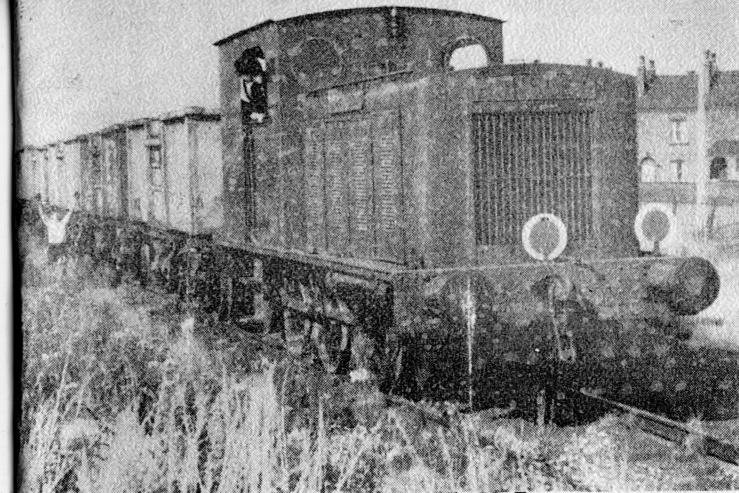


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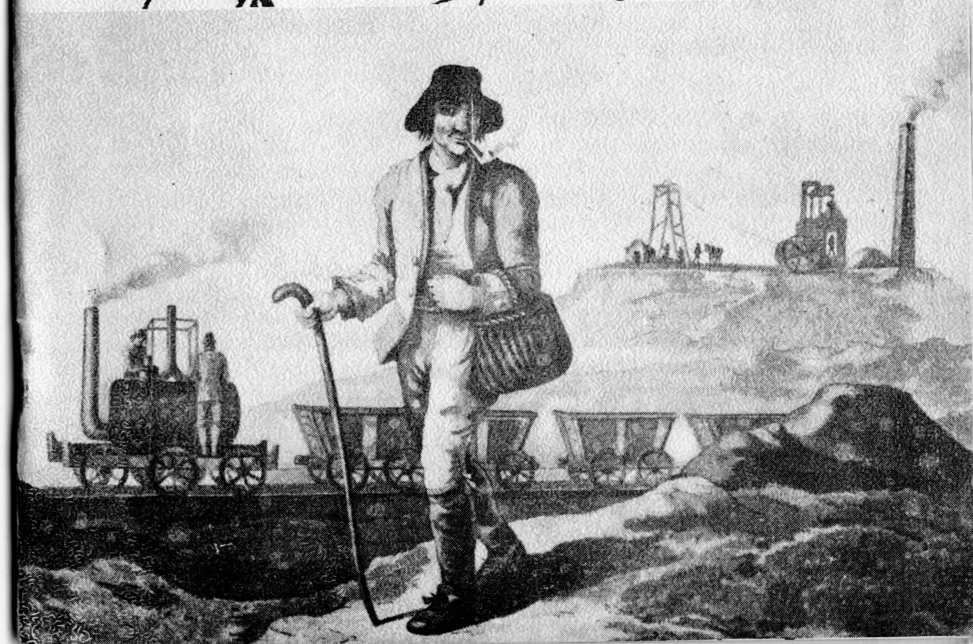
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# The Old Run

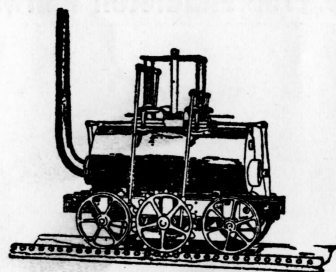
Journal of the 1758 Middleton Railway Trust, Leeds

George



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# THE OLD RUN

**News of the 1758 Middleton Rail-  
way at Leeds**

Vol. 8

No. 65

Summer 1969

## STEAM SPECIAL

### This year it was better than ever

We have had them before, but few of the MRT steam galas can compare with Steam Special 69; a wild extravaganza of sound, smoke and colour held on Easter Monday.

Over 1,500 delighted people passed through the gates, and more probably got in elsewhere! A continuous series of whistles, which must have driven Garnet Road into their residents back kitchens, bore witness to the enthusiasm with which youngsters of all ages paid 6d. to blow the engines' whistles. The Sentinel, NER Y7 D-4-OT, and Henry de Lacy II (on public show for the first time) obliged.

Music of a more conventional kind was provided in Clayton's Yard by the Limonaire 45-key fair organ (owned by Bennett's of Aberford), which first appeared at the Steam Gala in 1968, while down on the field a further three organs, large and small, took turns in regaling visitors from their ample repertoire. Special requests (one shilling each) were also played!

The big attraction on the field this time was the extinguishing of a genuine fire (old sleepers and rubbish) by Mr D. Todd's 1940 Dennis fire engine, complete with firemen in vintage uniforms. Such was the insistence of the crowd that an encore had to be staged! During the rest of the day the fire engine was used to water the steam engines.

Unusual exhibits were a number of small vintage oil-fired engines used for powering agricultural machinery. The fascinating oscillation of the cylinders and Heath Robinson style valve gear produced irregular exhaust beats which held people for ages trying to follow the firing pattern. Thanks are due to Mr J. Smith of Morley for these interesting restored engines.



## THE OLD RUN

Mr L. Cole's 1916 Mann steam tractor, fitted with dynamo to drive his Gavioli organ, was again a sizzling hit. It produced the authentic smell in addition to being fun to watch. One attribute of this machine is that it certainly does not look as old as it is. Rather like the Fairlie double-boiler engines of the Festiniog Railway - they are so unusual they never look more than ten years old.

It was a pity that the 1907 White steam car could not fulfil its tug-of-war challenge to all comers. It had developed mechanical trouble at the last minute, but Mr. Cole hopes to bring it to a future event.

The younger children enjoyed a traditional fair roundabout provided by Mr Blaum of Armley, who also provided the motive power. He showed no signs of tiredness by 5 o'clock.

But while all these attractions and the fine weather helped to make the day a success, there was no doubt that the visitors had come to see for themselves what it was that made the Middleton Railway tick.

Railway engines in steam performed their age-old trick of entrancing a wide range of people. Whenever one moved, everything else stopped as the visitors turned to admire, and once again great credit is due to those responsible for turning out the locomotives in steam in such splendid trim.

Henry de Lacy II was much praised; it was the first time most visitors had seen an oil-fired steam loco at close quarters. They little realised how much every glance was worth - Henry drank nearly 60 gallons of fuel oil during the afternoon!

The Sentinel, that strange and delightful object, kept visitors suitably mystified until its workings were explained to them.

No. 1310 (the Y7) was also in steam and as usual stole the show with sheer good looks.

All the other engines were either on show "dead" or were partially dismantled in various stages of restoration or repair, but this in itself proved a source of interest as visitors could see for themselves how an engine was built up.

The steam crane was set to work lifting and slewing various small objects at 6d. a time.

A considerable amount of money was raised for the Museum appeal, in addition to the revenue from sales, which goes into the general fund.

Once again an enjoyable time was had by visitors and members alike. Any reader who has not been to one of our steam events has certainly missed some happy times - both satisfying from the point of view of railway and transport interest, and entertaining by means of the various competitions and side attractions. Above all, a wonderful sense of friendship that comes from doing a worthwhile job together and seeing one's work come to fruition. Everyone is looking forward to the next gala, which it is hoped to hold on September 1st this year. You will join us this time, won't you?

## Sticky home-coming for ex-colliery wagon

Some kind of Hoo-Doo hovers over any railway vehicle that we are determined to transport by rail, ruat coelum! The Alton locomotive from Courages Brewery had the junction pulled up in front of it, while Henry de Lacy II had its exit blocked for months by a derailment at the exit from Kirkstall Forge.

A similar fate befell our Middleton Colliery wagon (circa 1890) on its 10 mile journey to our line.

It was originally hoped to get this 10 ton hopper wagon here early this year. We had a most reasonable quote from B. R. and awaited results. Unfortunately, B.R. waited for Walton Colliery Wakefield to despatch the wagon, while Walton Colliery waited for B R to do it. We started letter writing. Walton said B R didn't want to move the wagon. B.R. said that the N C B had banned it as unsuitable to travel, loaded or empty. It appeared that the goods train people at Walton had not been in touch with the goods people at Leeds who had quoted the price for the journey.

We started telephoning. The kindly and efficient Area Manager's office of the N C B at Allerton Bywater waved magic wands, and the Middleton wagon was loaded on to a Lowmac similar to that on which our Alton diesel travelled. Unfortunately neither Walton nor B. R. at Balm Road tipped us off in advance and the first we knew was the arrival on Saturday 14th June. The wagon had been despatched on the 12th June, travelled on the ominous Friday the Thirteenth, and was pushed round the next morning. On Monday morning, we found that our girder jack handles for unloading had been mislaid and that the Dartmouth works crane was obstructed by urgent fabricated steelwork. Mr. Rollinson's overhead crane at Moor End saved the day, and we had

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the delightful spectacle of an empty coal wagon swinging 30 feet above ground level in the breeze narrowly missing us and a nearby lorry. Most of the wheels landed on the rails and the rest were encouraged to follow suit. We were pleased to find that even on a wet rail, the Alton diesel could get a 25 ton Lowmac and a 5 ton hopper wagon round the 2½ chain curve at 1 in 60 up to Moor End Works. Not bad - 5 times the weight of the locomotive.

Our latest and proudest exhibit was running in a train carrying visitors from the Kent and East Sussex line and another party from Durham Colleges Railway Society. Joe Lee has traced an ex-Middleton Colliery man who can advise us on the repainting of the wagon to the correct livery. We are very pleased to welcome our newcomer which has more right than anything else to be BACK HOME AT LAST. She was originally fitted with side doors and an end door, but the end door was fixed shut when the slanting sides of the hopper interior were fitted.

We are still intrigued at the Lowmac being ex Swindon GWR works, but fitted with Westinghouse rather than vacuum brakes. A ghost of the late James Holden, perhaps, ex-Swindon, but an ardent Westinghouse Brake Supporter and user?

So our eldest living ancestor is back in action on its home ground. Relics of the 1890 era are none too common, hence our delight.

## Another first for Middleton

### *World's first hopper train ran in Leeds*

The late Rev. J A Hardcastle, vicar of St. Mary the Virgin, Primrose Hill, London, discovered the following in the diary of one of his ancestors.

"The road to Leeds not remarkable - As the town is approached the number of steam engines increased.

Saw also the steam engine by which the waggons of coal are brought to Leeds. It is sufficiently powerful to propel 36 -- each laden with 2½ tons of coals. The waggons are of Cast Iron -- connected together by chains -- they have a moveable bottom, which by the withdrawal of a pin, opens like a trap door and discharges the load. This is done on a part of the road which is elevated -- so that waggons to remove their coals are driven under the arches upon which the road is built and receive it at the top."

The first reference to steam engines is obviously to Stationary engines and the second to Middleton. Whether or not the elevated section refers to Whitakers or to one nearer the City centre is open to speculation.

(Typist's Note) There's nothing new under the sun! The idea of trap door unloading hopper wagon fashion comes in as the New Look in B. R. Merry-Go-Round-Trains, and in narrow gauge mining wagons built by Robert Hudsons in modern times. You Name It - Middleton Invented it!

# FIRST IMPRESSION

## of the Sentinel

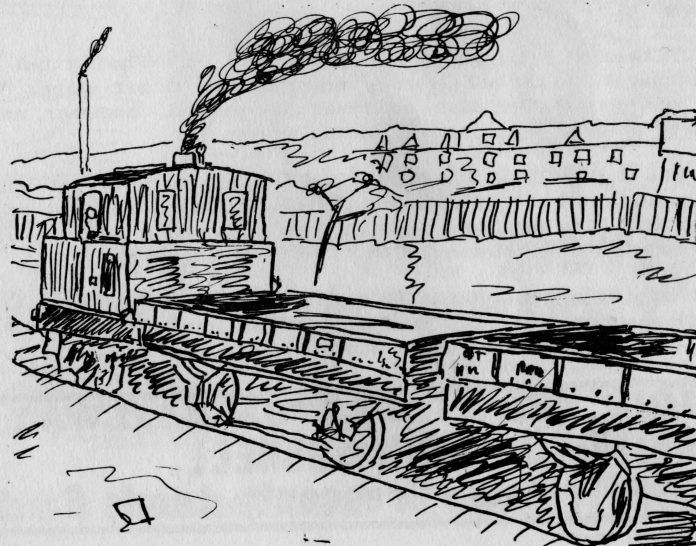
I was working at Darlington loco Works at the time. After dinner a walk round the shops and yard was the order of the day, whilst all was quiet. Just to see what was new. Duplicated lists came out weekly giving progress of engines through the shops, arrivals expected, casuals, intermediates or generals and expected dates of departure. Not always accurate or complete, but very handy for the enthusiast/employee like me all the same.

One Tuesday morning, someone came down the shop, saying "have

### A & P 8506

you seen that thing in the yard?" "What was it?" brought the reply "Don't know". So after dinner a search was made. There it was, outside the New Engine Pits.

There were some things like that used for cabins for the men over in the Scrap Yard at North Road but this one said Departmental Locomotive. No 54 on the side. On the front was 68153. And it was on wheels, with chains underneath. I'd not seen an actual 'Live' Sentinel before.





Enquiries in the front office revealed it was destined for some line in Leeds, so as a member of the Middleton Railway I was more than just casually interested. I wanted to know more. Back again to the engine. What's that wheel for? What's this lever for? There was only one way to find out. Work it out for myself. That chimney on the back (lifting the lid) is where the water goes in. Those down there are the injectors. That's where the coal is kept. This is the engine, this is the reverser.....but no regulator. Oh, this is the regulator. It can't be, it's a wheel. But it's two wheels, one on either side and that's the only thing it can be. Whoever heard of a regulator being a wheel? But it is - and what about the coal? There's no firehole door!

What's this down here then (lifting a lid like a kettle's) Those are firebars down there; the coal must go down there. Kettle.....it was just like a kettle. Tinpot thing, levers, valves and bits of string, but it was ours and it was great, just great.

A couple of days later they said "It's gone." But it hadn't - only moved. When I found it again it was in the erecting shop over one of the pits. There were a couple of fitters working underneath. "Taking these off" they said, "So it'll fit on the wagon." Then later, there it was. 15 feet up in the air, slung from the 30 ton crane like a box of beans. Down, Down, it came, ever so gently into the well of a 50 ton Flatrol, B 900505, standing on the turntable just inside the Shop door. Finally it came to rest with the wheels down on the deck and the axle-boxes resting on blocks of wood on the side beams.

Round the turntable swung, on backed one of the works shunters, a J 94 tank and back out into the yard No. 54 went. This time on eight wheels but not its own. The J 94 made quite heavy weather of pulling it out of the shop but it was a steep drag up that yard at the best of times.

"Cheerio" I thought, "See you later" But it hadn't left just yet. They put it into the old Granary siding by the timber store. "Pack it" the joiner's foreman said, so it was duly packed - hammer, nails, and lots of timber. It won't move on that wagon.

The Out Of Gauge Loads man had to check it before it left, so in the meantime I borrowed some chalk. "Might as well get some free publicity" I thought, so I wrote on both sides of the bunker, "This loco. is going to the Middleton Railway (1758) Leeds."

Next day she was gone. The next time I saw her she was surrounded by all manner of scrap, back on her own four wheels in Robinson's. But how she got there is another story.....

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**JOIN THE MIDDLETON RAILWAY**  
**WRITE TO: JOHN BUSHELL,**  
**12 Trelawn Crescent, Leeds 6**

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**John's jaundiced views** **No 1**

## **BOOK REVIEW** *Mervyn Leah*

# **Industrial Handbook fills information gap well**

Pocket Book E L: 'British Industrial Locomotives'. Parts 1 and 2  
Obtainable from the Industrial Railway Society, 20 Graham Ave, Great  
Sutton, Wirral, Cheshire. Price 15/- each, 25/- per set.

Until very recently, British railways for most enthusiasts meant British Railways, and scant attention was paid to the thousands of privately owned industrial lines and their frequently exotic motive power. The demand for information on such matters was, therefore, limited, and the sources likewise, but the current rapid expansion of interest in industrial railways - albeit after the disappearance of some of the finest examples - has made inevitable the production of a book like the one under review.

The Industrial Railway Society, in its former guise as the Birmingham Locomotive Society Industrial Information Section, has been publishing details of industrial railways, and of industrial locomotives in particular, for some twenty years now. But the original details of the existing material, arranged by areas and containing all known locations, past and present, is now hopelessly out of date, and not in any case suited to the needs of those who wish simply to know what can be seen and where, as of now.

To list all the existing industrial locomotives in the British Isles at a given time is no simple task, since there are no central records or stock - lists that can be drawn on, as in the case of B. R., and the editors have had to rely largely on the individual observations of members. In spite of this, there are no errors or omissions that are readily apparent, although my own knowledge is far from universal.

The book comes in two parts, but this is simply to avoid the need for a complicated and costly binding, and the division bears no relation to the contents. There are three 'national' sections covering respectively England & Wales, Scotland, and both halves of Ireland; NCB and Army Department Locomotives are listed in separate sections, with individual allocations shown.

The 'national' sections are divided into counties arranged in alphabetical order, and the individual firms are also listed alphabetically within the counties. Greater London is treated as a separate county, but in other conurbations, notably Manchester and the West Midlands, the absence of a similar regional authority makes for complications. The fact that, for example, Stalybridge is in Cheshire, while Oldham, just down the road, is in Lancashire is just one of the lunacies of our present local government system, and the editors can do nothing but put the two at different ends of the book.

Details of each locomotive are given, as far as they are known, in respect of the following: name or number; wheel arrangement; tanks/cylinders or propulsion / transmission arrangements; builder; works

number; date of construction. If the locomotive is dismantled, preserved or permanently out of use, that fact is noted, as is any interesting information about its ancestry - narrow gauge diesels being rebuilt to standard gauge, and the like. Where it is known the Ordnance Survey grid reference is shown for each location where locomotives are kept.

In all this is a most valuable book for all but the most ardent main-line addicts, and well worth the fairly high price, though this may by itself be of benefit in discouraging the casual 'train-spotter' elements who are unlikely to endear themselves to factory managers if they behave as they sometimes do on B R premises. One hopes that new editions will be produced at fairly frequent intervals, especially for those who are not members of the Industrial Railway Society, and do not receive the regular bulletins of news and amendments.

## **Philatelines**

Roger Bareham

### **Railways on stamps provide endless enjoyment**

Organising the collection of stamps for the MRT, the fact that several of them depicted trains or railway scenes set me thinking about many of the different railway stamps issued.

As railways started in this country one would expect British Stamps to commemorate them, but in fact the only stamps are a 6d one showing the Forth Road and Rail bridges issued in 1964 and the 1967 E. F. T. A. 9d showing a dockside scene and 3 covered vans.

It is left to other countries to show our heritage of railways, the most significant being our own locomotive Salamanca in the 1964 San Marino set. This is the lowest priced stamp in the set and so the most common. Other values include Puffing Billy, and Locomotion No. 1, so this set has its priorities right.

Most countries have in fact issued sets to commemorate 100 years of railways, including Portugal, Denmark, Norway, New Zealand, Canada, Australia, Ceylon, AND MANY OTHERS. Perhaps the oldest is a Stirling single complete with G. N. R. on stamps of Uruguay in South America.

Besides engines the stamps illustrate many other themes including Monorails (U.S.A.), Railway excavators in the building of the Panama Canal, Marshalling yards (China), Viaducts, bridges, industrial Locomotives, Workshops (India), Moscow Underground, signals, workers, railway landscapes, electrification schemes, stations, model railways, mines, cableways. In fact most aspects of railways are covered including engineers like Stephenson on a Hungarian stamp.

Perhaps the greatest issuer of stamps is Belgium, which issues railway parcels stamps, and has issued over 300 so far. The best set shows engines from 1855 up to 1939, the latter being the 4-4-2 streamlined express locos, among the last steam built in that country.

Altogether railways on stamps provide endless enjoyment and variety, and a reminder of steam in our diesel age. Who knows, even our own Post Office may wake up one day and issue proper railway stamps for our many railway interested stamp collectors.



# A CHILDHOOD MEMORY

A pleasant sunny summers day drew to a close. An old and grimy suburban house looked over a short garden to the main line to Colchester. An elderly great uncle, a retired railwayman, looked at his watch, a present after many years working at Bishopsgate Offices.

"She's due in 3 minutes.....Go down the garden and have a look laddy!"

"What is due, uncle?"

"The train that has never been late" came the reply.

I looked over the fence and down the short slope to a 4 track main line,

**61506**

two fast and two slow. The suburban trains rattled busily past at a spanking pace, notwithstanding their lowly "All stations" status.

Then, faintly in the distance, the beat of a locomotive being worked hard over a gradient about the same as the climb to Tring on the North Western. A distant rumble and reverberation as the train left London for Essex over the River Roding bridge. A muffled roar through Ilford and under the station bridge. The noise increased like the hounds well on the scent. A plume of clean white exhaust steam burst into the sky half a mile away. A good mile a minute and accelerating.

Another roar under Hainault Road bridge and there she was. 8555, her original livery recently eclipsed by LNER green, and carrying her LNER number. Not a large engine, the East Anglian bridges and turntables would not take anything heavier, but more punch packed into a 4-6-0 than many larger locomotives. Spotless cleanliness from buffer beam to tender - a pre-war habit that Grouping had not killed.

Then the train. Varnished teak, coach after coach of it. Diddy-dum, Diddy-dum from the compartment coaches, Diddiddid-dudduddud from the 6 wheel bogies under the restaurant cars. Dutchmen taking their last dinner in England. First and Second class only - no Third Class on this train.

The roar of the exhaust deepened as the driver gave her that little bit extra, knowing that he had the real climb at 1 in 100 ahead, steepening to 1 in 84, and everything but the kitchen sink hitched on behind.

## THE OLD RUN

11

Driver on the right, and fireman on the left shovelling for dear life as he had done for 7 miles and with another 62 miles to go. Safety valves just sizzling - Stratford designed engines were all good at boiling water with amazing rapidity. A steady Tum-Tah, Tum-Tah from the Westinghouse brake pump just audible, a sound that outlived the LNER even when the expresses "went vac'm" as far as the coaches were concerned.

The last coach passed with the tail lamp showing in the evening light. A prolonged rumble over the complex junctions at Carriage Sidings and Seven Kings Junctions and then I could no longer hear the coaches. The beat of two large inside cylinders went on for ages, however, and 8555 must have been nearly through Romford before I could no longer hear her.

A happy memory. But now just a memory.

The train that was never late? The Down Hook Continental, pride of the Great Eastern Railway.

The time? Late 1920's.

NOTE: A live Bluebell has been found near the Middleton Railway. Scenic poster artists please note!

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# What price a railway?

## RESIDENT MINERALOGIST

Largely by accident we found some interesting information about the raw materials for railway construction in a treatise on Mineralogy and Metallurgy by John Percy in 1864.

He quotes Lowmoor and Bowling Iron as the highest class in Yorkshire, with Farnley (Leeds) iron as a good second. The top grade iron from these works fetched a much higher price than from other Yorkshire works.

We pass over some of the unusual sales items like Ship's Knees at £10 per ton, and look at the Railway material. Firebars ran to £8 15s to £9 5s a ton "ordinary", £16 to £17 for "Superior" quality; and £18 for Lowmoor and Bowling. The price range is rather surprising and perhaps reflects a variation in quality greater than we should like today.

12 to 18 lbs per yard rail for colliery lines was £9 to £9 10s per ton Ordinary, other grades proportionally higher. Bullhead, Flat Bottom, or Vignoles for main line work were £8 10s upwards (probably 60 to 85 lbs. per yard in those days). The same cross section for switches and crossings was often up to 5s a ton more, understandably so considering

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the extra hammering they had to withstand. "Colliery Tram Plates" were £9 5s per ton upwards.

Incidentally one notices the linguistic schizophrenia of the word "Tram". Originally believed to come from Scandinavian "Trom" for the early wooden rails ("Log"), then the metal plates used for early waggon - ways or tram - ways, the coal wagons of the Chaldron type, and (in modern times) the passenger carrying electric vehicle - TRAM STOP in England, TRAM - HALTE in Belgium and so forth. Then there were some Belgian "Tramways" that look just like an ordinary goods railway.

In Leeds of course, the Middleton Light Railway was a Tram Route, not a Railway, and our line, though Statutory, appears on some maps as "Middleton Light Railway" when it WASN'T "Light".

Then we have border line cases like the Grimsby and Immingham, owned by a Railway Company but looking like a Tram Route. The

## Raw material costs haven't changed much in 100 years!

Swansea and Mumbles, originally the Swansea and Oystermouth Tramway, legally a proper railway, but looking Trammy because of the double deck carriages. On this basis the Southern Electric was borderline, having double deck coaches for a time, and some French Railways came in the same category. Similarly, we have the vacillation over the years between Rail Way and Rail Road both here and in the New World.

Perhaps we must reluctantly conclude that both the word "Tram" and "Light Railway" have no proper and consistent definition. At any rate TRAM PLATES were flourishing in 1864 according to Percy.

Fishplates ran from £8 15s upwards, and Railway Tyre Bars for locomotive wheels were £11 upwards, carriage and wagon Tyre Bars being fractionally cheaper. Spoke and Ring iron for railway wheels at £8 15s finished the list. Welsh, "Scotch" (not Scots), Staffordshire and Newcastle & Middlesbrough iron are all cheaper by up to 10% than Yorkshire products. This may be illusory, since the Yorkshire price was "delivered at Liverpool" whereas the others were delivered at their local ports, often right on the doorstep of the iron works.

When one compares the price of iron then and now, one concludes that relatively iron has become cheaper. In those days, a penny, or even a farthing, could buy something to eat. Modern "Mixed Steel Scrap" fetches £7 10s a ton, sorted cast iron up to £12 a ton. The former scrap price today is still less than the finished product of a century ago.

We are rather aghast at Percy's accounts of the use of Platinum, Rhodium, Osmium alloys of steel for toolmaking; as much attention was given to these as to the now more common alloys with tungsten and Manganese, though it seems a little early for Manganese Steel for very tough rails as used for example at Newcastle or Borough Market Junction at London Bridge, or even the Middleton Railway Tram Crossing! Percy quotes Dudley in 1651 selling cast iron at £4 per ton, and iron bars at £12 per ton. In general we conclude that the price of iron and steel has not increased anything like as fast as the average price inflation over the years.



# WHY?

asks David Spencer

## What is it about trains that makes them so appealing?

Why (I often ask myself) am I attracted to steam? Why, too, do I scorn diesel and look down my nose at electric traction? Why, when taking the latter into account, do I like trams?

Steam is a living, tangible, inexhaustible compound of the two most common elements, hydrogen and oxygen. Nero played with steam and modern engineers perfected the toy, giving it wheels and a bigger fire.

Steam power, which has been developed over the centuries on road and rail, captivates me by its beauty, the sound being music to the ear! It may be an inefficient means of propulsion, but it is very reliable and uses one of our major natural resources - coal. Water and steam, coal and fire, fascinate all human beings. Still, even that does not fully account for my obsession with steam!

Diesels are repugnant creatures. They howl, wine, growl and grate. Their audible warning is unsociable - the driver is in effect telling you to phee-phaw! A misshaped cylinder containing some cogs and a few turns of copper wire, powered by a few drops of an evil - smelling chemical compound that has to be imported, can never be quite the same as an all-British product like steam!

Diesels are completely impersonal objects, showing no tangible evidence of their excessive noise apart from a cloud of poisonous blue gas. Maybe they are more efficient than steam, but not nearly so reliable as a well-maintained steam locomotive. To the serious student of psychology there is still no true answer here; I dislike diesels.

Electrics, however, are rather different. They still bear those evil snake - bodies, but carry on their roof some interesting ironmongery which, like the "bits of stuff" on steam, are different. Those whining, hissing beasts that I have studied, both at home and abroad, do hold the attention, but are not intimate friends like steam locomotives, whose fronts could each conceivably bear a face of human proportions.

I suppose that eventually I may master the art of liking electrics. Certainly they are efficient and all-British; we do not as yet have to import much of our electricity as Denmark has to do from her mountainous neighbour, Sweden. Thus, I may gain a liking for electrics,

but for now, I am content to view them guardedly as if they were marked "Not for human consumption".

Trams however are lovable. They are noisy, and like steam, can come in all perfect or tatty sizes, according to the area served. The most respected and worthy inhabitants of Headingley were surely served by pure gold carriages, propelled silently along polished - metals; whereas t'slums were carted in they clapped-art uns they kept for't miners at knocking-off time. Yes, trams have character, whether serving towns or out on the famed Middleton Light Railway which crosses our line near the Rugby Football ground.

Even a disused tramway is interesting, as I found on entering Belgium from Holland last summer, when for several miles a single track ran by the roadside, apparently serving nothing.

Nothing can move a crowd like a fleet of trams; no bus can yet transport the crowds from events at Roundhay Park or Elland Road; like a good old tram. We all know they were perfect in fog, and are widely and successfully used on the continent, so why not here too?

I am not really satisfied with that explanation either; but there it is - I like trams.

After talking to many steam enthusiasts up and down the country, I have come to the conclusion that we cannot help it. We hear of pyromaniacs and kleptomaniacs regularly, could it be that "railway-maniacs" will find its place in the dictionary before long?

Note: "Ferroequinologist" (Iron Horse Specialist) is the correct term - Learned Editor.

Note: Railway Magazine coined the name "Railwayacs" as long ago as 1904 - Hon. Proof Reader.

Note: The two most common elements are Oxygen and Silicon NOT oxygen and hydrogen - Hon Resident Mineralogist.

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# MIDDLETON IS ON THE MAP!

The treatment of railways in maps is rather a problem. Bartholomew's road map caused the GNR Grimsby main line to vanish into thin air at Louth and the GE & GN Joint line to evaporate South of Spalding, though both were in use for passenger services. The LNWR main line was taken down a peg or two by being labelled "Goods Line" near Oxenholme! Yet reliable published records are available, such as "Service Suspended" and "Passengers No More" on which the most scrupulous search reveals less than 6 small errors on the whole of the G E R, and would be expected to make the cartographer's task easy.

Some railways like the Romney Hythe and Dymchurch and the Bluebell appear in full state with their names included. On the other hand "KWVERPS" does not appear beside the Brontë line. A plea for systematic treatment of passenger, goods and disused lines of B.R. and the amateur lines has given us the prospect of uniformity.

The MRT Chairman was delighted recently to be rung up by the Ordnance Survey, probably the best cartographers in the world. In the course of bringing the maps up to date, they wanted to get our line right. The whole of the line from B.R. Hunslet Down and Whitakers siding right up to the Colliery will be printed and alongside it "Middleton Railway".

National Trust protected property is usually depicted by a coloured fringe round it, but a fringe 2½ inches long and only a tiny fraction of an inch wide is not practicable, so we shall have no fringe benefits. We shall however not be wiped off the map, nor shall we be labelled "Disused". We couldn't get 1758 next to our name, because it might get mistaken for a bench mark or altitude.

But what matters - Middleton is officially recognised by the Ordnance Survey, and WE ARE ON THE MAP!

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