from Roundhay or Moortown to Dewsbury Road. The lower portion of Dewsbury Road as far as Moor Road was shared with the Middleton line, and this section of route continued to operate until 28 March 1959 as a part of tram service 12. The replacement buses on this section were integrated with the 1957 bus service.

#### SERVICE 10 — CORN EXCHANGE to COMPTON ROAD

via Call Lane, New York Street, York Street, Woodpecker, Burmantofts Street, Nippet Lane, Stoney Rock Lane and Compton Road. Cars returning to the City and not terminating there returned via Marsh Lane and Parish Church to Kirkgate and displayed Service 9.

This was a short route through another grim area, being dominated at the Compton Road end by the giant Burton clothing factory, possibly the biggest in the world. Compton Road had originally been approached via Beckett Street and Stanley Road, but a direct line in single track was laid along Nippet Lane and Stoney Rock Lane in 1916. The track was doubled during the Second World War in anticipation of the construction of a line to Seacroft via Oak Tree Drive and South Parkway, but although Compton Road was doubled and the reservations and poles were put in on Oak Tree Drive, no tracks were laid beyond the terminus at the junction with Harehills Lane and the scheme died with the ending of the war. The doubling of the line also enabled the trains to cope with the extra traffic to and from Burtons who were busy manufacturing uniforms.

29 August	1874	Horse Trams from Boar Lane to the Woodpecker
25 April	1898	Route extended to Harehills Road/Roundhay Road
2 June	1900	Route electrified
6 April	1904	Stanley Road and Compton Road electrified
5 December	1916	Nippet Lane and Stoney Rock Lane electrified and the Stanley Road link used for Stanley Road Depot only.

1936 Overhead wires were realigned for centre running.

1939 With the opening of the doubled track in York Street on 7 April and the alteration of the curve in Harper Street to run towards Corn Exchange and not the Parish Church, all cars travelling via Marsh Lane and the Parish Church were diverted to York Street. Stanley Road Depot closed.

1942 Work on doubling the route was completed in October. Tracks at the terminus were realigned into the centre of the newly widened road. The Call Lane doubling was completed at the same time.

1946 Stanley Road link with Beckett Street was abandoned on 24 August.

1953 The double track in Call Lane was tripled for much of its length in February with the addition of a long loop at the Corn Exchange island loading barrier to enable cars for Halton to overtake cars loading for Compton Road and Gipton Estate.

1954 Corn Exchange—Compton Road route was abandoned on 3 April and replaced by bus service 4 Compton Road to Kirkstall Abbey.

# SERVICE 1). - CORN EXCHANGE to HAREHILLS and ROUNDHAY via BECKETT STREET

via Call Lane, New York Street, Woodpecker, Burmantofts Street, Beckett Street and Harehills Road to a terminus at Harehills in Harehills Road. The Roundhay extension continued for a few yards beyond the terminus to a junction at Harehills with the Roundhay (5) line and shared those tracks all the way to Roundhay Park. Roundhay (11) cars operated only on Sundays and holidays. The service ceased on the outbreak of the Second World War and was never resumed. Cars returning to the City and not terminating there displayed Service 9, and were routed via Marsh Lane and the Parish Church.

Yet another medium length route passing more acres of dirty red brick back-to-backs and the largest, and probably then the most forbidding looking hospital in Europe. Continuing past the Corporation cemetery and the junction with Stanley Road (where a short connecting line to Compton Road commenced) the route ran along the wide Harehills Road to its terminus.

- 1933      The centre poles in Harehills Road were taken out and replaced by span wire suspension.
- 1936      Overhead wires realigned for centre running.
- 1939      With the opening of the doubled track in York Street on 7 April and the alteration of the curve in Harper Street, all cars travelling via Marsh Lane were diverted to run along York Street.
- 1942      Burmantofts Street was doubled to just beyond the junction with Nippet Lane in October, Call Lane was also doubled. A scheme to double the remaining section of Beckett Street was shelved for the duration and never revived.
- 1946      Corn Exchange-Harehills via Beckett Street was abandoned on 24 August and replaced by bus service 42 Harehills-Lower Wortley. Terminal layout and tracks to the junction with Roundhay Road remained wired and were used during holiday times for the special shuttle service from Harehills to Roundhay Park, which had run all through the life of the 11 service. This Harehills-Roundhay shuttle always displayed Service 3. The service ceased after the summer of 1956 and the tracks taken out during the summer of 1957. Route No.11 was transferred to the Gipton Estate line on 8 September 1946.
- 1955      Corn Exchange-Gipton Estate service was abandoned on 23 April and replaced by bus service 11 from Vicar Lane to Gipton Estate.

# SERVICE 12 - CORN EXCHANGE - MIDDLETON (LINGWELL ROAD) via MIDDLETON WOODS

via Call Lane, Duncan Street, Lower Briggate, Meadow Lane, Dewsbury Road, Moor Road and private track via Parkside Rugby ground, through Middleton Woods to Middleton Ring Road and alongside the Ring Road to a terminus at Lingwell Road. Inward cars returned via Lower Briggate, Duncan Street and New Market Street. This was an out-and-back service with no connection to any other route until 1949.

After serving the lower part of the busy Dewsbury Road, this line struck out across country passing colliery railways and coal mines. After diving under a railway and ascending a long hill it plunged into the thickly wooded Middleton Park, emerging at one of the highest points in Leeds. It then followed the Ring Road on side reservation, serving the first of the Corporation's major housing estate projects. Opened in 1925, this route was entirely on reserved track from Moor Road end.

- 1934    The overall speed limit on the line was raised to 50 mph on the private tracks, the highest ever allowed in Leeds. This was entirely due to the introduction of the superb Middleton Bogie cars built for the line at this period.
  
- 1936    To reduce congestion at the Corn Exchange during Christmas, all cars were diverted to Swinegate on 21 December together with cars on Service 25 and the route became inward via Meadow Lane, Leeds Bridge and Swinegate and outward via Swinegate, Neville Street, Great Wilson Street and Meadow Lane. This took advantage of a new curve from Swinegate into Neville Street laid earlier in the year to allow a similar route to be followed by cars on a new Swinegate—Beeston service which, in fact, did not start to run until May 1937. The re—routing lasted until 24 December and the exercise was repeated in 1937 and 1938 and became permanent for the duration from 20 October 1939.
  
- 1941    A single line parking track at Lingwell Road was opened beyond the terminus in the direction of the proposed extension to Belle Isle, in order to park dispersed trains at night. The line was 150 yards long.
  
- 1949    A third track and siding were opened at Lingwell Road on 28 August, concurrently with the opening of the extension from Middleton to Belle Isle, so that cars turning back at Lingwell Road could stand without fouling through cars on the circular service. Service 12 remained as before.  
A new service numbered 12 circular commenced on this day taking the same route as Service 12 to Lingwell Road then via Middleton Ring Road, Belle Isle (Ring Road), Belle Isle Road, Balm Road, Church Street, Waterloo Road, Hunslet Road, Hunslet Lane, Leeds Bridge and Swinegate.
  
- 1956    On the abandonment of the Tong Road services on 21 July, all Middleton cars resumed working from the pre war Corn Exchange terminus and were linked through to the York Road group. A car would thus start a journey at Cross Gates as a 12 or 12 circular and run through to Lingwell Road via Parkside. A 12 car would here turn back for the City or Cross Gates. A circular car would display Service 20 and return via Belle Isle and Hunslet Road to Corn Exchange and work through to Halton. At Halton, the car reversed, displayed Service 26 circular and retraced its steps to Middleton via Belle Isle. At Middleton, Service 18 would be displayed and the car returned to Cross Gates via Parkside. At Cross Gates the whole process began again.
  
- 1959    Tram service 12 and 12 circular were abandoned on 28 March and replaced by bus service 12 (extended along Middleton Park Avenue to Thorpe Lane) and 12 circular. The York Road link was abandoned and buses ran through to the newly reopened bus operated Moortown circle.

**SERVICE 14 - CORN EXCHANGE - PUDSEY**

via Call Lane, Duncan Street, Boar Lane, City Square, Wellington Street, Wellington Bridge, Armley Road, Stanningley Bottom, Richardshaw Lane, Lidgett Hill, Market Place, Chapel Lane and Chapeltown, Cars returned to Corn Exchange only.

- |              |      |   |
|--------------|------|---|
| 29 January   | 1900 | Steam Trans to Castleton Bridge   |
| 25 September | 1900 | Horse Trains from Castleton Bridge to Branch Road                               |
| 15 June      | 1901 | Steam Trans extended to Branch Road replacing the horse trains                  |
| 2 April      | 1902 | Route extended to the 'Daisy'   |
| 5 June       | 1902 | Route electrified Steam Trains replaced<br>Route extended to Pudsey (Greenside) |
- 
- 1931      On 18 January, the roadway between Armley Park and Cockshott Lane was widened and the tramway between these points was put on a central reserved track.
- 1935      The overhead on the Stanningley section was converted to centre running.
- 1938      The Pudsey section from Cohen's Foundry, Stanningley to the terminus was closed on 5 December. From 4 December, the basic train service was cut back to Half Mile Lane with peak hour extensions to Cohen's Foundry. The Pudsey section was replaced by bus service 65 from the Bus Station to Pudsey, duplicating the remaining tram service on its entire route beyond town. The closure of the Pudsey service also meant the end of trolley pole operation on Leeds tramways and within a few days all cars still fitted with trolleys were given Fischer Bow collectors. This was the completion of a programme first started in 1955 with the conversion of route 12 to bow collector operation.
- 1959      The section from Cockshott Lane to Green Hill Place was converted to a central reserved track. The remainder of the route to Bramley Town End was at the same time realigned to the centre of the widened road.
- 1942      The junction at Bramley Town End with the depot approach track in Green Hill Lane was considerably altered and placed in the centre of a roundabout.  
Bradford City Tramways abandoned Stanningley-Bradford tram route on 19 October 1942.
- 1953      On 2 January, the section of track from Half Mile Lane to Cohen's Foundry was abandoned without replacement.  
On 3 October, the service Corn Exchange—Half Mile Lane was abandoned and replaced by bus service 14 from Central Bus Station to Half Mile Lane.

**SERVICE 15 - CORN EXCHANGE -BRAMLEY TOWN END - RODLEY**

via 14 route to Town End, then via Bramley Town Street, Whitecote Hill, and Town Street Rodley to a terminus at Bagley Lane, Rodley.

Both services 14 and 15 passed through working class districts to Armley, crossing the Leeds-Bradford railway by means of an awkward skew overbridge just below the notorious Armley jail. Beyond Armley, the lines continued along the main road to Bramley Town End. The 14 route followed the undulations of Stanningley Road to Stanningley Bottom, climbed Richardshaw Lane and meandered through Pudsey to a terminus at Chapeltown.

Between 1909 and 1918, a through service was run from Leeds to Bradford using cars which could change gauge from Leeds's 4'8" to Bradford's 4'. The taper track, which enabled the cars to change gauge, was situated a few feet beyond the sharp left turn the Leeds trains made to get on to Richardshaw Lane. It was visible until the closure of the Bradford tram route 10 to Stanningley in 1942.

The 15 route gained its own tracks at Bramley. A single line and loop layout carried cars through the straggling main street of stone built Bramley and down the steep hill of Whitecote Lane (scene of the 1907 Maley brake trials) to Rodley village. The gradients on Richardshaw Lane (on the Pudsey route) and Whitecote Hill (on Rodley) made it necessary to operate these routes with cars fitted with mechanical track brakes. This meant that these two routes were always operated separately from the rest of the system. The Rodley route was never converted to central running overhead.

14 April 1905 Electric Trains extended from Bramley Town End to Broad Lane using single deck trams.

27 October 1907 Double Deck Trams in service as far as Hough End

28 October 1909 Route extended to Rodley

- 1938. The service from Corn Exchange to Rodley was abandoned on 17th May and replaced by bus service 54.
- 1950. On 1st October destination blind 15 was transferred to the Whingate section of the Tong Road routes, previously numbered 16.
- 1956. From 21st July the service Corn Exchange—Whingate was abandoned and replaced by bus services 15 and 16 from Whingate to Seacroft South and North Parkway.

SERVICE 16 - Corn Exchange-Whingate or New Inn Wortley.

via Call Lane, Duncan Street, Boar Lane, City Square, Wellington Street, Wellington Road, Tong Road and Whingate Junction to Whingate or New Inn.

These two services ran past streets of back-to-backs, public houses and fish and chip shops, on their ascent of Wellington and Tong Roads. At Whingate Junction the Whingate line forked right and continued for a further half mile past West Leeds High School to a terminus next to pleasant Edwardian villas. The New Inn line continued along Tong Road for a hundred yards to finish outside the New Inn. The Whingate line was renumbered 15 in 1950. Cars returning to the City and not terminating there displayed service 17 (later 20) and 18. The practice of running through from Whingate to Cross Gates and New Inn to Halton did not become universal until after the Second World War, and occasionally cars from both sections ran through to Temple Newsam (22)

1 January 1879 Horse Prams to 'Crown'

5 April 1879 Route extended to 'Star'

17 June 1880 Steam Prams replaced Horse Prams

24 April 1897 Route extended to the New Inn

30 May 1898 Route extended to Whingate

1902 Route electrified

- 1957. All overhead wiring along the route was converted to central running.
- 1950. The Whingate route was renumbered 15 on 1 October.



1956. From 21 July the service from Corn Exchange to New Inn was abandoned and replaced by bus service 11 from Gipton Estate to Greenthorpe (an extension down Tong Road from New Inn).

SERVICE 17. CORN EXCHANGE — HALTON VILLAGE

Via New York Street, York Street, Woodpecker, York Road to Halton Dial and Selby Road to Halton (Chapel Street).

Cars returned to the City via Marsh Lane and the Parish Church, and if not terminating there displayed Service 16 and ran through to Tong Road.

This line, in common with the entire York Road group, left town to ascent York Road past the usual grim tramscape of Leeds. At Lupton Avenue the line went on to a central reserved track, which carried it as far as Harehills Lane. Towards Halton Dial the line was almost in open country and this section was not put on to reserved track until 1932. At Halton Dial the line diverged from that to Cross Gates and ascended Selby Road on a single line and loop layout. A start was made on widening Selby Road in 1935 and at the same time the opportunity was taken to put the tram track on to a central reservation.

On the completion of that widening in 1936, the line from the junction with the Temple Newsam route to the terminus at Chapel Street was abandoned without having been converted to double track. The Halton service was transferred to a new terminus at Irwin Arms on the Temple Newsam line. At the same time Halton cars were renumbered 20 and Service 17 then applied only to York Road short workings to Harehills Lane.

29 August	1877 Horse Trams to 'Woodpecker'
1 May	1897 Route extended to 'Greyhound'
20 May	1897 Route extended to Victoria Avenue.
6 June	1900 Route Electrified.
6 July	1904 Route extended to Selby Road.
1 January	1913 York Street track discontinued. Trams ran via Marsh Lane.
10 May	1915 Route extended from Selby Road to Halton.
20 May	1916 Route extended from Selby Road to Killingbeck.
18 April	1924 Route extended from Halton to Golf House.
24 April	1924 Route extended from Golf House to Mansion.
24 September	1924 Route extended Killingbeck to Crossgates.
25 March	1928 Route extended Dawlish Avenue to Harehills

1932. On the 24 April the York Road widening from Harehills Lane to Halton Dial was completed and the trams placed on a central reservation.
1936. On 8 November the line to Chapel Street was abandoned and all Halton cars were diverted to the new terminus.
1937. In September Torre Road Depot and the associated tracks along Lupton Avenue and Torre Road were opened.
1939. With the opening of the double in York Street on 7 April, all inward cars were diverted to run via York Street and Harper Street instead of via Marsh Lane and Parish Church
1955. Torre Road depot was closed to trams on 19 November. The line along Torre Road was abandoned but Lupton Avenue remained wired.

1956. Following the closure of the Tong Road lines on 21 July, and the linking of the York Road group with the Middleton and Belle Isle group, cars returning to the City from Harehills Lane (17) and not terminating there diverted to run to Balm Road or Belle Isle (26) and occasionally to Belle Isle (27)
1959. After the closure of the Middleton and Belle Isle group on 28 March, cars from Harehills Lane (17) terminated in the City only. The service from Corn Exchange to Harehills Lane was abandoned without replacement on 7 November

#### SERVICE 18 CORN EXCHANGE - CROSS GATES

Via Kirkgate, New York Street, York Street, Woodpecker, York Road to Killingbeck and Cross Gates Road to Station Road. Cars returned to the City via Marsh Lane and the Parish Church. Cars returning to the City and not terminating there displayed Service 16 (15 after 1950) and ran through to Tong Road. This line shared tracks with the Selby Road services as far as Halton Dial. Beyond there the Cross Gates line followed the contours of the old York Road to Killingbeck. A short run on reserved track along Cross Gates Road brought the line to its terminus at Station Road.

1932. On 24 April the York Road widening from Harehills Lane to Halton Dial was completed and the trams placed on a central reservation.
1933. The York Road widening was completed from Halton Dial to Killingbeck on 8 May. The road was realigned some 60 yards to the left of the old road and eliminated a bridge and some dangerous bends as well as slightly shortening the tram route. The tracks were placed on a central reservation. The section from Killingbeck Hospital to Seacroft Hospital was due to be widened and placed on a central reservation before the Second World War, but in the event the widening did not take place until the trams were removed in 1959.
1939. With the opening of the double track in York Street on 7 April, all inward cars were diverted to run via York Street and Harper Street instead of via Marsh Lane and the Parish Church.
1942. On the opening of a new double track on Call Lane, only cars bound for Cross Gates retained the route via Duncan Street, Market Street and Kirkgate.
1956. After the closure of the Tong Road lines on 21 July, all cars returning to the City and not terminating there were diverted to the Middleton and Belle Isle routes. Details of these services are included under service 12.
1959. On 28 March the Middleton and Belle Isles lines were abandoned, and cars returning to the City terminated there.
1959. Corn Exchange — Cross Gates was abandoned on 7 November and replaced by a bus service from Corn Exchange to Cross Gates on 7 November, and by bus service 4 from Cross Gates to Horsforth on 8 November.

#### SERVICE 19 CORN EXCHANGE — LOWER WORTLEY

Via Call Lane, Duncan Street, Boar Lane, City Square, Wellington Street, Wellington Road and Oldfield Lane to a terminus in Lower Wortley. Cars returning to the City and not terminating there ran through to Accommodation Road and displayed Service 20.

This was another of those featureless routes that Leeds possessed abundance. Sharing the Tong Road group's tracks to Copley Hill, it took its own route

along Oldfield Lane and passed under two low railway bridges and rows of terrace houses in their parched red brick. From Dixon Lane the short run to the terminus was more pleasant, going through the old village of Wortley to a quiet terminus at the far end of the village. The track was single line and loop from Oldfield Lane to the terminus.

31 August 1901 Steam Trams to Dixon Lane

10 January 1902 Route electrified

12 March 1903 Route extended to Branch Road

1956. On 26 February the Accommodation Road route was closed. Cars previously running through from Lower Wortley to Accommodation Road were diverted to York Road, probably to Harehills Lane as the intended linkage to the Gipton Estate line could not be effected as the route had not yet opened. On 11 September the Gipton Estate line did finally open and cars running from Lower Wortley to York Road were extended to run to Gipton Estate. Cars running to York Road displayed Service 17, and cars running to (Gipton Estate displayed Service 21.
1937. Overhead wiring converted to centre running.
1946. The service from Corn Exchange to Lower Wortley was abandoned on 24 August and replaced by bus service 42 Harehills—Lower Wortley.

#### SERVICE 20 CORN EXCHANGE — SOUTH ACCOMODATION ROAD

Via Kirkgate, New York Street, Woodpecker, York Road, Upper Accommodation Road, Dial Street, Easy Road and South Accommodation Road to a junction with Hunslet Road. Cars returning to the City ran via Marsh Lane and the Parish Church.

A fairly hilly line north of the river, this route must rank with Woodhouse Street and Whitehall Road as being the City's most miserable tram routes. The layout was single line and loop. Cars returning to the City and not terminating there ran through to Lower Wortley (19)

12 March 1902 Electric tram service from York Road to Cross Green Lane.

5 June 1903 Route extended to Hunslet Road.

1936. The service from Corn Exchange to South Accommodation Road was abandoned on 25th February and replaced by bus services 63 and 64, Accommodation Road circular. Destination Service No.20 went out of use.  
After the opening of the diverted Halton line to Irwin Arms and the closure of the line to Halton Chapel Street, the Halton service was renumbered 20.
1939. With the opening of the double track in York Street on 7th April, all inward cars were diverted to run via York Street and Harper Street instead of via Marsh Lane and the Parish Church.
1956. With the closure of the Tong Road lines on 21st July the York Road group were linked with the Middleton group.
1959. After the closure of the Middleton and Belle Isle Group of services on 28th March inward cars from Halton terminated in the City. The service Corn Exchange—Halton was abandoned on 7th November and replaced by a bus service Corn Exchange—Halton on 7th November and bus service 14 Half Mile Lane—Halton from 8th November.

## SERVICE 21. CORN EXCHANGE -GIPTON

This number was originally blank in the 1929 re-numbering scheme, however, it was allocated to the newly opened Gipton Estate lines in 1936.

1956. On 11th September a new service commenced from Corn Exchange to Gipton Estate via Call Lane, New York Street, York Street, Woodpecker, York Road to Harehills Lane then via Gipton Approach to Wykebeck Valley Road. Cars returning to the City but not terminating there displayed Service 19 and ran via Marsh Lane and Parish Church.

Another of the York Road group, this one struck out on its own just beyond Harehills Lane and passed through a new Corporation housing estate. Part street track and part reservation, this was the only one of the intended tram routes to Seacroft to be opened to traffic, all 600 yards of it. It dived down the steep Gipton Approach (Gipton Gulch to some) where it name to an abrupt and deliberate halt at Wykebeck Valley Road. Powers were granted in 1939 for the continuation of the line on side and central reservation along Wykebeck Valley Road, and what became South Parkway Approach to a terminus at the York Road end of South Parkway, by Seacroft Hall. There was also talk of running a small reserved track spur up Coldcotes Road and the intended central reserved strip can be seen to this day. The Seacroft via Gipton Line would have met the other Seacroft line (via Compton Road and Oak Tree Drive) at the junction of South Parkway Approach and South Parkway. The Compton Road line would have come in on reserved track along a new connection road. Powers were not obtained for this line although serious preliminary work was put in hand (as described under service 10). Another Seacroft tram scheme envisaged a route from a junction in the middle of a new dual carriageway, to Barwick Road. Again a little preliminary work was done, and the space for the reserved tracks could be seen until the road was converted to dual carriageway in 1960. However, powers were never taken out and that section of York Road has never had a Corporation bus service of any sort, save for the Fastaway 224 and 225 services introduced in 1965.

The intended termini of the Seacroft via Gipton line and the Barwick Road line were only a couple of hundred yards from each other but there was no official plans to link them to form a circular service. The destination "Seacroft" was added to many tramcar destination screens in 1940, but the schemes for trams to Seacroft died after the war.

1939. With the opening of the double track in York Street on 7th April, all inward cars were diverted to run via York Street and Harper Street, instead of via Marsh Lane and the Parish Church.
1946. After the closure of the Lower Wortley line on 25th August all cars previously running to Lower Wortley were diverted to Dewsbury Road (9). Service 21 was renumbered 11 on 8th September. Details of this are included under service 11.

## SERVICE 22 (CORN EXCHANGE-TEMPLE NEWSAM)

Via New York Street, York Street, Woodpecker, York Road, Selby Road Temple Newsam Lane and private track to Temple Newsam Rouse. Cars returned to the City via Marsh Lane and the Parish Church. On very rare occasions cars from Temple Newsam worked through to Tong Road (to Belle Isle Road after 1956).

This was one of the most unusual of Lee tram routes having been built in the early twenties to stimulate traffic to the Corporation's

venture into the “stately homes” business at Temple Newsam. Sharing tracks with the Halton cars along York Road and the single line Selby Road to a point halfway up Halton Hill, it then ran on its own private track past the golf course and up the hill to the house. The private track was double throughout. It was another favourite holiday line although it never surpassed the Roundhay Park line in popularity.

- 1936 On 8 November the section from Halton Dial to the junction with the Halton (Chapel Street) line was realigned into the centre strip of a newly widened Selby Road, and the single track section was doubled.
- 1939 All inward cars were diverted to run via York Street and Harper Street following the opening of the double track in York Street on 7 April.
- 1942 In the latter half of the year a three—track siding layout was put down in the trees at the terminus to be used for storing dispersed cars at night.
- 1959 The service from Corn Exchange to Temple Newsam was abandoned on 7 November and replaced by bus service Corn Exchange—Temple Newsam from that date, and by bus service 22 Bus Station—Temple Newsam from 8 November.

#### SERVICE 23 — CORN EXCHANGE - MEANWOOD

via Vicar Lane, North Street and Meanwood Road.

Cars returning to the City and not terminating there displayed service 24 and ran through to Morley, (Tingley Mill), or Morley, (Bruntcliffe).

This was another medium length route, serving a district of back-to-backs on the flat Meanwood Road. Beyond the houses the route passed Meanwood Ridge and ran to a terminus in Meanwood village. The terminus was close to Meanwood Woods and Adel Craggs.

- 16 July 1878 Horse Trains from Meanwood Road to Buslingthorpe Lane
- September 1897 Route extended to Ridge View
- 13 March 1898 Route extended to Beckett Arms
- 25 March 1898 Steam Trains replaced the Horse Trains
- 4 January 1900 Steam Trains withdrawn, Horse Trains re—introduced
- 19 April 1901 Horse Trains withdrawn, route electrified

- 1934 After the abandonment of the Woodhouse Street line on 31 January certain cars from Beeston were diverted to Meanwood. Cars from Meanwood to Beeston displayed Service 5.
- 1935 The services to Morley were abandoned from 22 January, and cars then ran to Football Ground only when working across the City from Meanwood. Services beyond the Football Ground to Churwell Dye Works ran only at peak hours. It is not know for certain if these cars ran from Corn Exchange or Meanwood.
- 1938 With the abandonment of the Churwell Dye Works section beyond the Greyhound Stadium on 8 January service 23 was renumbered 6, and service 24 was renumbered 8. Mention of this having already been made under Service 8.

#### SERVICE 24 - CORN EXCHANGE MORLEY-TINGLEY or BRUNTCLIFFE

via New Market Street, Duncan Street, Lower Briggate, Meadow Lane, Elland Road, Ring Road Beeston, Victoria Road, Morley, Church Street (Morley), Chapel Hill, Queen Street and then via either Fountain Street and Bruntcliffe Road to Bruntcliffe at Howden Clough Road, or via Queen

Street and Bridge Street to Tingley Mill. Cars returning to the City and not terminating there displayed headcode 23 and ran through to Meanwood.

This long route passed well away from the City boundary to the town of Morley, the lines diverging in the town for Bruntcliffe and Tingley. Up hill and down dale, in typical Yorkshire tramway fashion, the route passed stone built mills, walls, shops and houses, and innumerable rhubarb fields. The Corporation was the lessee of the tracks in Morley, Morley Corporation being the owners.

25 August	1900 Horse Trams to Waggon & Horses
8 September	1900 Route extended to Football Ground
19 April	1901 Route electrified
21 May	1904 Route extended to Churwell Dye Works
6 July	1911 Route extended to Morley Town Hall
21 October	1911 Route extended to Tingley Mills
1 January	1912 Route extended to Bruntcliffe

- 1935 Lines to Morley were cut back to the City boundary at Churwell Dye Works on 22 January, the service probably becoming Corn Exchange or Meanwood to Dye Works at peak hours. On all other occasions the service was Meanwood to Football Ground only. A slight extension beyond the Football Ground operated to the Greyhound Stadium when race meetings were held there. Morley services were replaced by bus services 52 and 53 Corn Exchange to Tingley and Fountain Street and by services 55 and 56 to Bruntcliffe via Wide Lane (55) or Millshaw (56).
- 1938 The line to Churwell Dye Works was abandoned beyond the Greyhound Stadium after 8 January. From the next day the Football Ground service was renumbered 8. See service 8 for further details.

#### SERVICE 25 CORN EXCHANGE - ROTHWELL

via Call Lane, Duncan Street, Lower Briggate, Hunslet Lane, Hunslet Road, Low Road, Thwaite-Gate and Wakefield Road to Rothwell Haigh then via Wood Lane and Town Street, Rothwell to a terminus at the junction with Oulton Lane. The Wakefield line of West Riding Tramways continued from Rothwell Haigh into Wakefield and on to Sandal Magna, following the main A61 Leeds-Wakefield-Barnsley Road.

Beyond the City boundary at Thwaite Gate the line was owned by the West Riding Tramways Company. The Rothwell route was a branch of their Leeds to Wakefield line, but was operated mainly by Leeds cars as a part of a complicated receipts and balancing mileage agreement whereby West Riding cars could have access to Leeds for a through service from Corn Exchange to Wakefield (Sandal Magna).

A semi—rural route beyond the Leeds boundary the line served the rhubarb fields and coal mines in and around Rothwell. Both the Wakefield and Rothwell lines were closed by their owners in 1932 and the route cut back to the City boundary at Thwaite Gate. This truncated line shared tracks with the Balm Road cars along the busy, and highly industrialised Hunslet Road. At Swan Junction the Balm Road cars took their route and the Hunslet cars wandered along Low Road to the terminus without much purpose. The line was always an early target in any tram abandonment program, being but a half mile branch of the Balm Road route. However, difficulties in finding a suitable bus turning point prolonged its life from 1932, when the first suggestion was made to 1959, when

after ploughing its lonely furrow for over three weeks in an otherwise tramless South Leeds, it finally closed. The route was never linked to any other and cars returned to the City only.

28 March 1874 Horse Trains later Steam Trains

24 August 1900 Route electrified

13 August 1905 Through running Leeds to Wakefield and Rothwell, joint operation with West Riding Tramways

1932 Services from Corn Exchange to Wakefield and Corn Exchange to Rothwell were abandoned and replaced by West Riding bus service on 31 May. The tram service was cut back to Thwaite Gate at the City Boundary.

1936 Overhead wiring realigned for central running. In co=on with the Middleton route, this service was diverted to a new terminus in Swinegate from 21 to 24 December. The route inwards was now via Hunslet Lane, Leeds Bridge and Swinegate and outwards via Swinegate, Neville Street, Great Wilson Street and Hunslet Road. The exercise was repeated during Christmas 1937 and 1938.

1939 The Christmas diversion was made permanent for the duration from 20 October.

1956 The Middleton service was reinstated at Corn Exchange on 22 July. The Hunslet service remained by itself at Swinegate.

1959 The service from Swinegate to Hunslet was abandoned on 18 April and replaced by bus service 7 from Hunslet to North Lane.

#### SERVICE 26 CITY SQUARE- BALM ROAD

Via Bishopgate Street, Neville Street, Great Wilson Street, Hunslet Road, Waterloo Road, Church Street and Balm Road.

This was a route very similar in appearance to the Hunslet line, sharing tracks with it to Swan Junction. The single track layout at the terminus was doubled in 1940 concurrently with the opening of the extension to Belle Isle Circus. The new line, partly on street track and partly on central reservation was through an extensive Corporation housing estate. A further extension in 1946 brought the line to a terminus at Belle Isle (Middleton Road) further up the same estate on Belle Isle Road. The final extension to Middleton (Lingwell Road) was opened in two stages during 1949 and ran via Belle Isle Road and Middleton Ring Road. All these extensions were on reserved track, and the 1949 extensions were originally on private tracks through fields. These fields were very quickly built up as the Corporation estate spread even further.

A new circular service was started in 1949 and was numbered 26 circular. All the short workings were numbered 26 with the exception of the point known as Belle Isle (Ring Road) at the top of Belle Isle Road which was numbered 27. Cars returning to the City in 1929 and not terminating there, displayed Service 27 and ran through to Cardigan Road via Burley Road. Cars terminating in the City did so in City Square but were diverted to Swinegate in 1936 when a curve from Swinegate into Neville Street was inserted. Also in 1936 the overhead wiring was converted to centre running.

27 July 1905 Electric Tram route extended from 'Swan Junction' to Moor Road/Belle Isle Road junction.

- 1937 On 1 May the Burley Road line closed. Cars from Balm Road were diverted via the 30 route to Victoria Road bottom and then regained their previous route for the remaining few hundred yards to the Cardigan Road Terminus. Service 27 continued to be displayed.
- 1940 On 22 July the single track at the terminus was converted to double and the extension to Belle Isle Circus opened.
- 1946 The line was further extended on 24 February to Belle Isle(Middleton Road).
- 1947 From the 8 December the line to Cardigan Road via Victoria Road was abandoned. All through cars from Balm Road and Belle Isle now terminated at Hyde Park (Victoria Road top). The Service no. displayed by cars from Balm Road and Belle Isle to Hyde Park was either 1 or 27, because conflicting instructions on the matter were given for some time. Cars from Belle Isle to the City only continued to run to Swinegate displaying Service 26.
- 1949 On 6 March the line was further extended to Belle Isle top. The terminus became known as Belle Isle (Ring Road) and cars to this point displayed Service 27 and not 26. Service 27 took over service 26's cross—city link with Hyde Park, although it was not uncommon for cars from Belle Isle (Middleton Road) to run through to Hyde Park. On 28 August the final extension was made when a line was opened from Belle Isle (Ring Road) to Middleton (Lingwell Road). The service now became as follows:-

Service 26 became Swinegate to Balm Road or Belle Isle (Middleton Road) and returned to the City only. A new service 26 circular began and ran from Swinegate via Neville Street and the 26 route to Belle Isle (Middleton Road) and then via Belle Isle Road and Middleton Ring Road to Lingwell Road. At this point it joined route 12 and returned to the City via Middleton Ring Road, the private track through the woods and past Parkside, Moor Road, Dewsbury Road and Meadow Lane to Leeds Bridge and Swinegate. Service 27 became a Hyde Park — Belle Isle (Ring Road) through service as described above. Cars from Belle Isle (Ring Road) running to the City only ran to Swinegate and displayed Service 27. Cars from Swinegate to Belle Isle (Ring Road) displayed 27 only and in later years it became the invariable practice to display Service 27 to Belle Isle (Ring Road).

- 1952 On 15 August the spur at Hyde Park (Victoria Road top) was closed and cars from Belle Isle terminating at Hyde Park were cut back to a new crossover on Woodhouse Lane at Hyde Park. The through service Belle Isle to Hyde Park became peak hour in operation, running Monday to Friday only. It continued to display Service 27 in both directions.
- 1956 After the closure of the Lawnswood route on 3 March, the Belle Isle— Hyde Park through service ceased. The last car ran on 2 March.

On 22 July, the day after the closure of the Tong Road lines, the Belle Isle and Middleton group were transferred to the Corn Exchange and linked with the York Road group. A car would start from Halton, display Service 26 circular and run via York Road, Corn Exchange and Belle Isle Road to Middleton. There it would change blinds to display Service 18 and run via Parkside, Corn Exchange and York Road to Cross Gates. At Cross Gates blinds would be changed to 12 circular and the car would retrace its steps to Middleton. The blinds would be changed at Middleton to Service 20 and the car then ran via Belle Isle Road, Corn Exchange and York Road to Halton, where the process would begin again. All the workings on services 26 and 27, previously running to Swinegate only were diverted and extended to both Harehills Lane (17) and Halton (20).



During the whole of the period from 1929 to 1959, a few cars in morning peaks, and even fewer in afternoon peaks, ran through from Balm Road. to Roundhay and Moortown, but never vice versa.

- 1959 Services 26 circular, 26 and 27 were abandoned on 28 March and replaced by bus service 3 from Moortown to Middleton (Thorpe Lane), bus 3 circular Middleton via Belle Isle, and bus service 6 from Roundhay or Harehills to Belle Isle (Ring Road).

#### SERVICE 27 CITY SQUARE - CARDIGAN ROAD

via Infirmary Street, East Parade (Headrow), Park Lane, Burley Road, and Cardigan Road to a terminus on Cardigan Road at the junction with North Lane, Headingley. Cars returning to the City and not terminating there ran through to Balm Road and displayed Service 26.

A single line and loop track past the back—to—backs on Burley Road, the line turned into Cardigan Road and made the gradual ascent of the hill to the late Victorian villas of Headingley that clustered around Cardigan Road top and Victoria Road bottom. A single track extension along North Lane to Ash Road, Headingley was opened in 1932 to store cars needed for football and cricket traffic at the Headingley ground. In 1933 the line was further extended along North Lane to I on a junction with the Lawnswood route at Otley Road. Details of the football services are sparse but so far as is known no service number was displayed and the cars ran outwards along Burley Road and Cardigan Road, and inwards via Otley Road and Woodhouse Lane, thus making a one—way circular trip around Headingley.

The line via Burley Road was abandoned on 1 May 1937 having led an uneventful life. It is not known how the football tram services were re-routed or indeed if they ever ran again, but it is likely they would have taken the route of the displaced cars running through from Rain Road. These were diverted via route 30 (that is via Park Row, Cookridge Street and Woodhouse Lane) to Victoria Road bottom where they re—joined their original route to the old Cardigan Road terminus. Cars still displayed Service 27 to Cardigan Road and Service 26 to Balm Road. As the Balm Road line was progressively extended up Belle Isle Road in the forties, service 26 continued to be displayed.

In its post 1937 form, the route to Cardigan Road became the last operational single line and loop tramway in Leeds and closed on 7 December 1947. Cars previously running to Cardigan Road were cut back to a spur at Victoria Road top, known as “Hyde Park”. For some months conflicting instructions were issued as to the correct service number to be displayed when working through from Belle Isle to the new terminus, and many cars worked through from Belle Isle displaying service 1 to Hyde Park as if they were in fact short working on the Lawnswood service. Even when instructions were finally issued that cars from Belle Isle to Hyde Park should display service 27, some individualists continued to show service 1, much to everyone’s confusion. Cars returning from Hyde Park (Victoria Road top). to Belle Isle continued to display service 26.

But a further complication arose when the Belle Isle line was extended to Belle Isle Ring Road for the new terminus was given service no 27 instead of the expected service 26. The through service from Hyde Park to Belle Isle was numbered 27 in both directions, henceforth, but again such was the confusion amongst both crews and public that one could occasionally see cars going to Hyde Park from Belle Isle displaying service 1, and cars going from Hyde Park to Belle Isle (Ring Road) displaying service 26. To further add to the complexity there were a few trips from Hyde Park to either Balm Road or Belle Isle (Middleton Road) only, which ran through

from Hyde Park correctly displaying service 26.

On 28 August 1949 the full circular service opened on the Belle Isle and Middleton routes. The route numbers displayed from this time were as follows.

Service 26 ran from Swinegate to Balm Road or Belle Isle (Middleton Road).

Service 26 circular ran from Swinegate to Belle Isle, Middleton, Parkside and Swinegate.

Service 27 was the Hyde Park-Belle Isle (Ring Road) through route. From this time the position stabilised and more often than not cars to Belle Isle (Ring Road) ran displaying service 27, although even as late as this some crews would still display service 1 to Hyde Park from Belle Isle (Ring Road).

Victoria Road spur closed on 15 August 1952, and from the next weekday cars at the Hyde Park end turned on a newly lengthened crossover on the City side of Hyde Park. The through service to Belle Isle was cut to peak hour Monday to Friday operation. At all other times Belle Isle (27) cars joined the others in Swinegate.

On 2 March 1956 the through service from Hyde Park to Belle Isle ceased, and on 3 March the Lawnswood tram route closed. Service 27 was now exclusively confined to the Belle Isle (Ring Road) terminus. There was no replacing bus service for the Hyde Park-Belle Isle route.

- 1956 After the closure of the Tong Road group on 22 July, the Belle Isle services were linked with the Harehills Lane (17) and Halton (20) services.
- 1959 The Belle Isle line closed on 28 March and service 27 was replaced by bus route 6 from Roundhay or Harehills to Belle Isle (Ring Road).

#### SERVICE 29 CITY SQUARE-DOMESTIC STREET

via Bishopgate Street, Neville Street, Great Wilson Street, Meadow Lane, Elland Road, Holbeck Moor Road and Domestic Street to a point just before the railway bridge. This was a very short branch off the Morley line and was of single line and loop layout, passing yet more back-to-backs and small shops. Cars returning to the City and not terminating there ran through to Victoria Road bottom via Woodhouse Lane, displaying service 30.

21 May 1904 Electric Tram Service commenced

- 1937 The service from City Square to Domestic Street was abandoned on 11 December and replaced by bus service 29, Domestic Street circular.

#### SERVICE 30 CITY SQUARE-VICTORIA ROAD

via Park Row, Cookridge Street, Woodhouse Lane, Hyde Park and Victoria Road.

Victoria Road connects Headingley Lane with Cardigan Road and was originally traversed by cars running via Cardigan Road and Victoria Road to Hyde Park, but this direction had been reversed by 1929. Victoria Road itself had originally been double track but shortages of rails during the First World War led to a decision in 1918 to convert to single track certain lightly used sections of track of which Street Lane was one and Victoria Road another. So far as is known only Victoria Road was so converted before the Armistice.

- 1937 Cardigan Road cars on service 27 previously running via Burley Road were from the 2nd of May diverted to run via the 30 route and onwards to their old terminus on Cardigan Road. Service 30 to Victoria Road bottom only, continued. With the closure of the Domestic Street line on 14 December the terminus at the bottom of Victoria Road ceased to be used regularly, as service 50 became superfluous. In effect the diversion of Cardigan Road cars along Victoria Road was an extension of the old 30 service from Victoria Road bottom to Cardigan Road at North Lane. With this closure service 30 went out of use.
- 1947 The service from City Square to Victoria Road and Cardigan Road was abandoned on 8 December and replaced by bus service 56 from Central Bus Station to North Lane. The bus service followed a different route to the trains, from the University to Chestnut Avenue (half way down Victoria Road). The stretch of road from Chestnut Avenue to Victoria Road top was left without public transport of any sort. The Victoria Road tram line was cut back to a small spur at the Hyde Park end, in which the truncated service 27 turned. This spur finally closed on 15 August 1952 when the tram service was diverted to a new two—car length cross—over on the City side of the Hyde Park junction.

#### Other lines

Only one tram route had been scrapped before 1929. This was the service from City Square to the Cattle Market via Aire Street, Whitehall Road and Gelderd Road. This was a grim looking route passing as it did large factories and warehouses, and crossing a filthy stinking river. The line closed on 15 June 1922 being replaced by a new intermediate turning loop on the New Farnley trolleybus route, which ran on the same route as the tram to this point. The loop diverted from the main trolley—bus route at the Whitehall Road Junction with Gelderd Road and followed the tram to its terminus at the Cattle Market, turned right and ascending the very short Smithfield Street in front of the Cattle Market, rejoined the trolleybus route in the direction of the City. When the trolleybus route was replaced in 1926, the tram service was then incorporated in the New Farnley bus service, later numbered 31.

There was a few other tram lines in Leeds which did not carry regular services. Some such as Low Fields Road and North Lane have already been mentioned. Of those not yet described the most important were the Sovereign Street and Infirmary Street lines, along the St. Paul's Street and West Street link to Kirkstall Road.

The Sovereign Street line ran from Swinegate to Neville Street and was partly single track. It was usually used for football specials to Elland Road. In later years a peak hour Swinegate to Beeston (5) tram service was routed along Sovereign Street. This section survived until the end of the tramways.

The West Street line had at some time or other carried the main Kirkstall tram service and saw sporadic use in emergencies up to 1947. Little is known of this service however and normally the line was used by cars going to and from Kirkstall Works. The line had a single line and loop layout in places. It was cut back to a spur in Infirmary Street in 1947 and further cut back to a terminal stub in the City Square reservation off the Lawnswood line in 1949. Final closure came on 3 March 1956.

As the tramways contracted, certain lines previously used by passenger tram services retained for emergency use. A good example is the route to Kirkstall Road Works, kept open until 1957, some three and a half years after the last passenger car. Another example is the whole of route 8, kept for two and a half years after the last service car.

There were others, but most disappeared during 1957 and 1958 as part of a general clean up of disused tracks. Sovereign Street had to be retained and when eventually Lower Briggate ceased to be used by passenger trams from March 1959 the section from Corn Exchange via Duncan Street Lower Briggate and Swinegate to Swinegate depot had to be kept on to get the trains to and from the depot. The only other non-service line to survive to the end was the little track in Lupton Avenue. once used for access to Torre Road depot.

### BRADFORD SERVICE

21 January	1907	Bradford Car ran on trial run from Thornbury to Armley from Bradford's 4' onto the 4'8" Gauge of Leeds, using special adjustable axles on its bogies.	
22 April	1907	Through Service commenced	
26 June	1907	Through Service discontinued	
23 September	1907	Through Service re-commenced	
11 May	1908	Through Service discontinued	
8 June	1909	Through Service re-commenced	25
March	1918	Through Service abandoned, passengers now changed cars at Stanningley.	

Further information on this route can be found in the section covering the Pudsey route (S).

THE GENERAL MANAGERS- Leeds Tramway Company; Leeds City Tramways; Leeds City Transport and West Yorkshire Passenger Transport Executive, (Leeds District).

	1871		1887	Mr. Bulmer
Mar	1877		1887	Mr. Smith
	1877	Mar	1902	Mr. W. Wharham
Apr	1902	Jan	1925	Mr. J.B. Hamilton
Apr	1925	Jul	1928	Mr. W. Chamberlain
Aug	1928	Aug	1931	Mr. R.L. Horsfield
Aug	1931	Apr	1932	Mr. Leach, Traffic Commissioner
Apr	1932	Sept	1949	Mr. W. Vane Moreland
Oct	1949		1960	Mr. A.B. Findlay
	1961 Apr		1974	Mr. T. Lord, to become Director General of the West Yorkshire Passenger Transport Executive
1 Apr	1974	June	1976	Mr. A. Stone, Leeds District Manager of the West Yorkshire Passenger Transport Executive
	Jun 1976	Sept	1976	Mr. F.T. McGraw, (Acting District Manager)
	Sept 1976			Mr. B.A.E. Russell, appointed new Leeds District Manager

### TRAM DEPOTS

Bramley 1905 -1948

Converted to a Bus Garage in 1949. Closed and demolished in 1969 and a new Garage built nearby.

Chapelton 1900 -1956

Electrified in 1900. Closed to Service Trains in 1955 but used as a store for Trams. The Building was sold to the Central Purchasing Department in 1956.

## Guiseley 1915 -1934

Closed to Trams in 1934 and converted to a Bus Garage

The Garage was requisitioned for Military purposes in 1939 and was sold to a private company in 1945.

## Headingley

Electric in 1900. Rebuilt in 1935. Rebuilt in 1937 to include Buses. Depot closed to Trams in 1954 to become a Bus Garage.

## Hunslet

Electrified in 1900

Closed to Trams in 1940

Converted to a Bus Garage in 1949

Garage closed in 1966 and replaced by Middleton Garage

Hunslet Garage was sold to a private company

## Kirkstall Road Depot and Workshops

Depot opened 1897 and closed in 1931 to incorporate the Works

Works and depot closed to Trams on 7 November, 1957 and Buses were transferred here from Donisthorpe Street which then closed.

## Morley

Opened 1920 Closed 1935

## Stanley Road

Opened in 1891. Closed 1896

Re-opened and enlarged 1897

Closed to Trams in 1939 and requisitioned by the Army

Transferred to Cleansing Department in 1945

## Swinegate

Opened 1915. Immediately requisitioned by the Army as a Clothing Store.

Re-opened for Trams in 1918.

Enlarged in 1931

Depot closed on 7 November, 1959, but used until late 1960 to store and scrap the remaining Trams.

Depot sold in 1960/1961, and is now used as an exhibition hall and car park

## Torre Road

Opened in 1937 as a combined Bus and Tram Depot. Closed to Trams in 1955.

## FIRST TRAMWAY

Commenced 16 September, 1871 from Boar Lane to Headingley 'Oak' by the Leeds Tramroad Company using double deck Horse Trams

FIRST STEAM TRAM     17 June, 1880 on the Wortley Service

## FIRST ELECTRIC TRAM

29 October, 1891 from Sheepscar to Oakwood with a branch along Harehills Road to Stanley Road Depot. This was the first route in the country to use a

Trolley-pole and overhead wire for current collection. The route and Trams were built by Mr. Graff Baker and the American Thompson Houston Company.

#### MUNICIPAL OWNERSHIP

Leeds Corporation took over the Leeds Tramroad Company on 2 February, 1894

#### FIRST CORPORATION ELECTRIC TRAM

In 1897 from Roundhay Park to Kirkstall

#### LAST HORSE TRAM

13 October, 1901 on Whitehall Road

#### LAST STEAM TRAM

1 April, 1902 on Stanningley Road

#### THE LAST TRAM

Ran on the afternoon of 7 November, 1959. Car 181 made the last scheduled journey from Crossgates to Kirkgate. Later the same evening ten Trams ran a procession to Crossgates, Halton and Temple Newsam to mark the official closure of the Leeds Tramway System.

#### TRAMCAR FLEET

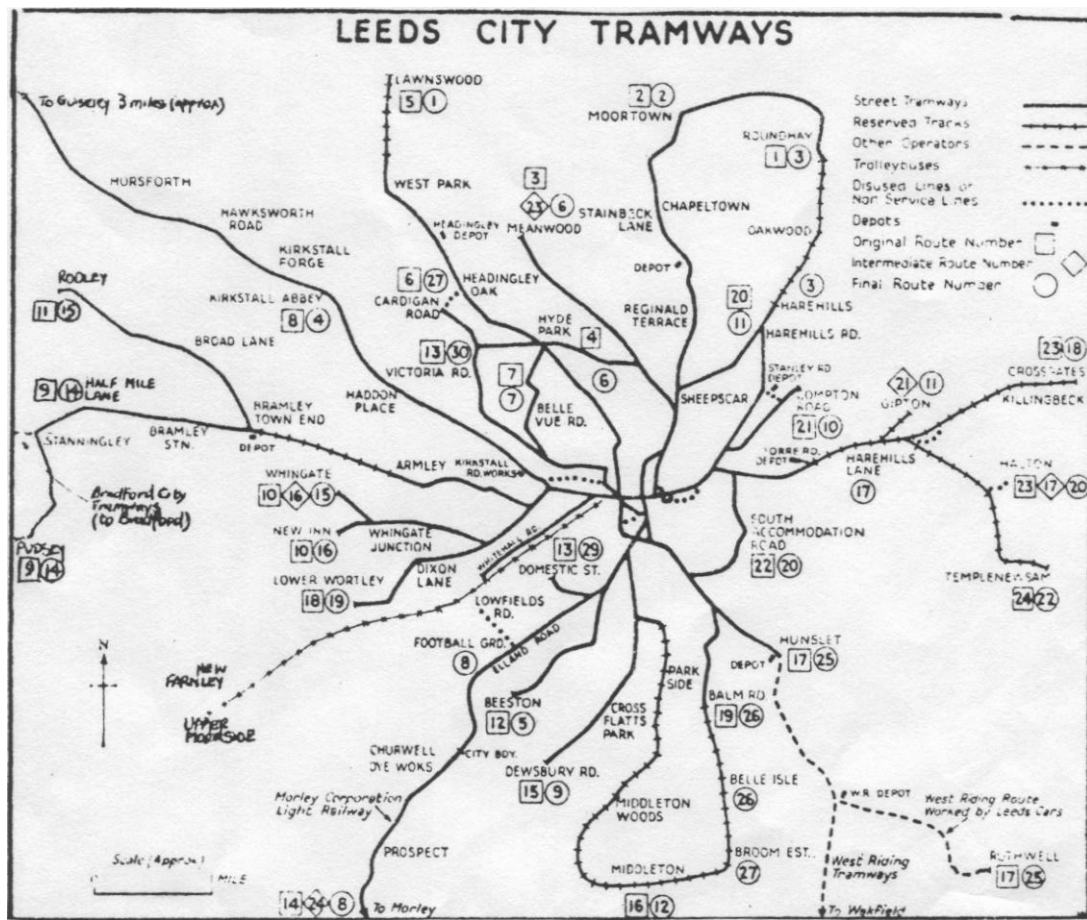
As at 7 November 1959

48 Passenger vehicles and 13 Works cars

#### TRAMCAR ROUTES as at 1 January, 1953

##### ROUTE

- 1       Lawnswood, West Park, Headingley, Hyde Park, City Square
- 2       Moortown, Chapeltown and Depot, Briggate
- 2CIRC   Moortown, Roundhay via Chapeltown
- 3       Moortown, Roundhay, Harehills, Briggate
- 3CIRC   Roundhay, Moortown via Harehills
- 4       Kirkstall Abbey
- 5       Beeston
- 6       Meanwood
- 8       Elland Road
- 9       Dewsbury Road
- 10       Compton Road
- 11       Gipton
- 12       Swinegate, Parkside, Middleton
- 12CIRC   Swinegate, Parkside, Middleton, Belle Isle, Swinegate
- 14       Stanningley, Half Mile Lane, Bramley Town End, Corn Exchange
- 15       Whingate, Whingate Junction
- 16       New Inn
- 17       Harehills Lane
- 18       Crossgates, Killingbeck
- 20       Halton
- 22       Temple Newsam
- 25       Hunslet
- 26       Balm Road Belle Isle Circus, Middleton Road, Middleton
- 26CIRC   Swinegate, Belle Isle, Middleton, Parkside, Swinegate
- 27       Belle Isle, Hyde Park



## EXTRACTS TAKEN FROM MAY-JUNE 1939 TIMETABLE

Postal Boxes on Tramcars

Postal Boxes for the collection of letters are carried on Tramcars and Buses as follows:-

	Monday to Friday Only
From Roundhay Park Gates (via Harehills)	9.36 pm.
Street Lane (via Moortown Corner)	9.27 pm.
Lawnswood	9.33 pm.
Middleton	9.20 pm.
Morley Fountain Street	9.17 pm.
Guiseley	9.20 pm.
Pudsey	9.20 pm.
Rodley	9.00 pm.
New Farnley	8.50 pm.
Horsforth	9.22 pm.

Parcels Department

The Parcels Department places at your disposal an efficient and cheap system of parcels collection and delivery. Receiving and Delivery offices are situated in all districts and frequent collections and deliveries are made daily.

District Parcels Offices

Armley, Wortley and Farnley	Arthur Lee, 340 Tong Road
Beeston	Mr. Harrison, 74 Beeston Road
Bramley	Bramley Tram Depot, Bramley
Burley Road and Hyde Park	Kirkstall Road Tram Depot
Chapelton, Chapel Allerton,	
Moor Allerton, Potternewton,	Chapelton Tram Depot, 9 Harrogate Rd.
Moortown, Alwoodley and Shadwell	
Churwell	Wightmans Ltd, 94 Domestic Street, Holbeck
Cross Gates, Halton,	
Killingbeck, Temple Newsam,	Tram Depot, Torre Road
Whitkirk	
Dewsbury Road	Mr. Whiteley, 272 Tempest Road
Guiseley, Menston,	Tram Depot, Guiseley
Otley and Burley	
Burmantofts, Harehills,	
	Tram Depot, Beckett Street
Roundhay	
Headingley, West Park,	Headingley Train Depot, 112 Otley Road
Cookridge, Lawnswood and Adel	
Holbeck	Wightmans Ltd, 94 Domestic Street, Holbeck
Horsforth	Wilkinsons, 2 Park Side, Horsforth
Hunslet and Stourton	Hunslet Train Depot, Thwaite Gate
Kirkstall	Palmer, 317 Kirkstall Road, Leeds
Meanwood and Woodhouse	Fryer, 152 Meanwood Road
Middleton	Bedford, 87—89 Park Road, Middleton
Morley	Nanworth, 46 Church Street, Morley



Rodley, Wyther Park  
and Calverley  
Stanningley, Pudsey  
Yeadon and Rawdon

Bramley Tram Depot, Bramley  
Wood, 3 Sun Bridge, Stanningley  
Thomas, 18 Gladstone Road, Yeadon

### Parcel Rates

Weight	Local Areas	Extended Areas
7lbs	3d	6d
14 lbs	4d	8d
28 lbs	5d	10d
42 lbs	8d	1/-
56 lbs	8d	1/2
84 lbs	10d	1/5
112 lbs	1/-	1/8

and 3d for every additional 28 lbs.

LOCAL RATES apply to parcels collected and delivered within a half mile of any tramway or bus route within the City of Leeds. Parcels collected and delivered beyond the City boundary are subject to an additional charge.

EXTENDED AREA RATES apply to the Bradford, Halifax, Wakefield, Heavy Woollen, Barnsley, West Riding and Wharfedale districts.

DELIVERIES:-Four despatches [sic] of parcels daily (except Saturday) to all District Parcels Offices. In order to ensure delivery on the same day, parcels should be handed in not later than 2.15p.m. on weekdays and 12.15p.m. on Saturdays.

URGENT PARCELS:- Parcels for immediate delivery handed in at the Parcels Office, Swinegate, are given preference on a payment of 6d plus the standard rate.

The Parcels Office at Swinegate is closed to the public on Saturday afternoons and Bank Holidays. Enquiries should be addressed to:- Mr. W Vane Morland, General Manager, Leeds City Transport, Swinegate, Leeds -or - telephone: Leeds 24429/21605.

### DESCRIPTION OF MOTOR BUS ROUTES AS AT MAY 1939

#### Nos 29 & 30 DOMESTIC STREET (Circular)

Swinegate, Bridge End, Meadow Lane, Meadow Road, Elland Road, Low Moor Side, Domestic Street, Spence Lane, Gelderd Road, Welling-ton Road, Westgate, West Street, Grace Street, Park Lane, East Parade, Infirmary Street, City Square, Bishopgate Street and Swinegate.

#### No. 31 CENTRAL BUS STATION & NEW FARNLEY

Eastgate, The Headrow, Park Row, City Square, Aire Street and Whitehall Road. On the return journey, buses proceed from Whitehall Road to the Bus Station via Thirsk Row, Wellington Street, City Square, Boar Lane, Duncan Street, Call Lane, Kirkgate, Marsh Lane, Duke Street and St Peter's Street.

#### No. 32 LEEDS & PUDSEY (Via Swinnow)

Infirmary Street, King Street, Wellington Street, Thirsk Row, Whitehall Road, Ring Road (Lower Wortley), Ring Road (Farnley), Ring Road (Bramley), Swinnow Road, Pudsey, Lowtown, Church Lane, Chapeltown, Upper Moor and Waterloo Road.

## DESCRIPTION OF MOTOR BUS ROUTES AS AT MAY 1939 (Cont)

- No. 33 CENTRAL BUS STATION & COOKRIDGE  
Eastgate, The Headrow, Cookridge Street, Woodhouse Lane, Headingley Lane, Otley Road, Otley Old Road and Cookridge Lane.
- Nos. 34 & 35 CENTRAL BUS STATION & ALWOODLEY  
(Circular) Eastgate, Regent Street, Sheepscar Street (South), Sheepscar Street (North), Scott Hall Road, Street Lane, Harrogate Road, Alwoodley Lane, King Lane, Scott Hall Road, Sheepscar Street (North), Sheepscar Street (South), Regent Street and Eastgate.
- No. 36 CENTRAL BUS STATION & MOORTOWN  
Eastgate, Mabgate, Cherry Row, Dolly Lane, Gledhow Road, Roundhay Road, Gledhow Lane, Thorn Lane, Lidgett Walk, Jackson Avenue, Gledhow Avenue, Roper Grove, Roper Avenue, James Avenue, The Drive, Lidgett Place, North Park Avenue, North Park Grove, Devonshire Avenue, Devonshire Crescent, Sutherland Avenue, Roman Avenue and. Ring Road (Moortown).
- No. 37 CENTRAL BUS STATION & SHADWELL  
Eastgate, Regent Street, Sheepscar Street (South), Sheepscar Street (North), Scott Hall Road, Harrogate Road and. Shadwell Lane.
- No. 38 MOORTOWN & WHITKIRK  
Harrogate Road, Lidgett Lane, Gledhow Lane, Oakwood Lane, Foundry Lane, Cross Gates Road, Station Road and Hollyshaw Lane.
- No. 39 CENTRAL BUS STATION & HALTON  
As Nos. 40 and 41 below, but to Ring Road Halton only.
- No. 40 CENTRAL BUS STATION & STANKS  
Eastgate, New York Road, York Road, Selby Road, Halton Hill, Chapel Street, Cross Green Lane, Green Lane, Hollyshaw Lane, Station Road, Austhorpe Road, Church Lane and Barwick Road.
- No. 41 CENTRAL BUS STATION & COLTON  
Vicar Lane, Eastgate, New York Road, York Road, Selby Road, Chapel Street, Cross Green Lane, Green Lane, Hollyshaw Lane, Selby Road, School Lane and Meynell Road.
- No. 42 CENTRAL BUS STATION & MEANOOD  
Eastgate, Regent Street, Sheepscar Street (South), Sheepscar Street (North), Scott Hall Road, Potternewton Lane, Stainbeck Avenue, Stonegate Road, Parkside Road and Church Lane.  
On the return journey, buses proceed from Church Lane to Stainbeck Avenue via Green Road and Stonegate Road.
- No. 43 CENTRAL BUS STATION & CARR MANOR  
Eastgate, Regent Street, Sheepscar Street (South), Sheepscar Street (North), Scott Hall Road, Stainbeck Lane and Stonegate Road.
- No. 44 OSMONDTHORPE & STANNINGLEY  
Neville Road, Halton Moor Avenue, Neville Parade, Osmondthorpe Lane, York Road, Harehills Lane, Harrogate Road, Stainbeck Lane, Stainbeck Road, Grove Lane, Shaw Lane, Otley Road, North Lane, Kirkstall Lane, Bridge Road, Leeds and Bradford Road, Newlay Lane, Broad Lane and Leeds and Bradford Road.

## DESCRIPTION OF MOTOR BUS ROUTES AS AT MAY 1939 (Cont)

- No. 45 HAREHILLS & WORTLEY  
Karnac Road, Roundhay Road, Gledhow Valley Road, King Lane, Stonegate Road, Monkbridge Road, Shaw Lane, Otley Road, North Lane, Kirkstall Lane, Bridge Road, Bramley Hill, Wyther Lane, Armley Ridge Road, Cockshott Lane, Stanningley Road, Armley Ridge Road, Wortley Road, Whingate and Upper Wortley Road.
- No. 46 MIDDLETON & BRAMLEY TOWN END  
Middleton Park Road, Sharp Lane, Middleton Road, Pepper Road, Bower Road, Grove Road, Church Street, Moor Road, Hunslet Hall Road, Lane End Place, Domestic Street, Wortley Lane, Spence Lane, Wellington Road, Bruce Street, Hall Lane, Church Road, Wesley Road, Town Street, Hill Top Road, Green Hill Road and Henconner Lane.
- No. 47 OSMONDTHORPE & BRAMLEY( TOWN END  
Neville Road, Halton Moor Avenue, Neville Parade, Osmondthorpe Lane, York Road, Harehills Lane, Harrogate Road, Stainbeck Lane, Stainbeck Road, Grove Lane, Shaw Lane, Otley Road, North Lane, Kirkstall Lane, Bridge Road, Leeds and Bradford Road, Broadlea Hill, Broadlea Avenue, Broadlea Crescent, Broad Lane, Waterloo Lane, Lower Town Street, Back Lane, Stanningley Road and Lower Town Street.
- No. 48 BEESTON & MIDDLE'TON  
Old Lane, Beeston Park Road, Middleton Park Road, Middleton Park Avenue, Throstle Road, Thorpe View.  
On the return journey, buses proceed from Thorpe View to Middleton Park Road via Thorpe Road The service is extended to Elland Road Football Ground via Town Street and Wesley Street on the occasion of football matches at the ground.
- No. 49 CENTRAL BUS STATION & OLD FARNLEY  
Eastgate, The Headrow, Wade Lane, Camp Road, Servia Road, Woodhouse Street, Hyde Park Road, Brudenell Road, Thornville Road, Cardigan Road, Willow Road, Viaduct Road, Canal Road, Armley Road, Branch Road (outwards), Crab Lane (inward), Town Street, Wortley Road, Whingate, Tong Road, Swallow Hill, Pudsey Road, Butt Lane and Hall Lane.
- No. 50 LEEDS & HORSFORTH  
Eastgate, Vicar Lane, New Market Street, Duncan Street, Boar Lane, City Square, Infirmary Street, East Parade, Park Lane, Burley Street, Burley Road, Kirkstall Hill, Norris Lane, Spen Lane, Vesper Road, Broadway, "Circus" Hawkswood Crescent, Lea Pam Road, Butcher Hill, Low Lane and Broadgate Lane.
- No. 51 CENTRAL BUS STATION & HAWKSWORTH ESTATE  
As No. 50, but to Circus only.
- No. 52 LEEDS & MORLEY (TINGLEY MLL)  
Duncan Street, Briggate, Bridge End, Meadow Lane, Meadow Road, Elland Road, Victoria Road, Church Street, Chapel Hill, Queen Street, Town End and Bridge Street.
- No. 53 LEEDS & ) MORLEY (TOP OF FOUNTAIN STREET)  
Duncan Street, Briggate, Bridge End, Meadow Lane, Meadow Road, Elland Road, Victoria Road, Church Street, Chapel Hill, Queen Street and Fountain Street.

## DESCRIPTION OF MOTOR BUS ROUTES AS AT MAY 1939 (Cont)

- No. 54 CENTRAL BUS STATION & RODLEY  
Eastgate, Vicar Lane, New Market Street, Duncan Street, Boar Lane, City Square, Wellington Street, Wellington Road, Armley Road, Stanningley Road, Lower Town Street, Upper Town Street, Whitecote Hill, Rodley Lane and Town Street.
- No. 55 LEEDS & BRUNTCLIFFE (Via Wide Lane)  
St Peter's Street, Duke Street, Marsh Lane, Kirkgate, High Court, The Calls, Call Lane, Swinegate, Bishopgate Street, Neville Street, Victoria Road, Dewsbury Road, A653, Wide Lane, Middleton Road, Town End, High Street, Britannia Road and Bruntcliffe Road.  
On the return journey, buses proceed from Neville Street to Swinegate via Sovereign Street.
- No. 56 LEEDS & BRUNTCLIFFE (Via Millshaw)  
St Peter's Street, Duke Street, Marsh Lane, Kirkgate, High Court, The Calls, Call Lane, Swinegate, Bishopgate Street, Neville Street, Victoria Road, Dewsbury Road, Ring Road (Churwell), Millshaw, Elland Road, Victoria Road and Bruntcliffe Lane.  
On the return journey, buses proceed from Neville Street to Swinegate via Sovereign Street.
- Nos. 57 & 59 HYDE PARK (CIRCULAR) via BELLE VUE ROAD  
Vicar Lane, North Street, Meanwood Road, Cambridge Road, Woodhouse Street, Hyde Park Road, Moorland Road, Belle Vue Road, Park Lane, East Parade, Infirmary Street, City Square, Boar Lane, Duncan Street, New Market Street and Vicar Lane.
- Nos. 58 & 60 HYDE PARK (CIRCULAR) VIA MOUNT PRESTON  
Vicar Lane, North Street, Meanwood Road, Cambridge Road, Woodhouse Street, Hyde Park Road, Moorland Road, Belle Vue Road, Woodsley Road, Mount Preston, Springfield Place, Warwick Place, Blundell Street, Great George Street, Oxford Row, Park Lane, East Parade, Infirmary Street, City Square, Boar Lane, Duncan Street, New Market Street and Vicar Lane.
- Nos. 61 & 62 EAST END PARK (CIRCULAR)  
Eastgate, St Peter's Street, Duke Street, Marsh Lane, East Street, Cross Green Lane, East Park Parade, Ivy Street, York Road, Lupton Avenue, Hudson Road, Compton Road, Stanley Road, Harehills Road, Bayswater Road, Roundhay Road, Barrack Road, Buslingthorpe Lane, Sackville Street, Meanwood Road, Oatland Road, Camp Road, Blackman Lane, Woodhouse Lane, Fenton Street, Calverley Street, East Parade, Infirmary Street, Park Row, The Headrow and Eastgate.
- Nos. 63 & 64 SOUTH ACCOMMODATION ROAD (CIRCULAR)  
Eastgate, New York Road, York Road, Upper Accommodation Road, Dial Street, Easy Road, South Accommodation Road., Hunslet Road, Bridge End, Call Lane, New Market Street, Vicar Lane and Eastgate.
- No. 65 LEEDS & PUDSEY (Via Stanningley)  
Eastgate, Vicar Lane, New Market Street, Duncan Street, Boar Lane, City Square, Wellington Street, Wellington Road, Armley Road, Stanningley Road, Town Street, Richardshaw Lane, Lidgett Hill, Church Land and Chapeltown.

## DESCRIPTION OF MOTOR BUS ROUTES AS AT MAY 1939 (Cont)

- No. 66 NORTH LANE & BEESTON  
Cardigan Road, Burley Road, Burley Street, Park Lane, East Parade, Infirmary Street, City Square, Bishopgate Street, Neville Street, Victoria Road, Meadow Road and Beeston Road.
- No. 67 EASTGATE & HOLLIN PARK (DIB LANE)  
Eastgate, Mabgate, Cherry Row, Dolly Lane, Gledhow Road, Roundhay Road and Easterly Road.
- No. 68 EASTGATE & HOLLIN PARK (FOUNDRY LANE)  
Eastgate, Mabgate, Cherry Row, Dolly Lane, Gledhow Road, Roundhay Road, Easterly Road and Oakwood Lane.
- No. 69 LEEDS & OTLEY  
Eastgate, Vicar Lane, New Market Street, Duncan Street, Boar Lane, City Square, Wellington Street, Kirkstall Road, A65, Bradford Road, Piper Lane, Westgate, Beech Hill, Market Place and Boroughgate.
- No. 70 LEEDS & BURLEY  
Eastgate, Vicar Lane, New Market Street, Duncan Street, Boar Lane, City Square, Wellington Street, Kirkstall Road, A65, Ilkley Road and Main Street.
- No. 71 LEEDS & GUISELEY  
As Nos. 69 and 70 above, but to White Cross only.
- No. 72 LEEDS & BRADFORD  
Eastgate, Vicar Lane, New Market Street, Duncan Street, Boar Lane, City Square, Wellington Street, Wellington Road, Armley Road, Stanningley Road, Town Street, Bradford Road and Leeds Road.
- No. 73 NORTH LANE & BALM ROAD  
As No. 74 below, but to Balm Road only.
- No. 74 NORTH LANE & BELLE ISLE OR MIDDLETON  
Cardigan Road, Burley Road, Burley Street, Park Lane, East Parade, Infirmary Street, City Square, Bishopgate Street, Neville Street, Victoria Road, Dewsbury Road, Jack Lane, Hillidge Road, Church Street, Balm Road, Belle Isle Road, Windmill Road, Middleton Road, Sharp Lane and Middleton Park Road.
- No. 75 INFIRMARY STREET & HEADINGLEY STATION  
Infirmary Street, East Parade, Park Lane, Burley Street, Burley Road, Cardigan Road and Kirkstall Lane.
- No. 76 INFIRMARY STREET & NORTH LANE  
As No. 75 above, but to North Lane only.
- No. 77 CENTRAL BUS STATION & SANDFORD ESTATE  
Eastgate, The Headrow, Park Lane, Barley Street, Burley Road, Kirkstall Hill, Kirkstall Lane, Bridge Road, Leeds and Bradford Road, Broadlea Hill, Broadlea Avenue and Broadlea Crescent (East). On the return journey, buses proceed from Broadlea Crescent to Broadlea Avenue via Broad Lane and Broadlea Crescent (West).

- No. 78 CENTRAL BUS STATION & GIPTON  
Eastgate, New York Road, York Road, Lupton Avenue, Harehills Lane, Foundry Approach,  
Coldcotes Circus.
- No. 79 ROUNDHAY & HORSFORTH  
Ring Road (Shadwell), Ring Road (Moortown), Ring Road (Meanwood), Smithy Mills  
Lane, Weetwood Lane, Ring Road (Weetwood), Ring Road (West Park), Ring Road  
(Horsforth) and Broadway.

ADDITIONS & AMENDMENTS

Page 4	SERVICE 2 22 April 1918 7 March 1925	Queue barriers erected in Briggate Concrete shelters completed in Briggate
Page 13	SERVICE 12 12 October	1931 Tramcar collided with Rugby queue at Parkside Crossover 2 killed. Board of Trade enquiry found that controller mechanism was faulty
Page 14	SERVICE 14 2 May 1902	Collision between an electric car and a steam car at Castleton (Armley) Bridge. No fatalities but 7 passengers requiring treatment in Hospital. Accident blamed on permanent way gang for not issuing the single line working totem 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
Page 21	SERVICE 24  31 August 1925	12 May 1923 Tramcar No. 191 ran out of control from School Street Churwell down Churwell Hill and overturned outside the Dye Works after derailling and striking a stone wall. 7 people were killed and over 70 people injured, 30 seriously The Department paid out £748,000 in compensation to victims and their families  A spur from Elland Road along Lowfields Road was constructed to hold a total of 78 cars
Page 22	SERVICE 26	Electric trams extended "Swan" to "Bay Horse" on 27 June NOT JULY
Page 27	TRAM DEPOTS	Bramley Depot opened on 9 July 1906 Headingley Depot opened as livery stables in the latter part of August 1871. Conversion to electric took place in January 1900 Subsequent re-build and was re-opened again on 17 June 1937 and incorporated buses Depot closed to trams from April 2/3 1954 and became bus garage Hunslet Depot opened by the Tramways Company in 1874 Tramcar operations ceased 15 September 1931 not in 1940 as shown  Kirkstall Road Depot and Workshops Depot closed to service cars on 15 September 1931 to become tramcar main works -buses incorporated in works from Winter of 1938  Morley Depot Morley Depot opened 18 February 1920 and closed on 22 January 1935  Stanley Road Depot Closed 13 June 1939

Swinegate Depot  
Opened 1 October 1914 closed by Government for an Army Clothing Store on 30 November 1914. Re—opened for trams 26 September 1919. Enlarged during 1930/1931 and was fully operational on 5 July 1931

AVIATION	Many extra tramcars required for passengers to Moortown Aerodrome to witness the first flight around the English coastline on August 13 1913
BARRIERS	Queue barriers for all Corn Exchange service were installed on 24 June 1912 at the Corn Exchange site, these were followed in later years by queue barriers at Briggate City Square and other main loading points
BRADFORD — LEEDS BUS SERVICE	Limited stop service commenced 6 December 1928
BUS STATION (Leeds Central)	Opened to vehicles 28 September 1938
BUS STATION (Vicar Lane)	Opened 14 November 1937
“BOW COLLECTORS” (Pantographs)	First fitted on tramcars operating Service 12 in 1935 and were to replace the traditional Trolley Pole until the operation of the Pudsey-Stanningley section of route 14 was discontinued in 1938 allowing all cars to be fitted with Bow Collectors
CITY SQUARE	Subsidence of centre of City Square resulted in major upheaval of tram services from 10 July 1936 to 20 July 1936 All cars turned short of City Square and Kirkstall and Wellington Street services diverted via St Pauls Street and West Street Reconstruction of City Square from 1 August to 14 August 1937 caused severe disruption to services and most cars terminated at Briggate, Corn Exchange, Park Row/Bond Street and Central Station Installation of traffic lights 24 August 1939
CAPACITY OF TRAMCARS	Average seating capacity of tramcars - 66
DESTINATION COLOURED LIGHTS	Used until 1912 Thwaite Gate and Rothwell - Green, Lower Wortley - Red Dewsbury Road - Red, Upper Wortley - Purple Beeston - Blue, Stanningley Road Group - Red Morley - White, Whitehall Road - Blue Domestic Street - Green, Harehills Road - Green & White Guiselley - Green, Cardigan Road - Green & White Street Lane (via Chapeltown) - Red & White Street Lane (via Roundhay) - White & Red
EMPLOYEES TRAMCARS	Commenced 9 November 1915 for the benefit of employees finishing duty after midnight from Swinegate Depot to each tram depot or over a selected route(s)

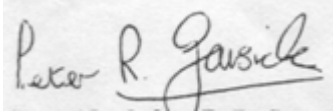


FARES — COLLECTION OF	November (first Saturday in month) until Christmas Eve 1926 -1932 Conductors were used to sell tickets to intending passengers at each central loading point to avoid congestion and Speed up the traffic over the busy Christmas periods
FOG	Dense fog meant withdrawal of all tramcar and bus services after 1200 hours each day 1 - 7 December 1908, 7 January 1931, 20 January 1931, 20 November to 31 November 1936 and 9 -12 January 1940. So severe was the fog on each of the occasions that Braziers had to be lit at major intersections and flares were lit at all points and crossings
FEMALE CONDUCTORS	Employed from 27 October 1915 and all discharged by August 1921 Females re-employed for bus conductors from 29 June 1940 and for tramcars from 19 August 1940
FLOODING	Flooding of up to 4ft deep reported at Drysalters, Hunslet Carr, Holbeck Moor, Troydale and Lower Wortley 5/4 September 1931. Motor buses used as shuttle services around flooded areas
ILLUMINATED TRAMCARS	First illuminated tramcar ran on 1 June 1902 to commemorate the Peace declaration of the Boer War. Many cars were illuminated for special events or campaigns notably the Coronation of King George VI in May 1937 and the National Savings Campaigns of the war years
LOST PROPERTY	Charges of between 3d and 1/-3d charged for return of lost property as from 7 November 1905
LEWIS'S DEPT.	All bus and tram services diverted via Vicar Lane on STORE Saturday 17 September 1932 during opening of Lewis's Department Store
MIDDLETON via MIDDLETON WOODS	Conveyance of workmen by steam train between Coal Staith near Junction Hotel, Dewsbury Road/Moor Road and Middleton top of Park Avenue. Commenced 27 August 1921 for 1/- return ticket. 1,233 tickets sold for building contractors etc. in 20 working days. Discontinued in 1925 on opening of Electric Tramway to Middleton on 12 November
MAPS & TIMETLBLES	First introduced 31 January 1922 "free gratis"
NIGHT SERVICES (BUS)	Commenced 16/17 December 1936 discontinued 6 September 1939 reinstated in 1946
PASSES & PERMITS	Free passes for blind introduced 15 January 1912 these being the first concessionary permits to be made available on the trams and buses
Page 31/32 PARCELS SERVICE	Services commenced from site of present Social Club (Kings Mills) on 1 November 1915 Market produce carried free from 19 January 1920 moved to Concordia Street 12 December 1932 Parcel Boys (LCT) carried free on BCT Services between Stanningley and Farsley or Thornbury and Bradford Parcel Boys carried free on Leeds trams between Thornbury and Pudsey or Half Mile Lane from 19 October 1927

“ROBOTS” (Traffic lights)	First automatic traffic lights Bond Street (Park Row) 16 March 1928, Hyde Park Corner 13 February 1930 (first suburban lights)
SNOW	<p>3ft blizzard 23 December 1901, 117 cars stranded overnight, 21 at Roundhay. Casual labour employed at 6d per hour for snow clearing</p> <p>Thursday 23 February 1933 to 26 February completely disorganised until 2 March No trams beyond football ground until 12 March 200 tramcars were damaged due to ice, snow, collisions etc. During this period over 3 days the total snow fall was 33 inches</p> <p>28 February 1937-6 March 1937 12” of snow fallen by midday 28 February 34 cars kept in at Swinegate until midday on Monday 2 March All services delayed</p> <p>28 January 1940 Very heavy snowfall of up to 18” and drifting in places up to 5ft. All bus and tram services withdrawn at 10 a.m. and all or part of the following routes were blocked until 2 February: Swinegate, Neville Street, Middleton (beyond Moor Road) Cardigan Road, York Road (beyond Harehills Lane) Tong Road (beyond Fifteenth Avenue) Nippet Lane to Compton Road and Harehills, Kirkstall Abbey (beyond Kirkstall Works) Beeston (beyond Lane End Place) Moortown (beyond Stainbeck Lane and beyond Concord Street) Lawnswood (beyond Victoria Road) Meanwood (beyond Woodhouse Street) Elland Road (beyond Lane end Place) Dewsbury Road (beyond Crescent) Stanningley (beyond Town End)</p>
STRIKE (General)	Miners strike commenced 1 May 1926 General strike declared 4 May 1926 and consequently no tramcar men reported for duty on that day Cars and buses operated a skeleton service and the normal services were resumed on Wednesday 12 May 1926 when the strike was declared off
SPEED RESTRICTIONS	Board of Trade raised maximum speed of tramcars to 9.63 mph in November 1938 on street track and up to 50 mph on reserved tracks, this followed an experimental trial on the Middleton (12) route in 1954 where the speed limit was increased from 18.7 mph to 30 mph on reserved track
SHELTERS	The first public shelters were located at the Cricket field (Roundhay) on 11 January 1924 for tram Service 3
SICK CLUB	Formed in April 1909 and later became “Leeds City Tramways Employees Welfare Fund”
TAXI CABS	First Rank opened at Central Railway Station 24 November 1908 despite very strong opposition from Tramways Company
TRAILERS	10 trailers for tramcars were introduced on 27 November 1897 and ran until 6 April 1901 when due to the number of accidents it was decided to withdraw the trailers which were believed to have been sold to London County Council Tramways

WORKMANS  
RETURN TICKETS

Discontinued after Sunday 14 July 1940

A handwritten signature in dark ink, reading "Peter R. Garside". The signature is written in a cursive style with a horizontal line underneath the name.

Compiled by P R Garside  
Traffic Planning  
Leeds District WYPTE  
19.11.81

