

# HULL CIVIC SOCIETY

## NEWSLETTER

September 2020



### **Murals: enhancing or defacing buildings?**

Lower photo by Hilary Blackstock

Unless otherwise stated, photographs are by the Editor

*In this issue: Mike Fowler; AGM and Winter Programme; Mike Noddings; Mr & Mrs Neilsen; The First Raids over a N.E. Coast Town; Theatres and Cinemas of the Old Town; The Buildings of Whitefriargate Part 3; City of Hull Tramways 1899-1945; Murals and Brickwork; Planning & Buildings; Hull Civic Society in Lockdown; February Newsletter; Committee Sept 2020; Membership.*

**[www.hullcivicsoc.info](http://www.hullcivicsoc.info)**

## Mike Fowler



Picture supplied by  
Cynthia Fowler

We were very sorry to hear of the death, on 18th July, of Mike Fowler, Cynthia's husband. He was born in 1932. Trained as an engineering draughtsman, his professional life was very much involved with buildings owned by a variety of important local companies. My information only goes back to the 1950s, when he worked for Ideal Boilers. After a spell at Hodgson's tannery in Beverley, he moved to Fenner's, where he was in charge of the maintenance of all their property in Hull. After a long period with Fenner's, Mike moved to Hull Brewery, where he was responsible for maintenance and building work of a specific group of their pubs in this area. He

continued there after the takeover by Mansfield Brewery.

Mike's leisure activities included boating. For a number of years he sailed a "Swordfish" on Hornsea Mere, then graduated to a larger boat with Humber Yawl.

In 1994 Mike was one of the founder members of the Paragon Rotary Club, which originated as a Breakfast Club, meeting at the Royal Hotel. The club is affiliated to Rotary International, whose aims are to promote international friendship and raise funds for many good causes, locally and internationally. He and Cynthia made many new friends there and it became an important part of their social life. Mike served as President of Paragon Rotary Club in 2007-2008 and he and Cynthia were fully involved with its fund-raising and social activities.

Mike was also a member of Hull Civic Society and attended most of its public meetings and events, so was well-known (and well-liked) by many members. We shall all miss him and we extend our sympathy to Cynthia, sons Christian (and his family) and Adam.

John Scotney on behalf of the Civic Society Committee.

*Thank you to James Robinson, Chairman of Paragon Rotary Club, Malcolm Sharman, Mel Pittaway and Cynthia for help with this article.*

## **AGM and Winter Programme 2020-21 Cancellation**

Owing to the continued threat of the Coronavirus Pandemic and new restrictions on gatherings, the Civic Society Committee has agreed unanimously the following measures for the safety of all members of the Society, following government guidelines:

\* The 2020 AGM scheduled for 12th October will be postponed again, to April 2021. We have considered various options, but have concluded that for Hull Civic Society, this is the only workable solution.

\* Our programme of public meetings is also suspended until next April.

Should the situation change substantially, we will advise you by email or in the February Newsletter. Although it is not possible to hold a meeting, members will find the annual accounts for 2019 enclosed with this Newsletter.

John Scotney (Chairman) and the Executive Committee.

### **Mike Noddings**

We were very sorry to hear of the death of Mike Noddings, a long-established member of Hull Civic Society, on 14<sup>th</sup> July. His professional life was spent in the field of Education. Educated at Hull Grammar School, he studied for Bachelor's and Masters' Degrees at Hull University. He served the city's Education Department as Deputy Education Officer, then as Chief Education Advisor. After retirement, he became an Education Consultant.

Mike was also an active member of Anlaby Park Methodist Church. He was involved in the project to build the "Ignition" coffee bar as part of the church's outreach. He was a member of several societies and Chair of the East Yorkshire Association of the National Trust. In that capacity he worked hard with the National Trust to raise the profile of Maister House.

He will be greatly missed by many friends and colleagues and our sympathy goes to his wife, Maureen and their family.

John Scotney

## **Mr & Mrs Neilsen**

Sadly, we have also to report the deaths of two faithful members of Hull Civic Society. Mrs Mary Neilson died on 8<sup>th</sup> September 2019 and her husband, Mr Knud Neilson, died on 1<sup>st</sup> April 2020. We would like to express our sympathy to their friends and family, especially their daughter, Mrs Solveig Burton, from whom we received the information.

John Scotney.

## **The first raids over a North East Coast Town**

*One of our members, Alan Canvess, who is a leading member of the National Civilian World War 2 Memorial Trust (the charity aiming to create an educational memorial at the National Picture Theatre, Beverley Rd) has forwarded this article by Hilary Byers to mark the 80th anniversary of the first of many air raids on Hull. It also appeared in the letters page of the Hull Daily Mail on 24th July 2020.*

80 years ago, Hull came under its first serious air attacks. There had been air raid 'alerts' during 1939, but incendiaries falling in fields were quickly extinguished.

The first recorded 'incident' within the city boundary occurred on 19<sup>th</sup> June 1940 when incendiaries were showered on Victor Street, Buckingham Street and the surrounding East Hull neighbourhood.

Charles Cane, a nine year old boy living in near-by Courtney Street, recalled vivid memories of the event many years later in his book, 'Peace, War and Wiggling-in': "the barrage balloons swaying in the beams from the search lights; the whistle of the incendiaries as they fell, a sound that was soon to be all too familiar, as he huddled with his parents under the stairs, a refuge which his family, like many, preferred to the communal shelters. He recalled the deafening roar of the anti-aircraft guns; the clatter of pans falling off a shelf as the house shook with the vibration from a near-by explosion".

The next morning as he and his friends explored the neighbourhood, collecting shrapnel, they came across the sad sight of a row of burned out houses on Buckingham Street, and tearful grown-ups being consoled with tea and sympathy by the WVS as they waited to recover what survived of their possessions. This was not to be the last time this densely populated area of East Hull, surrounded by industry and next to the railway line to the docks, would be the victim of an air raid.

The 1<sup>st</sup> July 1940 was the date of a major incident in the wartime history of a 'North East Coast Town'. A lone Luftwaffe pilot who clearly knew where his target was, dropped a stick of bombs on Saltend. One ripped a gash in the side of a petrol tank containing 2,500 tons of petrol. The leaking petrol caught fire and flames spread towards neighbouring tanks. Firefighters hosed the tanks with water continually to keep their temperature below flash point while workers piped the precious petrol into other tanks. Four men, two from the works staff and two from the City's Fire Brigade, were awarded the George Medal for their bravery and quick thinking which certainly avoided a catastrophic explosion.

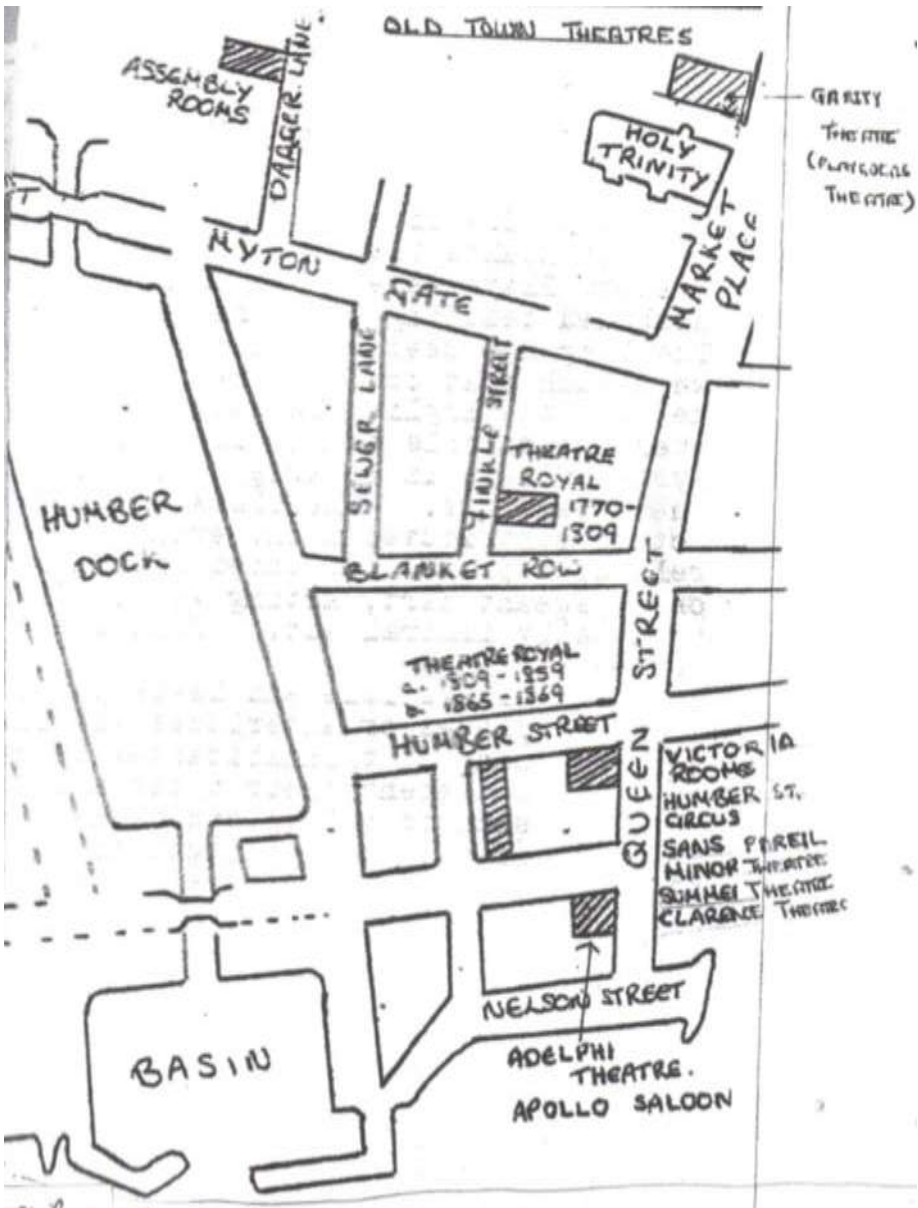
The NCWW2MT intends to honour the memory of firefighters and all civilians on the site of the National Picture Theatre.

Hilary Byers

## **Found Among My Souvenirs - Theatres and Cinemas of the Old Town**

(Illustrations supplied by the author)

Once again I have discovered more of interest among my souvenirs. This time it was a brochure for an exhibition about Theatres and Cinemas in Hull, held at the former "Heritage Centre" which, as very old members may recall, was located in the 1980s in the Customs & Waterguard Building by Minerva Pier, (Now Marina Court Housing). It hosted several exhibitions etc, later being superseded as Hull's Local History Museum by the "Old Grammar School" which took on this role in the late 1980s. What is largely forgotten by many is the number of "Lost Theatres" in the Old Town.



Theatre Royal – The building caught fire in Sept 1859. It reopened on October 3<sup>rd</sup> 1865 with “Hamlet” and “Othello”. It burnt down entirely on Thursday 13.10.1869

From the late 18<sup>th</sup> century many theatres were in the Southern Part of the Old Town. Excluding Mystery Plays and Travelling Theatres, the first permanent one recorded was in 1767, when a Mr. Tate Wilkinson, who also managed the York circuit of theatres, built a theatre off Lowgate. Known as Hull Old Theatre, it was short lived as 2 years later it was "replaced" by a chapel on the same site. In 1769, however, an act was passed allowing the erection of a theatre "by Public Subscription" on land in Finkle Street. This was named the "Theatre Royal" (no 1) and was situated on land where in 2020, brand new Town Houses are being built by Wykeland-Beal, as part of the Fruit Market Regeneration. How many of the future residents here will realise their homes are on a site where 250 years ago actors used to "Tread the Boards"?



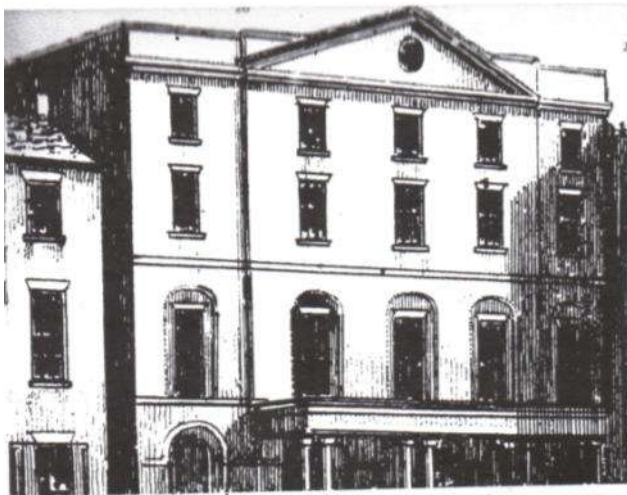
Tate Wilkinson

Sadly, in the late 18<sup>th</sup> century, however, theatre audiences began to diminish. This was partly as a result of the huge rise in Methodism among the "Middle Classes". The Methodists condemned acting as "immoral" a view reinforced by the fact that theatres then were used by prostitutes as a place to meet clients and some of the actresses were prostitutes themselves.

Nevertheless, the Theatre Royal still proved popular and by 1810, the Proprietor was looking to move to new premises, as the existing theatre was too small and unsuitable for plays with elaborate sets and scenery. A new building designed by notable architect Charles Mountain Snr. opened on Humber Street, on May 1<sup>st</sup> 1810, with "The Tragedy of Tancred and Sigismunda", and a farce called "Agreeable surprise". Between 1810 and 1859, even this larger building could not satisfy the town's growing population. And there was still the need for a licence by the Crown (a stipulation in force since 1642!) before plays or "Legitimate Drama" could be performed in the theatre.

By 1843, however, the Crown's restrictions regarding "Legitimate Drama" were lifted and other theatres were then built in the area. One of these was the Queen's Theatre in Paragon Street, with 3,000 seats (reputed

to be the largest theatre outside of London). There was fierce competition between these two large theatres, and this attracted bigger and better acts, including equestrian acts, Wild Animal Acts, as well as Drama. Sadly, however in 1859, the Theatre Royal (No 2) was destroyed by fire.



However, this theatre could not die and in 1864 it had another reincarnation, on the same Humber Street site. A new company "The Hull Theatre and Concert Company", was formed. They bought the burned-out shell of the Theatre Royal, and erected what was described as "A

Above: 2<sup>nd</sup> Theatre Royal, Humber St  
 Right: Poster from 3<sup>rd</sup> theatre Royal

Beautiful Temple of the Arts" in its place. This "Theatre Royal" (No3) had Doric, Ionic and Corinthian Columns, and also seats for 2,250, and "Five Different Entrances" (so that people could enter according to Social Class). It opened in 1865 with "A Wolf in Sheep's Clothing" and "Hop o' My Thumb" and also was used for political meetings. However, after four years it suffered the same fate as its predecessor, and was not rebuilt. Also, sadly, in that year the "Queen's Theatre" in Paragon Street closed.





In 1843, the restriction by the Crown, which allowed only "Legitimate Drama" was lifted and other theatres were built in the Humber Street area. The "Sans Pareill Theatre" at the corner of Queen St and Humber St and the "Adelphi Theatre" at the corner of Wellington and Queen Street had already appeared in 1826, and 1831 respectively, having by-passed the laws about "Legitimate Drama" by performing Melodrama, Farces and Burlesque, which in turn attracted new audiences. The "Minor", built on land on the South of Humber Street on land latterly reclaimed from the Humber, was originally a brick built "Circus" with a tiled roof, used by a Mr Cook and his equestrian troupe. This changed owners in 1826 and became the "Minor Theatre", and the following year it was renamed the "Summer Theatre". Then a final takeover by a Mr. Howard in 1828, led to its final reincarnation as "The Clarence Theatre" in 1828. How successful they were is not known but by 1836 the structure was demolished.

And what about the "Adelphi Theatre"? It was managed in 1827 by the same Mr. Howard, who also ran the Summer Theatre. Situated on the southern corner of Wellington Street and Queen Street, it was soon remodelled into a smaller theatre with rooms above for lectures and exhibitions, called the "Apollo Saloon". This had disappeared by 1837 as by then the Royal Hotel (aka Plaskitt's Royal Hotel) had been built on the site, a large building no doubt built to serve the blossoming ferry trade in the vicinity of Queen Street.

And what about the Humber Street / Queen Street site? Well, that was cleared by 1831. However, within the town at that time there was a rising tide of prosperity, and a need for more "Cultural Activities". There was an appeal for money to build "Assembly Rooms" in the town to act as a centre for Balls, Banquets, Concerts, Lectures and other Public Meetings. And a site in Jarratt Street / Kingston Square, had been acquired. The "Hull Assembly Rooms" (Since 1939 The New Theatre) opened there in 1834, and were highly successful.

However, owing to a high level of rents charged by the owners of The Assembly Rooms, it was left for another public spirited group of individuals to build a further "Assembly Rooms" in Queen Street., and this was done on the original site of the "Sans Pareil Theatre" (aka Minor, Summer, Clarence etc). As this was completed in 1837, the building was

named the "Victoria Rooms" because the "Young Queen" was about to reach her majority (21 year of age) at the time. The Rooms were opened as part of Hull's "Victoria Festival" where all shops and businesses closed and there were "great festivities" in the town.

This building had a Great Hall above, 115ft by 86ft. with "an ornate ceiling topped by an Octagonal Lantern." There were also shops below, and music, concerts and exhibitions were all held in the Great Hall, so the "Theatrical



Above: Victoria Rooms (1837). Below: poster

Tradition" of the site still survived in the large hall above even if the shops below, and eventually the whole building by the end of the Victorian era, had succumbed to "Fruit Wholesaling" uses.

The builder was Mr. Fred Appleyard, whose other magnificent works in Hull included St Charles Borromeo Church in Jarratt Street (1825) and 24-28 Whitefriagate (Friary Chambers.)

So, sadly, it then looked as if the Old Town's Theatrical tradition had gone by the late 19<sup>th</sup> Century, as had many of the population and shops, as the retail "Hub" moved towards Jameson Street and King Edward Street. However, a further theatre came in the 20<sup>th</sup> century. The "Gaiety Cinema" was first opened as a cinema in 1913. Converted from a



shop at 51/2 Market Place, it was designed by noted Hull architect B. S. Jacobs and seated 700 in its auditorium and balcony. It only lasted as a cinema until March 1915, considerably longer than the Old Town's other cinema, "The Electric Theatre" at 44 Whitefriargate, which only lasted one year.

After WW1, however, it became the "Gaiety Theatre" and run successfully as a Music Hall between the wars, changing its name to the "Playgoers Theatre" from 1925 until its closure in 1934.

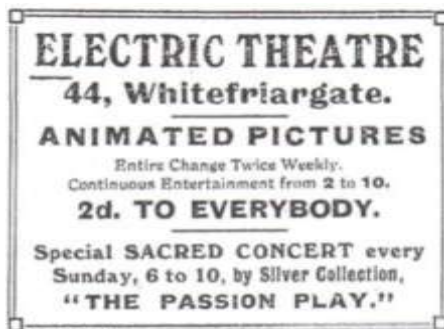
After WW2 it was under threat due to proposed market hall extensions, but lasted in use until c1990 as Hull Schools Museum Service, and Hull Natural History

Museum Collection offices and store, before these activities were transferred to the High Street "Museums Quarter". Finally, it became the Hull Backpacker's Hostel in c.2016, a hostel for visitors coming to Hull during its time as UK City of Culture.,

And what about the Victoria Rooms? Their use as fruit warehouses, became precarious after Hull's decline as a major fruit importing centre after the 1960s.. However, by 1996 a local developer, Wooldale Homes, converted this and its near neighbours 61-63 Queen Street, into 15 apartments., thereby saving a very important building dating from 1837, and 3 of the oldest surviving



Above: Former Gaiety Theatre (now the Backpacker Hostel)  
Below: Electric Theatre ticket



buildings on the west side of Queen Street, dating from possibly the 1820s. (Together they formed Carlo's Café, Previously Carlo Prati's - a noted Ice Cream Parlour / Café during the inter- war years.)



Artist's impression of Social's new stage (already built) and courtyard.

But there is a further chapter to the "Theatres of the Old Town" saga. In 2010, "Fruit" opened and established itself at 62-63 Humber Street (Part of the site of the "Theatre Royal no. 2"), hosting live music, theatre, comedy and other events in a former fruit warehouse.

Now, following the lockdown, it is uncertain what the future holds for the building, but the rebuilt venue re-opened as "Social" this summer. Hopefully, live theatre and music will still be alive and well in the Old Town, 251 years after the earliest "Theatre Royale "opened in nearby Finkle Street. You may say that the wheel has gone full circle.

Colin Cooper

### **The Buildings of Whitefriargate, Part 3 of 3**

Whitefriargate, (always pronounced by local people "Whitefr'agate" with the stress on the first syllable, "White") is one of the many streets in the Midlands and North of England where "gate" denotes a street, rather than a gateway, derived from the language of the 9th century Danish settlers, of which northern speech has many traces.

The Whitefriars, after whom it is named, were the Carmelite friars, who owned the land bounded today by Trinity House Lane to the east, Posterngate to the south, Princes Dock Side to the west and Whitefriargate to the north. Their monastery was dissolved in 1539 and became Crown property, but was eventually bought for Trinity House in 1621 by Thomas

Ferres, one of the Elder Brethren of Trinity House, which had leased part of the property from the friars since the 14th century.

In parts 1 and 2, we looked at the north side of Whitefriargate, which has developed piecemeal in different styles. On the south side the late Georgian and Victorian properties are all listed, were designed by a smaller number of architects and all belong to Trinity House. The 1851 Kelly's Directory only shows names at each address, so it is hard to be certain which were houses at that date. Shops and offices occupied most addresses in the 1882 White's directory.

In 1829-30, Charles Mountain Jnr designed a 29-bay composition of new three-storey buildings in brick with ashlar dressings (window surrounds and canopies, cornices and balustrades) for the landowner, Trinity House. It includes 2 Trinity House Lane and



1-9 Whitefriargate and is all listed Grade II. No.2 Trinity House Lane and 1-3 Whitefriargate, originally houses, form a neat rounded corner, which is emphasised by a more prominent cornice stretching two bays down Trinity House Lane, one bay over the rounded corner and two bays down Whitefriargate. Also on the corner, three 1<sup>st</sup> floor windows have canopies on brackets and the three 6-light 2<sup>nd</sup> floor windows have ashlar surrounds ("entablatures"). However, the listing of this composition is in sections.

At the corner, the ground floor was occupied by the closed Telstar cafe-bar which extends into 4 Trinity House Lane a 4-bay later extension in a similar style. Telstar, previously the Hogshead, has relocated as Telstar 2 in the former Courts Bar at the corner of Land of green Ginger and Bowlalley Lane. However, for many years, the corner premises were the home of Holder Brothers, piano makers and dealers, from 1837 until at least the 1960s. No.3 Whitefriargate, previously Shoezone, is currently vacant, but in June 2020 there was a planning application to turn it into an extension of the licensed premises at numbers 1 & 2.

Nos.4, 5 & 6 is an 11-bay composition in brick with cream-painted ashlar dressings.

The central five-bay section (no.5 Whitefriargate) projects slightly and is surmounted by pediment, carved by Thomas Earle, containing the arms of Thomas Ferres flanked by figures of sea gods, sea birds and other maritime creatures, ships and other maritime objects



Above and below: Nos.3, 4 & 5, and detail of the pediment at no.5. (Former Smith's Bank).

At either side of the pediment there are balustrades above numbers 4 and 6. The central five bays of the building (no.5) was designed for and occupied from the beginning by Smith's Bank (originally Smith & Thompson, later Samuel Smith), which moved here from 23 High Street.



Smith's Bank was still listed at this address in Kelly's 1897 Directory, but had closed before 4th November 1910, when F.W. Woolworth opened at no.5. Nos.4 and 6 were originally houses, but in 1882 the occupants were George Wilson, surgeon-dentist at no.4 and E.S. Wilson & Son, solicitors at no.6. Later, Woolworth's extended into no.4. After this branch of

Woolworth's closed on 7<sup>th</sup> April 1984, it became Peacock's, then Poundstretcher and is now a Boyes store.



No.6, the westernmost three bays of this development, is currently occupied by "Incredible Vapes".

Nos.7, 8 & 9 were also originally houses, but by 1882 only no.7 was a residence (Robert

Nos. 5 (with pediment), 6, 7 & 8 Whitefriargate

Stephenson, of Kirk, Thomas & Co). In

2013 it was the British Hearth Foundation charity shop. No.8 was occupied by Shipham & Co, brass founders in 1882, and no.9 by Rivett & Smurthwaite, hosiers. Nos.8 & 9 are currently home to Hull People's Memorial Museum

Conservancy Buildings are reached through an archway into what was



Conservancy Buildings

at one time called Old Post Office Yard. It is an 8-bay, stuccoed single-storey structure with round-headed door and window openings. The central section is recessed, slightly higher and surmounted by a pediment. Above the central pair of windows is the royal coat of arms, flanked by laurel wreaths. It was

designed by William Foale (architect to Trinity House) as the Post Office,

opened in 1843. In 1877 the Post Office moved to Market Place and the Humber Conservancy, moved into the building. In 1882, there was a

Royal Navy Conservator in charge, who shared the building with two firms of land agents. Nos. 10-15 are all part of the structure of the former Neptune Inn (1795-97), designed by George Pycock for Trinity House.



Left: Neptune Inn  
 Below left:  
 Banqueting Room  
 Below Right:  
 no. 15 - former  
 Kardomah cafe,  
 soon to be home to  
 Wrecking Ball  
 Promotions shop,  
 cafe & bar.



The inn was opened in 1797 to cater for the expected passenger trade from the new dock, reached via Parliament Street. The keystone of the arched central coach entrance bears the figure of Neptune, god of the sea.

The first floor room has very fine, delicate ceiling plasterwork. Boots occupied part of the ground floor until 2019 and the other half of the ground floor is still The Works, discount bookshop.



No.15, structurally part of the Neptune group of buildings, was a dentist's in 1851, but was described in the 1913 Kelly's Directory as "The Liverpool, China & India Tea Co. Ltd. 'Kardomah Café' and was still a Kardomah café in the 1960s. Its most recent occupant was a poster shop called Kapow! but it is shortly to be occupied by Wrecking Ball Promotions as mixed retail, cafe and bar. Numbers 16-19 were built in the early 19<sup>th</sup> century as a group of four 2-storey houses, but were all commercial premises by 1851. The 1<sup>st</sup> floor metal-framed windows were installed in the 20<sup>th</sup> century (not an improvement!), but at least the window openings are of the original proportions. No.16 was Lyon's café in the 1950s. It was self-service - a rarity at that time - and produced very nice crusty rolls.



No.19 was already Samuel Lambert's grocers and tea dealers and wines & spirits merchant by 1851, with a number of other enterprises run by other family members at the same address. It was still a high class shop in the 1950s and possibly into the 1960s. It was the grocer's we visited to buy

Nos. 19 (left), ,20 (with 1st floor pediments), 21 (Holland & Barratt), 22 & 23, with 25-28 in the distance.

luxury food, such as cooked ham, for special occasions, such as Christmas. In 2013, 16 & 17 were "to let", Cooplands bakers were at 18 and Betfred at 19. Sadly all the shops are currently vacant.

If you look above the shop fronts, No 20 is clearly different: a 3-storey house of 3 bays. At 1<sup>st</sup> floor level the central window has a pediment, while the windows at either side have flat canopies, all supported by scroll brackets. By 1851 it was occupied by Mary Mackenzie, confectioner, and Schuh footwear in 2011, but it is another vacant shop today. 21-23 is also

a 3-storey block, slightly taller than no. 20, and dating from the late 18<sup>th</sup> century, but re-fronted in the mid-19th century. Each of the former houses was of 3 bays, with the central window surmounted by a pediment at 1<sup>st</sup> floor level. Number 21 is Holland & Barratt health food shop. 22 & 23 are vacant. In 1851, no. 22 was the office of the Hull Packet and East Riding Times newspapers. The East Riding Times continued as a weekly into the early 1960s. Hull Packet began publication in 1787 and ceased as a separate newspaper in 1886. From 1885, no. 22 Whitefriargate was the first address of the Hull Daily Mail.

The next group of buildings, nos. 24-28, dates from 1826. It has three



Left: Nos. 24 & 25. Right 25-28 Whitefriargate

storeys surmounted by a cornice, with an attic storey above. It is attributed to Charles Mountain Junior and was built by Fred Appleyard, who also built St Charles Borromeo Church. It was designed from the beginning as shops, dwellings and offices. The exposed brickwork is in five sections, divided by painted ashlar pilasters reaching to the full height of the building. At no. 27, the 1st and 2nd floor fenestration shows the original pattern of 12-light windows in moulded surrounds on both floors. At numbers 24, 25, 26 and 28, the 2nd floor windows are of the original style, but at 1st floor the original windows have been replaced by one large 3-light window with a shallow-arched brick lintel. The window alterations had taken place before 1887 when FS Smith drew this part of Whitefriargate (Images of Victorian Hull p.32). Numbers 24 and 28 are

narrower than the middle three sections. At no. 24 is the entrance to Friary Chambers, and Carol's Classic Creations, a new fashion shop. 25 & 26 is occupied by Heron Foods, who took over the premises from W.H. Smith, which closed on 4.5.2013. Between this block and the last block on the south side of Whitefriargate is the passageway through to what is now



Zebedee's Yard. In the 1856 White's Directory it is shown as number 29, the entrance to the Merchant Seamen's Hospital. This almshouse was opened by Trinity House "behind Whitefriargate" in 1781 (VCH Vol. 1), but in Kelly's 1892 directory the passage is named as "Trinity House Entry" with a woollen draper's and butter importer

Above and below: 29-34 Whitefriargate



located here. The upper floors above the passage are in the same style and, structurally, part of the next block numbered 30 to 33, a block dating from the mid-19<sup>th</sup> century. It comprises four 3-storey houses with attic dormer windows above a cornice. At 1<sup>st</sup> floor, numbers 30 to 32 have three windows each; the central one has a

pediment, those at either side have canopies. 30 and 31 are occupied by Deichmann shoes and 32 by Hugh Rice, jewellers. At number 33, occupied for many years by Thornton's toffee & chocolate shop, there are two canopied windows at 1<sup>st</sup> floor and two simpler ones at 2<sup>nd</sup> floor facing onto Whitefriargate. On the rounded corner is the shop entrance with a

pedimented window above and a small 4-light window at 2<sup>nd</sup> floor. On the elevation facing Princes Dock Side, the 1<sup>st</sup> floor again has three windows, with a pediment above the central one and canopies over the flanking ones. Those at 2<sup>nd</sup> floor are simpler. At this end there is a hipped roof, pierced by a dormer window.

John Scotney

**City of Hull Tramways 1899-1945**  
**A Forgotten Anniversary and Two Remarkable Tales of Survival**  
(Illustrations supplied by the author)



Tram 132 on Beverley Rd



Hull's last tram, 30<sup>th</sup> July 1945

On 30<sup>th</sup> June 2020, a notable anniversary occurred in Hull. Seventy

Five Years ago, and just 54 days after V E Day (When thousands partied in

the streets of Hull,) on 30<sup>th</sup> June 1945 the crowds similarly turned out to witness another defining moment. The last of Hull's trams was making its journey at 10.45 p.m. (Double British Summertime) from the City centre to Dairycoates, via Hessle Road. Thousands lined the route to see illuminated car No 169 full of Civic dignitaries cover the two miles to mark the end of a system which commenced in 1899.

At that time Hull was a prosperous town and seaport and proof of this was its electric tramway network which preceded those in such places as Manchester, Newcastle, Leeds and Birmingham by up to 5 years. Despite the devastation in the City during WW2, by 1945 the Corporation Transport had been allocated 12 "Utility" trolleybuses enabling a tram-to

trolleybus conversion programme, which had commenced in July 1937, to be completed. A surplus of vehicles, due to wartime travel restrictions and conscription, had enabled both Holderness Road and Anlaby Road trams to be replaced in 1940 and 1942, aided by an earlier batch of new trolleybuses delivered in 1940.

As the city's final illuminated car No 169 edged its way back into the Liverpool Street depot after passing along the bustling Hesse Road, straightaway the focus was on the new trolleybuses, still in camouflage livery, to enter service the next day. There was no thought at this time of saving a



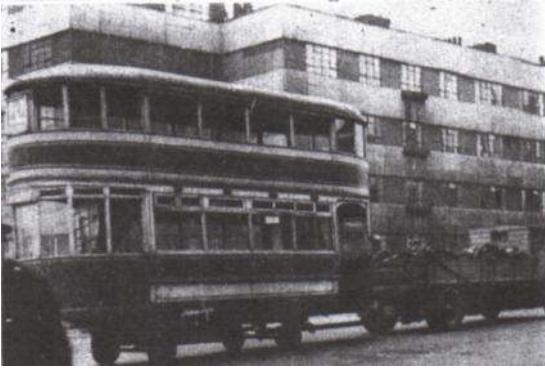
Sunbeam W trolleybus, utility body by Brush & Co. in "camouflage" livery.

tram for posterity; then again there were more

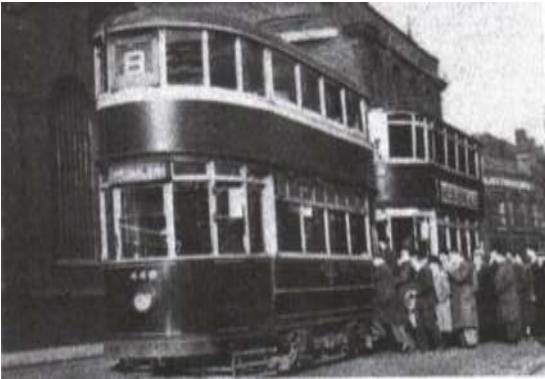
pressing problems at the time, such as rebuilding a flattened city.

So 10 of the final cars were sold to Leeds Corporation Tramways (LCT) as well as 32 cars from the earlier wartime route conversions, after a long storage in the city. Unusual, you may think, but many cities were still even after the war, ordering new tramcars and extending routes. Leeds Corporation had set up a "Reconstruction Subcommittee" to consider post-war reconstruction and redevelopment. The LCT Tramway Manager was a Mr Vane Morland, a fervent tram supporter who planned route extensions and the use of tunnels under the very busy Leeds City Centre, a project which he had studied in mainland Europe and the USA, as well as London, whose famous Kingsway Tram Subway lasted from 1906 until 1952. These tunnels and more reserved tracks along roads would speed up the tramways and reduce congestion. However costings showed a "cut & cover" tunnel alone would cost £75,0000 per mile in this ambitious scheme, and by 1946, owing to other local priorities and a change in

control of the council, the whole scheme was consigned to the vaults.



Above & below: Hull trams in Leeds



Also by then the Leeds fleet was aging and to maintain services good second-hand cars were acquired from Hull, Southampton and Manchester. The Hull Trams (42 double-deckers plus 1 Works Car) were soon nicknamed "Kipper Boxes" as either a nod to Hull's Fishing

heritage, or from a residual smell from the 50 or so fish curing houses, which dominated the area around Hull's last two tram routes. Included in the purchases were a batch of trams built at Hull's Liverpool Street works in 1910- (No 123-136 - more on this later).

To further modernise the LCT fleet no less than 90 "Feltham Cars" were acquired from London Transport in 1949/50 as by then the capital city was also abandoning its tramways, this being completed by 1952. These magnificent cars were 40ft 10in. long, modern, all enclosed "Second Generation" trams built to London's customary high standard, and that meant that all of the other LCT second-hand trams including the 42 bought from Hull, were scheduled for withdrawal.

By 1953, Leeds had also decided to convert its tramways to motorbuses, 2 years after its near neighbour, Sheffield, although this South Yorkshire city was actually purchasing new trams until 1952!

However it came to pass that miles away on the South Coast, In Southampton, the 'Tramway Preservation' movement had begun.

Members of an organisation called the Light Railway Transport League (LRTL) had agreed in 1948 to buy Southampton 45, an open top car intending to keep it in "Some friendly city", and construct a short track and obtain an operating licence. This car cost £10 (2 weeks pay for an average Tram Conductor) and it cost the group £40, to have it transported from the Southampton tram depot to a safe place for storage.

Soon after, they acquired a Newcastle car (No 102), in 1950, 2 years after that system closed, and then a Cardiff car. The tramway preservation movement was under way!

Shortly after, a visit to Leeds led the society to acquire Leeds 446 which was the former Hull car no. 132, and had been



Above: Hull 132 at Crich tramway Museum

withdrawn in 1951. This was one of the batch of trams mentioned earlier having actually been built in Hull in 1910. However all of these large objects had to be "boarded out" at farms or industrial sites and this led to 2 historic preserved cars (ex Liverpool 429 & 558) being wrecked by vandals soon after Merseyside's Tramways closed in 1957. During 1960, the Hull survivor (No 132) was moved to the Crich Site (a former quarry). However over the years, despite covered accommodation being created and electrification arriving in 1964, (making this site the UK's first working tram museum), Hull 132 was only cosmetically restored, and could never operate, as its truck was incomplete. It therefore lingered in its "as withdrawn" state until the 1980s when Hull City Council began to upgrade its museums. With the help of a European Regional Development Grant of 45%, they proposed to build a "purpose built" facility for its many transport artefacts, which could be exhibited in period street-scenes - a revival of a scheme originally proposed by Mr. Thomas Sheppard, Hull Museum's "Curator Extraordinaire". He had created an "Old Time Street" with vehicles, relics and street furniture from Hull's Old

Town, in a large warehouse at the rear of Wilberforce House in the 1930s. Tragically, however, this building was bombed in 1941, before the street could be opened to the public.

And so it happened that the Tramway Museum Society agreed to offer Hull 132 on "extended loan" to Hull Museums, who agreed to fully restore the car to its 1930s condition. In 1983 it was returned to Hull and its two-year restoration project under a Manpower Services Commission scheme was carried out at the Museums Workshops in High Street. By June 1985, this had been completed and the tramcar was stored, pending the completion of the museum, at the Cottingham Road depot of Hull City Transport, where it stood on a surviving section of tram-track last used in the 1930s.

Then in 1989, resplendent in its "Crimson Lake and

Broken White" livery and proudly bearing the City's Three Crowns, it became one of the principal exhibits in the Museum's Tramway Gallery where it is much photographed by young and old alike.

Here it shares pride of place with the UK's oldest (horse) tram dating from 1867, and a steam tramway locomotive, neither of

which ever ran in Hull, and a superb model of Hull Tramcar No 101 built by apprentices at the Liverpool Street Works in 1924 for display on the City's pavilion at the British Empire Exhibition held at Wembley in 1924. (This fine model was much admired by me as a child!).

So what could have so easily have been lost forever, by pure good fortune and foresight, is now saved in Hull for today's children to "climb



Hull 132 and the model of 101 at Streetlife:  
Below: A young visitor





onboard" and learn about a form of transport long forgotten about in Hull, but not of course in many large Towns and Cities in the UK and Europe, where sleek modern trams, light-years apart in technology, but still working on the same principles, provide a fast, clean and comfortable solution to their daily transport problems.

Post Script.

This account of Hull's Tramways would not be complete without a mention of Hull's "Other Surviving Tram": former

works car No 96. An open topper built in 1901, it was converted to a single deck Works Car/ Snow Plough in 1933. It was sold along with the final Hull Trams to Leeds in 1945, and outlived its double deck "sisters" in West Yorkshire, passing into private preservation, firstly in Leeds, then Wakefield, on the closure of the

Leeds Tramways in 1959. It was purchased in 1985 by the Manchester Tramway Museum Society, who had restored and now operate "heritage" tram line in the city's Heaton Park along with trams from several North-West cities. Fully overhauled in 1988 and 2008, it later even went to Manchester Metro-Link's Queen Road Depot to have its wheels reprofiled and was displayed alongside 21<sup>st</sup> century "State of The Art" trams there. After being loaned to Beamish Museum it was beautifully repainted in City of Hull Tramways livery in 2015 (Previously it was liveried as Leeds Works Car No.6). Now with its interior restored, it is possible, therefore, to experience a ride on a genuine Hull tramcar, albeit on the other side of the Pennines. Once more (as with Hull 132) another part of the City's transport heritage has been saved for future generations- a remarkable survival indeed!



Hull 96 in Heaton Park, Manchester.



Colin Cooper.

## Murals and Brickwork

*Many murals have appeared on Hull's buildings in recent years. In July 2020 we wrote to Hull City Council's Head of Planning, John Craig, to enquire about the Council's policy towards murals. We were surprised to learn from his prompt and informative response, that while adverts require planning permission, murals, which are far more permanent, are classed in planning law as "Permitted Development" requiring no planning permission, even in Conservation Areas, except in the case of listed buildings. On 16th September we wrote again, expressing our concern about painting onto exposed brickwork*

Dear Mr. Craig,

Thank you, once again, for your email of 30<sup>th</sup> July 2020, explaining that murals are classed as "Permitted development".

However, we are still concerned about two particular aspects of uncontrolled mural-painting and even coating brickwork with white or single-colour paint.

Firstly, exposed brick walls have their own look and traditional aesthetic, arising from the age, size, clay-source and regularity of the bricks and use of particular brickwork bonds. These, as well as decorative features such as polychrome brickwork or diaper work, terracotta panels, herringbone pattern, string courses and panels of ceramic tiles give important clues to the building's age and original status or function. They should not be disguised by paint or render or apologised for, as brickwork has been part of Hull's architectural heritage since the thirteenth century.

All these important features of exposed brickwork can be lost permanently if covered by a mural or even plain paint. Exposed brickwork, once painted, can never regain its original colour or patina. It is worth noting that in the "True Colours of Spring Bank" project, Magdalena Moses and her colleagues at Artlink have a policy of not painting exposed brickwork. because they appreciate that it has a beauty of its own. Their planned murals and colour washes will only be on walls already covered by stucco or cement or already painted over.

Murals and the painting of exposed brickwork are exempt from planning control on the grounds that they are "impermanent" but, sadly,



Lil Bilocca

murals painted onto brickwork are all too permanent. Their permanence is proved by a faded advert for Trippet's haberdashery (long closed), painted on the gable end of a house adjacent to the railway lines on the approach to Paragon Station. This has survived for at least 60 years. This particular example is not harmful, but in some locations, murals can diminish the harmony of the streetscape as they add a visual intrusion, as well as obscuring brickwork details. Some of the murals that have appeared in Hull's streets make a

positive contribution, as in the mural of Lil Bilocca on the end of the Goodwin Centre building at the corner of Anlaby Road and Pease Street, but not all murals are appropriate to their location or of a high artistic quality. Less permanent damage is inflicted upon the building where the mural is painted onto existing render, as on the Kings (formerly King William III) pub in Market Place or the side of St Vincent's Social Club.

Painting onto removable boards affixed to the wall would be far preferable to painting directly onto exposed brickwork.

Without any control or consultation, it seems that murals or a thick layer of paint could appear on any building and any historic section of exposed brickwork on an unlisted building. Regardless of the artistic merits of any mural, we believe there needs to be some degree of public consultation and limits on where murals may and may not be painted, just as there is for much less permanent features such as advertisements.

As most of the properties with historically significant or decorative exposed brickwork are in Hull's Conservation Areas, where the planning authority has an obligation to preserve the area's character and appearance, it is essential that murals be controlled in Hull's Conservation Areas.

We would therefore suggest that Hull City Council should control the painting of murals in Conservation Areas by using the powers afforded by a "Section 4 Direction" which specifically allows Local Authorities to limit the scope of Permitted Development in specific locations, such as Conservation Areas.

Yours sincerely, (etc.)

## Planning & Buildings

### Old Town

An application to extend the “Oss Wash Café” at the pier was approved in w/c 6/7. Nelson St is closed off for flood defence work. On Humber St, "Social", the successor to "Fruit" had opened by w/c 24/8. The addition of 1<sup>st</sup> floor balconies to Marina Mews (next to Thieving Harry's) was approved in w/c 6/7. On Queen St, the steelwork and cladding on the Digital Tech Hub (extension of C4DI) was almost complete early in September. The steelwork is also complete for the Arco offices and multi-storey car park between Blackfriargate and Humber St. Housing on the north side of Blanket Row had reached first floor level by September.

The Castle St Scheme was formally approved on 28/5. The footbridge (almost completed) is to be named after Dr Mary Murdoch.

The Society wrote in support of a plan (w/c 6/7) to convert the former Parish Office at 6 Posterngate into a 3-bedroom house. In June, Wykeland Group acquired the vacant M & S store and the New Look store, (now occupied by Durham Beds) in Whitefriargate. An excellent scheme to turn the former HSBC bank at 55 Whitefriargate, into offices, with a rooftop bar, for SGB Ltd, a professional procurement agency, was approved on 17/9. In w/c 3/8 Wrecking Ball Promotions submitted plans to convert 15 Whitefriargate



(next to The Works) into retail, cafe and bar use, It was formerly Kapow poster shop, but remembered as the original Kardomah Cafe. We had written in support. During September, a new bar, Tiffany's, opened in the 1866 Exchange Building (most recently home to the Barracuda Bar)

### City Centre

Conversion of George House, the former Comet offices, into 47 flats was approved in w/c 1/6. Nearby, Listed Building Consent approval was given in w/c 24/8 to create 3 flats in the former YPI theatre & dance hall at 83 George St. Further east on George St, the former Queen's Hotel, most recently Valbon and Pozition night clubs, was demolished in August. An application to convert 12 Story St into flats was approved in w/c 27/70.

The former Boots store in Prospect Centre is being converted into a B&M. Hammonds is swathed in scaffolding and protective netting during the work to create a food hall and offices. Approval was granted in w/c 17/8 for Europa House, (now renamed The Monocle), the reflective-glass building at the corner of Ferensway and Anlaby Rd, to receive replacement glazing and other alterations. The Maritime Museum main entrance now has a wheelchair-friendly ramp.

### East

Conversion of Nether Hall (built 1810 for Henry Bedford, banker), Wawne Rd, Sutton, and its outbuildings into 18 flats and erection of 4 new dwellings was approved in w/c 24/5. The house was most recently used by Hull City Council.



Nether Hall, Wawne Rd, Sutton

An application to build 242 new dwellings on land to the south of Preston Rd was submitted in w/c 8/6. At the listed Holderness House (on

Holderness Rd), there was a revised application (w/c 22/6) to convert the coach house into 7 dwellings and build 8 new bungalows. We objected to loss of green space to build the new bungalows. At Kingswood High School, there was an application in w/c 24/8 to build a 3-storey extension.

### West

Plans to convert St Matthew's Church, Boulevard into a Community Centre were submitted in w/c 17/8. At Hull Royal Infirmary the steelwork is already complete for the new Wilson Building (approved w/c 1/6) next to the main vehicular entrance. A 3-storey front extension to the main tower block of HRI was proposed in w/c 20/7. A revised scheme to demolish the Lord Line Building was submitted by Manor Properties in w/c 3/7.

### North

In w/c 27/7, there was an application for conversion of the listed Victoria House, Park St (former Children's Hospital) into 60 flats with a further 68 flats in new blocks to the rear. We wrote in support. The restoration of Pearson Park and its buildings is practically complete. Refurbishment work is in progress at Beverley Rd Baths.

John Scotney.

## **Hull Civic Society in Lockdown**

*A brief summary of what the Civic Society committee has been doing to continue the Society's work during the Coronavirus Pandemic*

### A63 Castle Street

In our continuing dialogue with Highways England (HE), David Ostler and Hilary Blackstock have handled the issue of provision for local traffic movement in the Old Town resulting from closure of side junctions onto Castle St and followed plans to relocate the listed Earl de Grey pub. We are in contact with H.E., the City Council and the Wykeland Group about improving the quality and safety of the “High Street Underpass”, which will become the only pedestrian route from Market Place to Queen St after the pedestrian crossing is closed.

### Planning

We continue to monitor planning applications and send our agreed comments to the Planning office. Our monthly Planning Report is available by email to any Civic Society Members who requests it. We, and other organisations, have a voice on the City Council's Conservation Areas Advisory Committee and its minutes appear in the agenda notes for the City Council's Planning Committee.

### Beverley Road Townscape Heritage Scheme and Heritage Action Zone

Our Chairman attends the BRTHS and HAZ Board meetings (by Zoom) which review progress and approve grants for property improvements.

### Murals

Sally Walker has done valuable research towards a campaign for a degree of planning control over the painting of large murals on buildings.

### Heritage Open Days

Despite Covid-19, John and Christine Netherwood and Dr Barbara English managed to arrange a limited version of Heritage Open Days in Hull, Beverley and Hedon, with talks online and a small number of buildings and gardens open. Walks in groups of 6 were led by Paul Schofield, Keith Daddy, Tony Porter and David Smith. The special Hull & Beverley Heritage website was produced in conjunction with the Hull Daily Mail, who normally produce the printed HODs brochure. Our thanks go to Hull City Council and East Riding of Yorkshire for their financial support.

## Committee Meetings

As none of us was experienced in conducting Zoom meetings, communications have been by email. For correspondence, planning and many other matters, this works well.

Pete Lowden has worked hard to produce agendas and minutes, but our Virtual Meetings by emailed reports and proposals, fall short, by their inherent limitations, of the direct interactions that normally take place in a face-to-face meeting, where everyone can see and hear each other and notice tone of voice and body language. The "Rule of 6" has curtailed plans to reinstate face-to-face meetings from October, so we may need to re-assess the possibility of holding committee meetings by "Zoom".

## Newsletter

The process of gathering material and commissioning articles for the June, September and February Newsletters is an ongoing one and new contributors are always welcome.

## Update Planning Report

A monthly Planning Report has always been produced for committee meetings. More recently its distribution by email was offered to all members on request, whether or not they receive their Newsletter by post. and during Lockdown we have sent it additionally to members who receive their Newsletter by email. If you wish to receive it, please contact the Editor.

## Agenda for Change

In April, John Netherwood presented his proposals for modernising Hull Civic Society including more digital communication and considering venues, days of the week and times for our public meetings that may be convenient for more of our members than the present arrangements. Have you any suggestions or ideas? Please tell us!

Editor

Many thanks to all our contributors. Please submit all items to the Editor, John Scotney, by post to 126 Cottingham Rd, Hull, HU6 7RZ, or preferably, by e-mail to [john.scotney@talk21.com](mailto:john.scotney@talk21.com) by 10<sup>th</sup> February 2021. Please note: items may sometimes be held over for lack of space.

## Civic Society Officers and Committee at September 2020

President	Peter Shipp
Chairman, Newsletter, Planning	John Scotney 492822 <a href="mailto:johnscotney126@gmail.com">johnscotney126@gmail.com</a>
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Heritage Open Days, Projects Director & Corporate Membership Secretary	John Netherwood 653657 <a href="mailto:john.netherwood42@outlook.com">john.netherwood42@outlook.com</a>
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Planning	Sally Walker <a href="mailto:sally@lobster.karoo.co.uk">sally@lobster.karoo.co.uk</a>
Friends of Hull General Cemetery and Minutes Secretary	Pete Lowden <a href="mailto:pete.lowden1@gmail.com">pete.lowden1@gmail.com</a>
Yorkshire & Humberside Association of Civic Societies (YHACS)	Malcolm Sharman 561611 <a href="mailto:malcsharman@hotmail.com">malcsharman@hotmail.com</a>

### Committee Vacancies

We currently have several vacancies on the committee. If you are interested in joining the committee, please complete the enclosed nomination form and send it to either Cynthia Fowler, Hon Secretary at 998 Holderness Rd, Hull, HU9 4AG or the Chairman, John Scotney at 126 Cottingham Rd, Hull, HU6 7RZ or by email as shown above.

If you would like more information about the work of the Civic Society Committee, please feel free to telephone the Chairman (01482 492822).

### Civic Society Membership

If you would like to become a member of Hull Civic Society, please contact either of the above or Hilary Blackstock (by email).