

THE OLD RUN



**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS**

Winter 1985

THE OLD RUN

Editorial Address:

8, Manor Farm Drive
Belle Isle
Leeds LS10 3RW

The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest! All contributions should include the reader's name and address. Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, The Middleton Railway Association, or the Editor.

All articles for the next issue should reach the Editor by 14th February 1985.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor.

COVER

To most people, the 200th. anniversary special in 1953 was also the farewell to the Middleton Colliery Railway as it closed shortly afterwards. Others, however, had different ideas and the Middleton Railway Preservation Society reopened the line for business in 1960. 1985 is thus our Silver Jubilee year and will be marked by suitable events.

In this picture, Blenkinsop heads south to Middleton Broom Pit with the 200th. anniversary special. The train is just above Parkside.

EDITORIAL

This year ends on a hopeful note, although not having lived up fully to expectations, 1984 has nonetheless proved that the railway has an exciting future ahead of it. The dispute between Messrs. Scargill and MacGregor affected coal supplies whilst the long hot summer proved a magnet towards the seaside rather than the Middleton Railway, which affected our takings somewhat. On the plus side, though, was the impression given by our expanding facilities at Moor Road and in particular the shop. This latter has been well worth the effort and should prove even more profitable in the future.

As many members will no doubt realise, 1985 sees the 25th Anniversary of the opening of the Middleton Railway by the then Middleton Railway Preservation Society and this magazine hopes to be able to commemorate the event with special articles, photos and reprinted articles. If anyone has memories of the line over the years and would like to contribute to the Old Run, please send your articles to me care of the Middleton Railway at Moor Road - an address I need to use due to my leaving the RN and still not having any idea of where I'm going to set up house! Hopefully this problem will have been resolved by the next issue's publication date!

Another significant event recently has been the Silver Jubilee of the ARPS, an organisation which was set up by the MRPS amongst others and which was the brainchild of the late Noel Draycott. To commemorate this, ARPS used their "Railways Restored" publication (Published by Ian Allan at £3.25) to publicise some of ARPS' achievements. In a remarkable show of 'forgetfulness' (the kindest word I can think of using) this journal, whilst managing to admit that Middleton was the first preserved standard gauge line, seems to think that the Bluebell Line was the first to carry passengers. As we all know this is simply not true, WE ran passenger trains of a unique type (how many other lines have used a double deck electric coach) some weeks before that line's services. Apart from that omission, not one photograph of the Middleton was printed to commemorate our pioneer role in the preservation movement, which is unforgiveable. It is a trend for most large concerns to ignore the 'little 'uns', something which we can perhaps try to rectify in the coming year by blowing our trumpets louder than these larger railways. After all, we may not have big engines or Kidderminster extensions but we certainly have a proud past and a very exciting future - it is simply up to members to let others know what we are about in order to ensure a healthy future.

In closing, on behalf of the Council of the Trust may I wish all members a happy Christmas and a prosperous New Year?

Ian Smith

MEMBERSHIP

Last year, in order to reduce postage costs, I proposed that I would no longer send out membership cards except with the next edition of the Old Run. Judging by the number of enquiries as to where members cards had got to this does not seem to have been a successful idea. I have therefore reverted to the old system of sending out cards as the renewals come in despite the relatively high cost. To those of you who send stamped addressed envelopes, I must offer my thanks. It is a big help both in time and money.

It is time for the December renewals again (doesn't time fly!) and those of you whose subscription falls due on 1st January will have a renewal form with this Old Run. Please remember, especially those who pay by Banker's Order, that the new subscription rates are now in force.

As this will be the last issue of 1984 may I take the opportunity to wish all our members a Merry Christmas and a happy and prosperous New Year.

Ann Roberts

STEAM AT SEA

One of the highlights of the editor's time on board HMS BRISTOL was a full power trial undertaken whilst on passage from Portsmouth to Ponta del Garda in the Azores. The trial consisted of one hour steaming on the turbines alone followed by two hours on full power which comprised steam turbine plus two Rolls Royce Olympus gas turbines, and followed by a half hour of gas turbines alone(!).

When it is remembered that BRISTOL weighs in at a massive 6,750 tons displacement, it will be seen that these trials were quite an event. They were successful and came very close to the figures achieved when the ship was completed in 1972. The staggering part about the whole affair was the cost, plus the developed horsepower which are all set out below.

The maximum hp developed at the shafts was 59,000 which gave a maximum speed of 30 knots. The fuel consumption for this massive effort was 20 tons/hour, or 10 yards to the gallon! (That works out to 0.005mpg.) The cost to you, the taxpayer, was £250 per ton of fuel, £5000 per hour which worked out to around £17,000 for the whole trial. That certainly makes Middleton's fuel bills look small!

Ian Smith

THE WOODEN HORSE

Steve Roberts

It all started with a letter to John Bushell. The B.B.C. were making a serial which involved certain railway scenes and could they consider us as a possible location? Knowing how lucrative filming contracts have been for other railways, our immediate answer was affirmative even though we had no idea of the requirements!

A site meeting was held, both for the B.B.C. to look us over and for us to find out more about what was required. Were we in for a shock! For their part, the B.B.C. required a tunnel, a double track, a modern B.R. diesel and some Weltrols, gates across the track and an industrial background with motorway style lighting. The tunnel, the industrial background and even the gates across the track we had but the rest was missing! It would have been easy to suggest alternative sites for this filming which would have fitted the bill far better but as we certainly need the money, we racked our brains for solutions to the outstanding requirements. The amount of double track required was small so we could use the depot yard for the scenes, the Weltrols could be hired from B.R. and the B.R. diesel, well that was a minor problem! Our proposals were put to the B.B.C. and surprisingly, they approved!

Having negotiated ourselves a contract, the problem of the locomotive could not be left any longer. There was no way a main line diesel could be allowed to venture up the branch from Balm Road even if B.R. had one available. Thoughts of hiring one from another society were thrown out on cost grounds so the only solution was to build one! All the scenes were being shot at night so a wooden mock up would be quite acceptable. It was decided that the two Fowler diesels and 'Sweet Pea' would form the basis for this wooden horse and the B.B.C.'s back room boys were provided with drawings and photographs of a Class 31 to help them build it.

When we came to ordering the wagons we were brought down to earth with a bump. Amazingly, it seemed to us, B.R. no longer had any Weltrols in common use. The modern railway, it seems, has no place for this sort of vehicle. The few surviving ones are all in departmental use and could not be released for the length of time that we wanted to hire them. The engineers department did have some Lormacs spare though which we could hire. The B.B.C. weren't too keen on this suggestion so we put on our thinking caps again. A scrapyard in Sheffield had some Weltrols and were willing to sell but the price asked was impossibly high. British Steel Corporation were approached but they had none surplus that they would sell. The sands of time were now running out so the B.B.C. reluctantly agreed to use Lormacs and the order was duly placed with B.R. for two of these vehicles.

Some two weeks before the filming was due to take place, the depot at Moor Road was descended upon by several B.B.C. technicians and the site became a hive of activity. A fence sprung up as if by magic and four lighting towers started to grow from a seemingly endless pile of scaffolding. It amazed us to see the amount of preparatory work that was going in to what we knew was a very short sequence in the eight week serial. The Class 31 slowly but surely began to take shape and, although it was obvious it was a mock up at close viewing, looked very realistic at a short distance.

After several postponements, filming was finally arranged for the nights of 4th and 5th October. Despite having tried to keep the filming arrangements secret there was a considerable crowd of onlookers during the early evening and together with the not inconsiderable number of cameramen, technicians, etc. the depot site seemed more like a gala day. A mammoth shunt had been carried out the previous weekend to arrange the train in the correct order for filming and to prepare all the remaining stock for movement as the yard had to be completely emptied. With the exception of the crane, all unwanted stock was stable on the branch into Robinson & Birdsalls, the B.B.C. supplying security guards to ensure its safety.

One major problem was that, because of the design of the Class 31 mock up, Vernon Smith, who was driving No. 4220038 from within this monster, could not see out. However, this had been anticipated and radio communication had been provided. One of the scenes required the train to come running out of the tunnel at full line speed and come to a stop with one of the Lormacs opposite the security officers hut. Not a difficult task normally, even to be within the six inches tolerance that the director required; but when you can't creep in because it makes the scene too long and you can't see where you are in any case, then that's a different matter! To put the icing on the cake, so to speak, the script called for it to be raining and the technicians were spraying water all over the track which effectively turned it into a skid pan.

The technique employed to enact this scene was for Vernon to be 'talked in' by Andy McKenna using the radio to tell him where he was and when to brake, almost like Hornby at 12 inches to the foot scale! Just for good measure Pete Nettleton was at the back of the train, out of camera shot, to provide braking with his diesel. Even so, the number of 'takes' required to accomplish the scene was considerable and one set off gates did not survive intact as a wooden Class 31 slid inexorably into it!

Eventually, slowly but surely, the various scenes were shot and by 3.00 a.m. on the Saturday morning it was time to pack up and go home. After some three weeks work on site and 15 hours filming, about two minutes actual screen time was completed. Clearing up was rapid and by Sunday, little remained to show of

what had been taking place. Except, that is for the Class 31, which at the moment still covers the three diesels.

Whilst it was a busy and sometimes chaotic three weeks, everybody enjoyed it and good times were had by all. Lets' hope that we are favoured with a similar opportunity again, at least, after we've had a while to recover!

The serial, by the way, is called 'Magnox' and will probably be shown towards the end of 1985. Watch out for it!

NOTES & NEWS

Plant & Machinery

Our diesel crane has continued to give good service and has been in almost constant use during the last few months. A recurrence of the oil leak on the drive shaft of the Brockhouse transmission has been cured by the fitting of a new seal. The amount of jobs that we find for the crane makes us wonder how we managed before we had it!

After giving good service throughout the summer, the cement mixer failed with a stripped drive gear at the beginning of October. A new gear and bearings were quickly fitted and the machine was back in service within two days thus avoiding the need to hire a replacement.

Since its acquisition the compressor has seen regular use and, like the crane, it is difficult to imagine life before we obtained it. Minor repairs have been necessary, including a new exhaust pipe and overhaul of the voltage regulator. We continue to obtain tools for use with the machine, the latest acquisition being a heavy duty rock breaker.

Mention was made in a previous issue of the purchase of a radial drill from the NCB. However, we were unable to effect the removal of the machine before the start of the strike and have been unable to do so since. As it is standing outside, its condition has deteriorated considerably and thus, when the offer of a smaller, but eminently suitable, machine was made by Leeds Grammar School at a reasonable price it was decided to purchase. It is in excellent condition and does have the advantage of not needing a replacement motor fitting unlike the NCB machine. (The NCB use 550V instead of the more usual 415V).

Loco. Notes

No. 2003 has been the mainstay of services throughout 1984, providing the motive power for all the steam turns. In general the locomotive has performed commendably well, the only trouble experienced being a recurrence of the leaking tube problem. The locomotive is presently serviceable and will be used on the Santa Specials. A hydraulic test is due this winter and will be carried out immediately after Christmas. Other work to be carried out on this locomotive during the winter includes fitting vacuum brakes and replating the coal bunker, which is badly corroded.

No. 53 'Windle' The new firebox mouthpiece rivets were fitted during September. This was our first attempt at rivetting and was not perhaps as successful as it might have been with the result that further work is still required. This will be carried out in the near future with the intention of having Windle available for traffic as soon as possible to act as standby.

No. 385 The boilerwork is now complete and is only awaiting the approval of the Boiler inspector. If the inspection proves to be satisfactory work will commence in earnest to have the locomotive available for Easter 1985.

No. 59 The boiler was removed from this locomotive during August. Work is presently progressing on drilling out the many broken and corroded studs prior to their replacement with new material. At first sight the boiler and the firebox appear to be in good condition, the only remedial work necessary being the building up of the flanges on the boiler where the corrosion has taken its toll. The tank has been cleaned and painted externally and when a volunteer comes forward, the inside will receive the same treatment!

No. 2702 Matthew Murray has taken a back seat until the true state of the boiler can be assessed. If the Boiler Inspector considers it to be suitable for further use without major repairs, work will recommence on the locomotive as soon as possible.

4220038 Following the repairs to the engine mentioned in the last issue, a partial repaint has been carried out and the locomotive now boasts a maroon livery.

D577 has seen occasional use both for shunting and for passenger work. Problems have been experienced in engaging and disengaging the forward/reverse gears due to the drag created by the fluid coupling. The present transmission shaft brake is a cone brake and is relatively ineffective, besides putting excessive end loads on the fluid coupling. The work has therefore started on fitting a disc brake to replace this.

4220029, D631, 1786 and 138C are all available for traffic and used as required.

Moor Road Development

It would be easy to start and finish this report with just a few words:- 'work has continued on the shed' but this would be totally out of proportion to the amount of work that has been carried out both by the MSC staff and our own members. The brick walls have now reached their full fifteen foot height, having gobbled up some twenty eight thousand bricks in the process. Progress has certainly not been rapid, mainly due to 50% of our labour force being off sick. However, our supervising bricklayer has plodded on, on occasion single handed when he has had to mix cement, carry it and bricks up scaffolding and lay them by himself, not to mention make his own tea!

For our part, Middleton members have been acting the part of spiders clambering up the steelwork, fitting a cleat here, a bit of angle there and giving it all a bit of paint. This whole task would have been impossible without the acquisition of a 16' tower scaffold and a safety harness. It is surprising just how much steelwork goes into a building, especially when you are having to make most of the bits!

The roof has now been fitted, and the 'workshop' area of the shed now sports a concrete floor. The roof cladding is BSC Long rib 1000 plastic coated steel sheet with alternate roof lights of 'Filon' a translucent reinforced plastic.

In between working on the shed and all the other jobs we have managed to find time to do a little bit on the trackwork. The middle road has been extended by a rail length to enable two more locomotives to be stabled in it and the sleepers for the back road have been laid in up to the shed entrance ready for dropping the rails in as time permits.

The present MSC scheme was due to finish on November 13th. However, in view of the amount of work still outstanding it was felt desirable to rake up the MSC's offer of a further extension. A careful appraisal of the finances has shown that we had enough funds to finance a further six months work. The scheme will therefore be continued through till May 1985. In addition to completing work on the shed (floor and drainage) it is proposed to pave the platform, lay a footpath down the side of the shed and build a water column.

Thefts are an unfortunate occurrence on all building sites and Middleton has been no exception in this respect. Workmen's tools

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appear to be the favourite target but we have lost other items as well, such as timber and more recently, scaffolding. To date, it has cost well over £1,000 to replace these missing items, a not inconsiderable proportion of our total expenditure.

Helping The Other M.R.T.

A recent editorial in the Midland Railway Trust's magazine "The Wyvern" asked for members to send their slides and/or photos to the editor for copying in order that the MRT could have a comprehensive set of archives. This is an excellent idea and perhaps we at Middleton could also do something similar. I am sure that John Bushell would welcome slides and photos either as donations or for copying if our funds permit.

The Midland Railway Trust at Butterley have also asked if other societies such as our own could publicise their request for archive materials and this I am only too pleased to do. If any Middleton member has any Midland Rly type slides or photos (Stations, Signalboxes or locos in either LMS or BR days) Mr. Mark Higginson of the MRT would be only too pleased to hear from you. He can be contacted on Derby 514206, or writing to him at 15, Edale Avenue, Mickleover, Derby DE3 5FY.

FESTIVE FUN

Christine Nettleton

Hidden in the square below are fifteen words associated with the Middleton Railway or locomotives. Can you find them? Answers on page 17

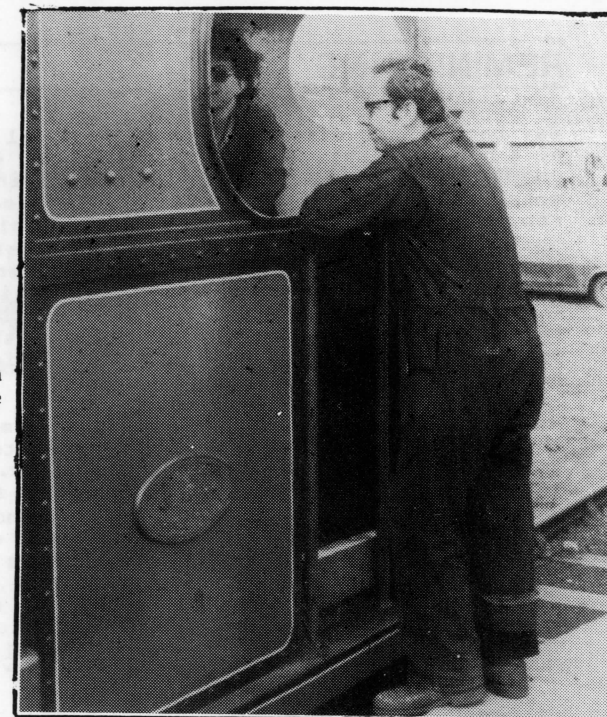
V F P C C W H I S T L E P F A
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U B S I P J A M E P O E O Y Z
T O T W R U C I L M F H R D B
J X A L E A K A L F A W P O N
V L Y Z L Z T O U W B R Q J H
G S S F I E K B S E A Y F D T
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T S U B S M O K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



In service for 1985? The Danish Hs No. 385 has at last passed its boiler examination and work continues to have the loco. in service this year.

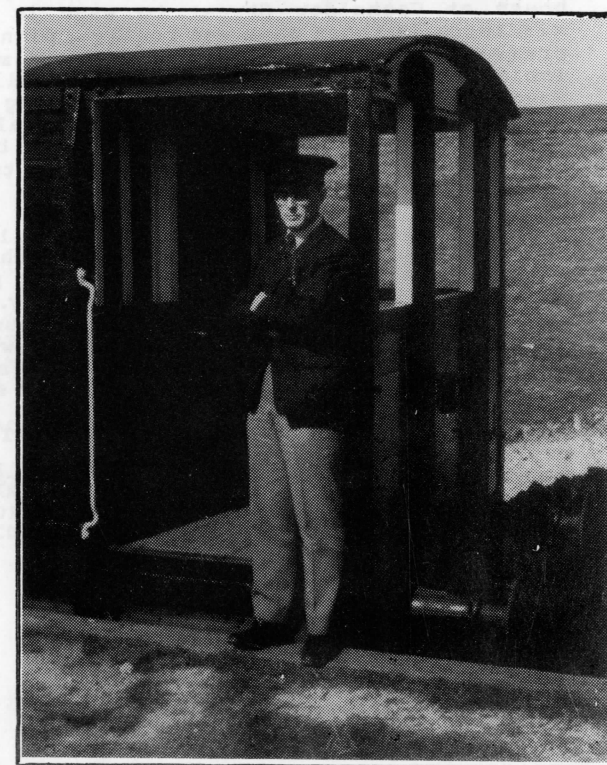
MIDDLETON PERSONALITIES - 1

Tony Cowling - the Railways Civil Engineer - chats to Peter Nettleton (half hiding in the cab) about some obviously important subject!



MIDDLETON PERSONALITIES - 2

Our Exhibitions Manager, Derek Plummer also does another fine job as a regular guard. Derek is shown here waiting for some passengers at Middleton Park.



REMINISCING

I.B.Smith

Way back in the dim distant past, a small boy gazed in amazement at a new tram being built near the Rugby ground. As he watched, people were busily putting large bolts into holes all over this monster tram whilst others were busy cleaning windows and even replacing one or two. In appearance, this tram looked like the ones our watcher caught up to the water tower in darkest Middleton (Only rarely visited and then never alone!) but it appeared to be bigger and - just how was it going to get onto the tram tracks anyway, when the line on which it stood ran alongside the tram tracks, wasn't electric and the tram itself didn't appear to have a trolley with which to pick up current. All was to be revealed a couple of weeks later.

Much commotion at Parkside caused our small boy to walk across the road past dad's works (Dennisons) to be confronted by an amazing sight. There was his tram again. But it was connected to a little green diesel which it dwarfed and this was pushing it up the hill to the old Beeston Railway and then bringing it back again. As the rides were free, our hero decided to indulge and then the penny dropped! A few weeks before, someone had mentioned this event. It was, of course, our first train whilst the small watcher was myself, at the age of six being fascinated by the sight and sound of "JOHN ALCOCK" plus Swansea & Mumbles 2. Had I been older and wiser I would probably been horrified to see the wire rope which attached "JOHN ALCOCK" to the railcar!

Following on from this episode, I became a close watcher of the railway and a great friend of Fred Youell, who used to use my old house at Gasholder Street to wash in before driving home. Middleton in those days was really a pioneer as no-one had ever preserved a 'real' line before, and many were the little incidents which used to occur. I can well remember a number of waggon derailments on the line culminating in the famous occasion when the Stourton breakdown train was called out! Memories of those early days are a little disjointed but I've put a few into print in the hope of stimulating others to do the same for next year.

When I first knew the line, Acme's was still fully rail connected and we also had the remains of a loop which commenced immediately after the railway crossed Moor Road. A photo on Page 9 of the Winter 1972 issue shows this quite clearly. Incidentally who are those lads on the loco? My first encounter with a Middleton steam loco was awe inspiring - well how many 7 year old kids could adequately compare Sentinel 54 (as she was then) with 'Jubilees' and the like which were normal engines!

The building of the present loop is well remembered as is the demolition of the old bridge over the line. I have always thought that was a sad day - it added character to our line, that

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bridge. Many were the hours spent train spotting on there, and gazing at Middleton activities.

One event I can well remember is the testing of a loco at the railway. This was around 1963/4 I think, and the loco was a green liveried 0-6-0 diesel built by Hudswells. Any offers as to its identity and have any photographs of its use survived? If so, your Editor would like to use one for this magazine.

I finally joined the railway in 1969 at the steam gala of that year and soon found that being a Middleton member was a passport to all sorts of jobs. Then, as now, the new member is roped into all manner of jobs and I have memories of doing pw work, guiding visitors round the line and assisting with sales. One memory which sticks out is that of Fred's Anglia estate. They don't build cars like that any more! It was not unusual for that car to have several chairs, keys, coach screws and a couple of sleepers in the back. With that sort of a load the engine used to scream, but the car always got us there!

Then there was 'burst a tube De Lacy'! On a number of occasions in the early days, 'Henry' burst a boiler tube and I can well remember arriving at the line one day to see the loco crew (Jim Lodge and 'Prentice' I believe) rushing their charge back to the yard with this complaint. There was the occasion when the loco returned from a trip to Miggy Park and the driver decided to oil the side rod bearing (I think it was the left hand one) only to find it missing! This brought the now classic remark "Well it was there when we left a few minutes ago" from the bemused driver. The offending articles were found in the grass halfway up the line, one of the two halves having been split into two parts. Another occasion springs to mind. It was the practice in the early passenger days to 'work traffic' with the steam loco if required. On the day in question, 'HENRY' did the honours but the crew for some reason which escapes me now, left the brakevan on the tram crossing with myself plus the rostered guard on board. On returning from Balm Road, the intention was to couple up and then return to Dartmouth Yard. Until now, all was going to plan but two things were to complicate the situation.... To begin with, some genius decided to shunt the yard with HE1786, known universally as 'Pea' and was proceeding round the curve from the Yard as 'HENRY' crossed Moor Road with her load of scrap waggons. The inevitable happened as the second complication came into play. 'HENRY' was never renowned for its stopping ability and collided with the brake van. This was not particularly serious - except that the guard had forgotten to apply the brake when we'd stopped before! The ensuing thump sent the van flying downhill towards the headshunt just as 'Pea's' driver began pushing his load towards us! The driver of 'HENRY' swore loudly at our guard as the brake was firmly applied to the van. A lot of whistling stopped Pea's driver too! With stricter controls,

this type of thing is unlikely to happen today, but it does serve to illustrate some of our problems encountered when we first ran passenger services.

The stopping ability of 'HENRY' was legendary, and dents in the old Moor Road and Burton Road gates testified to the loco's many problems in this field. It was rumoured that if you wanted to stop on the way down, you opened the regulator, then immediately applied the brake, then prayed that the loco would slow down in time! I can remember attending an AGM in the seventies at which the merits of cutting our younger Hudswell 'CHAIRMAN' (HC1717/40) up for spares were being heatedly discussed. Our CME gave a long speech in favour ending with the remarks that 'without spares from 'CHAIRMAN', the loco wouldn't go for much longer'. This elicited the now immortal cynical statement from the driver involved in the incident mentioned earlier that "It'll go, Jim, but the damned thing won't stop!" Needless to say, that argument won the day.

There are many other vivid memories, some of which are most definitely not printable! One of which concerns the night we replaced the old dumb buffers on 'HENRY' with the ones from the now condemned 'CHAIRMAN'. Five of us were gathered round each buffer to lift it into place. Having successfully attempted the first one, we set to work on the second. One of our group was a member who had only just joined and this was his first working party so it was natural that he should be christened, Middleton style. We all gathered round, then lifted the second buffer to the required height. Then came the voice "one, two, three" and at that, four pairs of hands let go of the buffer, leaving our astounded newcomer to hold the thing all by himself! His expression was a picture to behold! Admittedly, he was left holding the baby for only a few seconds, but the effect was amusing. One of those buffers weighs quite a bit I can assure you!

I hope that this has stimulated a few brains and that Old Run gets a few more nostalgic articles, if only because I have nothing at all in the pipeline for the next issues!

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FOOD FOR THOUGHT

Amongst all the predictable euphoria which surrounds our achieving our Silver Jubilee this coming year, your editor would like to inject a note of concern about some of the railway's assets.

The more observant of members will have noticed the complete absence of steam cranes at Moor Road Depot. This is no accident - the things are stored on 'Kings Siding' in the remnants of the Dartmouth Yard system. There they will stay until we get time to restore them externally - at least that is the official story. The reality for these cranes is rather grimmer. The Middleton Railway would dearly love to restore the two complete cranes as one is reputed to be ex GWR and the other is a rare example built by Isles of Leeds, of which few remain in preservation. The third is a chassis only, whilst a fourth crane, comprising chassis and boiler only (the ex-Victoria wharf one) is apparently to come to the line at some time in the future. This latter crane is in a 'restored' condition and could be put on display with little effort and is therefore relatively safe. The other two cranes are not, due to the Trust's inability to do anything positive about them in the foreseeable future. Ask CME Steve Roberts about these cranes and you will get the same reply - "We will restore them in due course". The problem is quite simply that this society has not got the resources to do anything at all!

It takes the resources of all our working members to keep the railway running as it is, without 'wasting' time restoring such things as the cranes which, after all, would only sit there doing nothing. A number of working members are openly hostile to any suggestion of spending valuable time on such items and who can blame them? The first priority of the working members must be to complete the shed, finish off the shop, and ensure that the line is fit to operate trains each year. Static restoration jobs have of necessity to take second place. This rule also has to apply to "HENRY DE LACY II" which has been 'allowed' to deteriorate steadily over the last few years and is in need of attention to its paintwork. Then there is the Middleton waggon. When space is available, it will be moved back into the compound where it will at least be a little more protected from vandalism than it is now. The waggon is an eyesore and is a danger to those children who delight in playing on it these days. Another point to be made about the Middleton Waggon is that the Trust is acting unconstitutionally in its actions, since part of the constitution states quite clearly that the society has an obligation to preserve artifacts etc which have a particular bearing on the railway's past.

It is rather alarming that our society has to act in this manner towards all its 'static' items of locos and stock. The attitude of working members is correct - we must keep the railway running or these items will have no future at all, except as firewood or scrap iron, but if we do nothing at all their fate could well be the same anyway. What's to be done?

As we enter our Silver Jubilee year, let us concentrate on these items. There must be within the membership those people who can spare a little time on a weekend or even weekday evening. Or perhaps someone knows a firm which might be able to sponsor the external restoration of one of these items. Our working members are stretched to the limit and need extra hands for many projects both started and as yet still being planned. The initiative for the restoration must, I believe, come from those as yet uncommitted members who might be able to devote some time to one of these worthy restoration projects. Sentinel 59 was taken on by a couple of members who have spent their time solely on this locomotive. This idea could be adapted to each of the four items mentioned in this article. The cranes simply need someone to derust and paint them, HENRY needs a little more. The waggon is a much more demanding project as anyone who has seen it will testify. It requires a major rebuilding exercise as one of the sideframes is broken. However, it can be made to look respectable given time, or it can be fully rebuilt if we have the labour and materials to do the job.

So there is the problem and a number of suggestions to alleviate it. Not everyone will agree with these suggestions, but very few will disagree that something needs to be done fairly swiftly, particularly in the case of the Middleton Waggon which isn't going to last for very much longer as its condition deteriorates alarmingly each year. We need extra members to restore these items. Can you help, either by actually coming down to the line and working on them, by providing materials for restoration (paint can be very expensive these days) or helping to find sponsorship for restoration.

If anyone can help, please get in touch with any Council member, the addresses of whom are on the back page, letting him or her know to what extent you are able to assist. Your help would be greatly appreciated and ensure that the railway has not only a good collection of working locos to show the public but that we also are able to care for our non working items and are able to display them to good advantage.

I.B.Smith

FROM THE CHAIRMAN

The pupils of Cockburn High School are making a positive and constructive contribution to the appearance of the line in the vicinity of the station, before extending their energies to the south of the tunnel, where tree planting to form the eastern boundary is scheduled to take place this month. The boys and girls, under the supervision of a master, are landscaping the area in the vicinity of the station building, and planting a quantity of bulbs which will adorn the ground for our opening at Easter '85. They will also level and generally tidy up the car park - this will convey a positive first impression to the visitor.

They are going to follow a pattern of work which will eventually enhance the general appearance of the whole line. Apart from this valuable contribution, the work it is thought, will convey to the youngsters the idea of construction and preservation rather than destruction and damage.

The engine shed roof will be completed by the end of December and the track laid in - the first time since the railway became the subject of preservation that entire cover has been available for any item of motive power or stock in need of repair or attention.

The 25th anniversary of the preservation of the railway will take place at the beginning of June (actual date to be announced in next issue). It is anticipated that the AGM will coincide with the date, with the intention of bringing as many members as possible together to celebrate as well as having the opportunity to attend the meeting.

The PMV modification into a real coach - the first to be used on the railway - is well under way. Thanks to Messrs. P.Elliff & Sons Ltd., who manufacture safety glass, our concern re the acquisition has been allayed. The glass has been promised shortly, in return for the name of the supplier being permanently engraved for all to see, plus a good advert in the Old Run.

The Council have decided to use a substantial sum to advertise throughout West Yorkshire for the forthcoming season, having been invited to participate in the West Yorks Metro Council's tourism brochure. A write up about the railway, incorporating an 'action shot' of operation will be circulated throughout the County to all outlets where visitors and residents may seek information.

It is hoped to repeat the following in 1985 - Schools' Steam Days - Old Tyme Days - Road Rail River Tours - Santa Specials - Transport Gatherings; the possibility of a tour of the other local preserved lines is also under consideration.

J.K.Lee B.E.M.

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J.K.Lee

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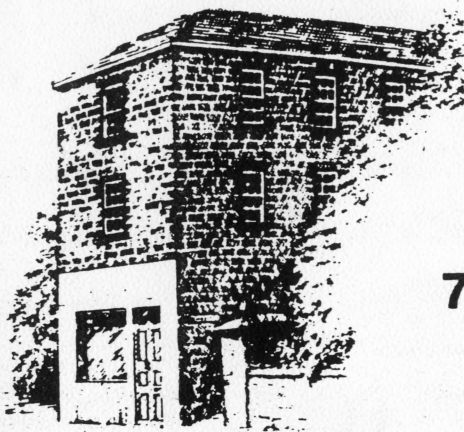
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