

# THE OLD RUN

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# THE OLD RUN

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Many thanks to members who provided articles, reports and photos for this issue. ALL members are invited to contribute to their magazine articles, news items, letters, photographs or drawings on relevant subjects. 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 Summer Issue should reach the Editor by 1st June 1992.

## EDITORIAL

Editorial comment this issue is best positioned elsewhere in the magazine, so I will use this space to apologise for errors in the last two issues (I thought things were improving). Firstly, in *Issue 136* - 'Back to School', Geoff Saunders may be an extremely efficient passenger guard at Middleton, but he used to be a **driver** for British Rail before he retired. Secondly, in *Issue 137* - 'New Appointments', the man on the footplate in the photograph is Chris Barraclough, **not** Nigel Crowther. I know both gentlemen well enough by sight, as with most of the yard gang of today, but obviously need to work a little harder on the names. Perhaps personnel badges might be an idea worth considering - a bit yuppified maybe, but it looks nice to the visiting public and would be positively beneficial on Members' Days. Meanwhile, I'll try harder to learn names for the faces when I'm at the line this year.

With, again, a plethora of reports and articles for this issue, there has been room for only one photo inside the magazine. Hopefully there will be more room next time, and also some good photos to fill the space - with bad light and few running days, there is usually a dearth of photos at this time of year.

*Sheila Bye, Editor*

Cover Picture: *Sentinel No.54* crosses Moor Road with a demonstration goods train, 17th July 1988. Not exactly "hot off the press", but a lovely photo anyway. Our printing process cannot usually do justice to the superb prints sent by our railway photographer friends, and perhaps we should think of an exhibition at the line some time. Photo: Keith Sanders.

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## REGGIE LAWRENCE

Sheila Bye

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News recently came of the death of Dr. R.C. (Reggie) Lawrence, one of the Middleton Railway's three Vice-Presidents. Though he retired to the Malvern Hills many years ago, Dr. Lawrence had been one of those stalwarts who saw the Railway safely through its first few years as a preserved line. He brought to his special niche as our Civil Engineer all the conscientious skill that he put into his work as an anaesthetist at Leeds General Infirmary. He wrote the society's first Rule Book, based on meticulous study of B.R. Rule Books, manuals etc., and he was also instrumental in acquiring the Sentinel locomotive for us. Though very few of the present members ever met Reggie Lawrence, undoubtedly we all owe him a very great debt of gratitude.

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## CHANGE OF TREASURER

Tony Cowling

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When Ian Cromack agreed to take on the job of treasurer at the last AGM, he did warn us that it would probably not be a long term appointment. Despite the present economic climate his business was actually expanding, which meant that his workload was increasing, and if it increased too far he would find himself unable to continue.

Early in December, he told the council that this might happen sooner rather than later, as the possibility had arisen that he would be having to set up a new office to cope with some of the extra clients, as well as continuing to run the present one. If that happened, he would effectively be trying to do two people's jobs at once, and this would certainly not leave him with enough time in which to also do the work involved with being our treasurer.

At that stage Ian himself did not know quite how quickly things might develop, but in the event they moved faster than even he expected, so that by February he was not only trying to cope with one new office but two. Since that meant he was actually trying to do three people's jobs at once, it is not surprising that he has had to tender his resignation as treasurer, and this was accepted (with understanding but some regret) at the February council meeting. We had been trying to find other people to assist ever since Ian had been appointed, and various possibilities had been explored, but none had produced any definite offers of assistance, and so we were back to the situation of having to rely on one of the existing officers increasing their load in order to cope.

Steve Roberts has agreed to take on this responsibility, on the basis that it fits in reasonably well with his other job of shop manager. The council has therefore appointed him as acting treasurer, and we are very grateful to him for being prepared to help us in this way. At the time of writing he and Ian are arranging the handover

between them, but by the time you read this Steve should be properly installed in the job. However, despite the precedent set by John Chaplin of doing both the treasurer's and the shop manager's jobs at once, he certainly hopes that he will not have to carry this dual load for too long. The fact that it is necessary at all simply underlines what we have been saying for a while, namely that our administration is very short of people with any sort of management or financial experience, so that this side of the railway is probably its weakest aspect at the moment.

We are very grateful to Ian for what he has done over the last year, and the fact that he will still be willing to offer us specialist advice if we need it. Thus, we are not really looking for some stranger to just come along out of the blue and volunteer to take over completely as treasurer: and if they did we would probably wonder whether they really knew enough about what they were proposing to take on to be suitable for the job, despite the fact that that is more or less what has happened several times in the past. However, we do need more people to volunteer to take some part in the paperwork side of running the railway, as in principle we ought to have deputies or assistants for all the main posts. We have this already for a number of the jobs, particularly on the engineering side, and at the moment the two jobs that Steve is now doing (i.e. shop manager and treasurer) are probably the ones where the need for extra people to be involved is most urgent.

Ideally, we would like to find someone from our membership with the necessary experience who would be willing to join the council to help with the financial management, and so if there are any members who would be willing to assist in this area we would very much like to hear from you. Please contact either Steve or myself in the first instance: our addresses and telephone numbers are on the back page.

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## LOCO NOTES

Steve Roberts

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The best laid plans....! Last issue I suggested that Nigel Crowther might be the author of future 'Loco Notes' but I made the fatal mistake of opening my mouth and saying that I could type them onto a computer and send the file on a disk straight to the Editor for her to process. Ah Well!

With the Santa season out of the way the Winter period is a relatively peaceful time where jobs can be done without the pressure of time to concern you. A job can be started knowing that any deadline is a long way into the future, relatively speaking. This lack of urgency does tend to make things happen more slowly though, and it is tempting to spend more time sitting around a warm stove pipe dreaming until Easter is just around the corner and it's panic stations again! Not that our hard working volunteers have been idle though: much has been achieved in the short space of time.

**54** The Sentinel was used for the first of the Santa Specials but a sudden drop in night temperatures brought about a decision to prepare it for winter storage. *No.54* is not the

easiest of locos to keep serviceable in cold weather as it has too many vital points that can freeze up if left full of water, with consequent damage. As it was, we suffered from split feed pipes to the injectors. As noted last time, the biennial firebox dropping has had to be carried out for the benefit of the Boiler Inspector. Whilst the boiler has passed this year's visual exam, the Boiler Inspector has expressed some concern at wastage of the boiler top flange, and grooving of the firebox bottom flange. It is likely that some major repairs will be necessary at the next firebox drop in two years' time.

Some 250 dome headed nuts are used to hold the boiler shell and firebox together, and although we had quite a few spares we were finding that corrosion of these was causing many to reach the point of no return. A programme of manufacturing replacements has been started, using the Ward 7 capstan lathe. The water tank has been removed to enable access to the bunker platerwork, so that some minor corrosion can be rectified before it becomes major. A few minor jobs remain to be completed before the boiler can be reassembled for a hydraulic test, but the Sentinel should be serviceable before the season is too far gone.

**1882 MIRVALE** was used for the Santa Specials, and has since been stored for the winter. A few minor jobs have been carried out, notably the fitting of timber pads between the rear buffers and buffer beam, to eliminate slackness in the coupling when attached to the coaches. When hauling trains, this slackness creates a bouncing effect under certain conditions, which is uncomfortable for the passengers. Other work has included packing glands and fitting a slacker pipe to the fireman's side injector. For the uninitiated, a slacker pipe is primarily used for swilling the cab down but has many other uses, and provides the loco crew with a constant supply of hot water!

**385** Like *Mirvale*, **385** was used on the Santa Specials without problem, and has subsequently been the subject of quite a bit of routine maintenance work. The front springs have been refitted following their return from Springline Spares, where they had been sent for overhaul. This has made a noticeable difference to the angle at which the loco sits on the rails. The vacuum ejector has been replaced with a larger one, and various modifications and replacement of pipework carried out, principally to replace some steel pipe with copper on the steam side of the vacuum brake equipment.

The annual visit from the Boiler Inspector passed without problem, and *No. 385* will be available for the start of the season.

**1310** It would be nice to say that the long overhaul of the *Y7* had been concluded but, alas, this is not so. The amount of minor work that has been done, and still has to be done, is considerable. The manufacture of all new boiler cladding sheets has been completed and these are now fitted. The steel sheets for these have a history in themselves. They were apparently purchased originally for use on a B.R. Standard Cl.2 loco that is preserved elsewhere and various holes were cut out for this. The steel then found its way to Buxton and was earmarked for use on another loco. It was obtained by ourselves for use on *Arthur* but, in the event, has been used on **1310**. The fitting of the boiler cladding, and subsequent painting, has held up any further reassembly of major components, but many outstanding minor jobs have continued. All the copper pipework that is being re-used has been annealed and checked. New gunmetal couplings are being machined up for the new pipework that is required for

the injectors. These are all non-standard and are having to be individually measured and made. Progress is being made on the fitting of the vacuum brake equipment. The lack of a suitable take-off for a steam feed for this, means that we will have to manufacture a suitable boiler fitting for this that will supply the vacuum ejector, steam brake and pressure gauge. A drive to the newly fitted mechanical lubricator is being manufactured. Some comment has been made about the need for fitting this, but it is felt that now that the bearings are white-metalled a more positive oil supply is required than the original trimming feed.

The new tanks have been trial fitted, but not without problems. The left hand tank only requires minor removal of metal to allow it to fit properly, but it appears that the right hand tank has had the tank bottom fitted upside down as none of the holes align by several inches. It will probably be easier to plug up all the wrong holes and redrill them in their correct places than try to remove the plate and turn it around.

A pattern has been made for a new blastpipe and the casting for this and new firebars are on order. Once these are fitted and the safety valves return from overhaul a trial steaming is not very far away, but completion is certainly not now going to be before Easter.

**2387 BROOKES No.1** The loco emerged from the workshop on the 22nd February after completion of its cosmetic restoration. This has brought much praise from the public, who seem to think that it has been newly overhauled and is in working order. If only its restoration was that easy!



**Brookes No.1, looking resplendent in new paintwork. Photo: David Monckton.**

**ROWNTREE No.1** A loss of cooling water has been traced to a leaking water pump which, on stripping, was found to be in poor condition. It is being overhauled to enable the loco to be made available for the start of the season.

**HENRY DE LACY II** This locomotive has not appeared in these columns for several years, but its deteriorating external condition has brought about the decision to give it a repaint. The loco has been moved to the back of the workshops to enable easier access for power tools, etc. A full restoration must, however, wait until more funds and labour can be made available.

**91, 138C, D631, 1697 and 4220038** are all serviceable and used as required. All other locos are stored awaiting overhaul.

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## FROM THE COUNCIL

Jenny and Tony Cowling

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Since the last edition of *The Old Run*, the following work has been progressed through the Council at its meetings in December, January and February.

As notified in the last *Old Run*, the "John Bushell Memorial" ceremony will be held on Easter Saturday at 2.15 p.m.. It has been decided that it would be more cost effective to obtain a suitable bench locally than for Mr. McKenna to bring one from Nottingham, and the Chairman is looking into this; Mr. Roberts will arrange for a suitable engraved steel plate to be attached.

The A to Z Map Company are preparing an update on places of interest, and have asked us to supply a detailed sketch of the railway, including any proposed alterations. We have dealt with this, and, also on the publicity front, radio interviews have been broadcast recently on Radio Leeds with Mr. I. Smith and Dr. Youell. The colour leaflets for next season are now available, and members are asked to distribute them as widely as possible.

It has been agreed that Reciprocal Travel Arrangements will be taken up between ourselves and the Worth Valley Railway, with effect from 4th April. This will apply to normal service trains only, and so will exclude bank holidays and special events: it will require production of working members' passes. For important guests, a Visitors' Book has been obtained; this will be kept in the shop.

On the operating side, Mr. I. Smith has presented proposals for School Days operations, which had been drawn up by himself, Mrs. Bye, Mrs. Hebden and Mr. Saunders, and these have been approved. The proposals represented considerable thought on how best to explain the railway to young school children, and should make our School Days even better value. Also, investigations continue on how to celebrate "60 Years of the Diesel".

The Santa trains have been discussed as well, as some concern was expressed that they had been run at 45 minute intervals instead of the 30 minutes scheduled. As the weather had been extremely inclement and the coaches unheated, it was agreed that

this was too long a time to keep visitors happy in between trains. In future the 30 minute schedule will be adhered to unless the number of passengers warrants an even more frequent service. More constructively, it is hoped that by next Christmas it will be possible to heat the coaches.

The Rules and Disciplinary Sub-Committee has met and has drawn up proposals for amendments to the disciplinary code, thought necessary in the light of recent problems. These proposals have now been accepted.

In connection with a plea for more drivers able to operate diesel locos, Mr. Wilkinson is to roster diesels for Saturdays in future, to give those who can only attend on that day a chance to learn to drive them. It has been noted that on occasion, shunts have been carried out which have held up passenger trains. This practice is to be discontinued unless the need to shunt is unavoidable. However, at the last meeting (18th February) Mr. Wilkinson indicated that due to increasing pressure of work and family commitments, he would not be able to stand for Council next year, and would relinquish the post of Traffic Manager. He asked for a replacement to be found with all speed, so that information could be passed on as quickly as possible.

Council was also sad to hear that Mr. Cromack, the present Treasurer, was resigning due to the pressure of his work commitments, as reported elsewhere in this issue.

Mr. I. Smith had attended the recent ARPS AGM, and submitted a brief report to Council. The only item discussed which might affect us in the future was the matter of smoke emission. Attention will be paid to any legislation which emerges on this subject. Arrangements have also been made for various members to attend the ARPS Seminars in March. Mr. Crowther and Mr. Roberts will attend the Seminar on engineering matters, and Mrs. Ann Walton will deputise for Mr. Monckton at the Seminar on publicity, which Mr. I. Smith is also attending to give a paper on publicising the smaller railway. We look forward to receiving their reports.

One other matter of organisations is that, at the request of one of our Junior Members, a liaison person has been appointed through whom Junior Members can approach Council if they so desire. The appointee is Mr. Hall, the Yard Manager, since it was felt that the two responsibilities fitted well together. He has made a start on a number of jobs around the yard; safety aspects are being considered first, and various fire fighting equipment is being repaired/restored/replaced. He is also looking at ways of improving the layout of the shed to give a better mess area and proper office space, and has suggested several ideas which will be discussed at the next council meeting. Meanwhile, Mr. Crowther has been asked to look into the question of how best to remove rubbish, and store it while it awaits removal.

Various other items around the Moor Road site have been dealt with: the "No Climbing" notice has been erected, the Community Industries caravan has been removed, one damaged toilet seat has been replaced and further decoration of the toilets is in hand. Mr. McKenna has finished making the new gates for the improved site entrance, which now await painting etc..

Mr. Walton, as Deputy Civil Engineer, has circulated a Year Planner showing the various events at which help will be needed; although one trackwork weekend has already taken place, another is scheduled. The number of volunteers who helped with

the first was quite encouraging; he hopes even more will be able to come for the second. 20 tonnes of new ballast has been purchased from Tarmac to carry out necessary repairs.

The galvanized metal sheet necessary to replace the roof of the second coach has been purchased, and work will be going ahead on this as soon as possible. Other engineering work is progressing well, and it is hoped that the Y7 will be back in steam for the beginning of the season.

Looking much further ahead, the parliamentary plans for the new Leeds Supertram have been received and considered; it was noted that the area concerned does not impinge on any of the land currently occupied by ourselves, and so it was agreed that no objection would be made to these plans. Once the plans have been approved, we shall need to discuss with the city authorities how we can provide a direct interchange between our railway and the Supertram.

A wagon turn-table was being auctioned off on 1st March, and the desirability of bidding for it was explored; however, once we obtained more information about the turntable itself, the difficulties that would be involved in removing it, and the likely cost of it (given the level of interest from other societies), we decided that no bid would be put in.

Finally, various opportunities for acquiring rolling stock are being explored, but no decisions will be taken until Mr. Roberts has had a chance to familiarise himself with the current state of the finances.

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## VOLUNTEERS' FORUM

Tony Cowling

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The last *Old Run* recorded events at our first Volunteers' Forum, as it ended up being called, and suggested that it had been a very successful event and that another would be held before too long, which actually turned out to mean Thursday, 6th February. As before, it was held at the St. Mary's Parish Centre, and simply covered whatever topics people wanted to raise.

Much of the discussion concerned the current progress with planning for the extension to Middleton Park, where it was explained that the next major step was to carry out a borehole survey of the part of the route across the baled waste tip, to determine how much compaction work would be needed to avoid any danger of subsidence. This could be expensive, ("at least £12,000" has been suggested) and a sponsor is being sought, but progress is slow. The possibility was raised of laying a turnout or so for the start of the extension track, to show potential sponsors that we were serious about the project, but it was explained that the levels of the existing line would need to be altered significantly before that could be done.

Also questions were asked about the attitude of the City Council to the extension project, and it was explained that while they supported it as providing

additional amenities for the park, they could not put money directly into it. They saw it forming part of a Heritage Trail linking a number of sites, such as Thwaite Mills, and work on this trail was progressing slowly, but there were now encouraging signs of developments within the park. These, along with work on our site such as the new gates, would all help to show potential sponsors that the project was worth supporting, as we would probably have to be able to convince them of our professionalism. This might also include demonstrating scope for expansion, such as being able to operate trains on more days, or being prepared to spend more on publicity: this would certainly be needed if we were to get maximum benefit from the extension.

Finally, more practical issues were raised, like the adequacy of our existing locomotives to work the extension. It was thought that all our locomotives should be powerful enough to work trains up them, although the crews would need more skill to do so, but Sentinel might not have enough boiler capacity. There were also some questions about the future of the shop and cafe in the park, as their current opening hours seemed to be very erratic, but we had no definite information about this.

We then went on to discuss other attractions for visitors, such as the Royal Armouries, and that led on to how the Leeds SuperTram might relate to the railway. The current proposals for it were described (as contained in the Parliamentary Bill), including the outline provision for a depot on the site of the present Hunslet Down Goods Yard. This suggested the possibility of an interchange with the railway at Balm Road, but this would require upgrading of the Balm Road branch, including proper lights etc. at Moor Road and Beza Road crossings, and would need a Light Railway Order. The significance of an LRO was explained, and that it would not affect the detail of how we currently ran trains, as this was already controlled by the Railway Inspectorate. We were already working on drafting such an order, but it was being held up because it was taking time to obtain details of the ownership of all the land over which the railway ran.

After this, various possible projects for the improvement of the Moor Road site were discussed, such as the provision of another pit (along with a headshunt across Burton Road). It was felt that this was needed, and that it should be possible to put it in at minimal cost, although a concern was expressed that if it then became possible to expand the site the new pit might prove to be in the wrong place. It was pointed out that if it would save enough time and effort with shunting vehicles in and out of the workshop then it could be worth doing, even if it only had a life of a few years. However, such projects could eat into the capital that was being built up to try to finance larger developments, such as a museum, and it was important that this should not happen, particularly as such major developments might get grant aid to make our own money go further.

Similar feelings were expressed about the possibility of erecting a larger coaling stage, although this would allow us to buy coal in 20-ton lots, which could reduce the price very considerably. Concern was expressed that having large amounts of coal in stock could result in both increased consumption by crews and possibly losses from pilferage, and we would have to be careful that coal was not wasted, but it seemed likely that the potential savings from bulk purchase would be sufficiently large to

outweigh these problems. Also, the idea of developing a picnic area behind the platform was raised, and it was agreed that this was needed. Plans were currently being discussed, as was the possibility of installing a miniature railway there.

In connection with these projects, questions were asked about how these sort of discussions related to the decision-making role of the council. It was explained that any project would have to be approved by the council before any money could be spent on it, as money could not be spent on any item without authority from the council, either for the individual item or (as with publicity) for a budget that included that item. However, the council could only give a project final approval once the details had been worked out and costed, and so ideas needed to be generally discussed in order to get the details right before bringing them to council, and this general discussion of ideas was felt to be important. If need be they could always be brought to council at an early stage for approval in principle, and then planning could go ahead in the expectation that it would not be wasted, and examples were given of recent cases where this had been done.

This discussion then led to a wider one of the general problems of managing the railway, and in particular the loads on the various officers and the amount of work that needed to be done outside the railway. It was felt that at the moment there was a lack of leadership, particularly in the administration of the railway, and it was noted that there were likely to be some vacancies on the council at the next AGM, so that people should be encouraged to consider standing for the council.

As a complete change, the last topic raised was the question of whether a water shortage could lead to a ban on the use of steam engines. It was noted that this had not happened even in the 1976 drought, but if it did there was no way we could store enough water to avoid the problem, so that we would just have to run a diesel service. The risk of lineside fires was also mentioned, and it was pointed out that if train crews discovered a fire they should if possible try to put it out.

Finally, it was generally agreed that members felt that this meeting had been as useful as the previous one, and so there will certainly be others, although perhaps not for a while, as the next meeting for everybody will be the AGM. On that basis the meeting then closed, and on this occasion we were in time to adjourn to the bar. There, of course, the discussions continued informally until finally closing time was called (and beyond) - but I wasn't taking notes of those, of course!

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## IDEAS FOR THE YARD

Brian Hall

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In my newly appointed role of Yard Foreman, my brief is to identify and action any needs on the railway premises (excluding the workshop and its machinery), so as to enhance the Middleton Railway image, making it pleasant for staff to work and a place where the public will "want to come again".

Having noted several points, consulted with the various members involved, the council, and in fact anyone who would listen, I feel we have already made progress - the site is tidier and some tasks have been completed. But there is still a lot to do, and much of it will be ongoing. I must add that, although there were "fors" and "againsts" any point I raised, the general attitude has been "Yes, it needs doing, let's get together and get it done".

In the four years I have been part of the workforce, I have found members to be willing - even eager! - to discuss any ideas mooted, thereby giving the wider view and, hopefully, arriving at the best solution to the problems. So, if you have any ideas on how to improve, alter or increase the railway's potential, don't keep it to yourself - please tell someone, so that we can do something about it.

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## NOTES & NEWS

Steve Roberts

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Apart from the usual main sphere of loco work much else has to be done both in preparation for the forthcoming season and to improve the Railway generally.

Some highly successful track sessions have seen the track at Middleton Park platform lifted and levelled with associated work to improve drainage at this point. We are troubled with a winter spring just above the platform here and, although it is dry in summer, it has, over the last few years become a quagmire in the winter months. Other work carried out has been the overhaul of 'Whittakers' turnout which provides access to the Balm Road Branch from the running line. The name 'Whittaker' owes its origins from the days when it controlled access to the long gone Whittakers Staithes on Hunslet Moor. The actual components of this turnout, which is a 1 in 9 crossing with 'C' switches, came from Leeds Central Station upon its closure in 1967, and have become well worn in places. The switches have been replaced in total by some secondhand ones obtained from Trackwork of Doncaster. Various crossing timbers have been renewed as necessary, and close attention has been paid to the provision of the correct joggle fishplates to ensure unequally worn rails have the running surfaces at the same height, a luxury that was not practised in the days when this turnout was first laid in, in 1968.

Elsewhere at Moor Road, a new public entrance is rapidly taking shape. We have long felt that the existing public entrance through the wicket gate was not really the best introduction for the public and a scheme has been drawn up and agreed that uses two of the original Saxby & Farmer gateposts to provide a larger entrance. Some new gates have been fabricated by Derby Technical College and new paving flags laid to give a much brighter entrance to our site. One casualty in this has been the oak tree which has stood on the site of the new entrance for a number of years. It was self seeded and was rapidly getting to the stage where it could have proved to be a danger to the shop foundations and drains and, although it contributed substantially to the

greenery on the Moor Road site it was decided that it must go. The water tank has also come in for some refurbishing and has been fully repainted in maroon, this time complete with signs proclaiming the Middleton Railway and a motif of *Salamanca* on one end.

Work on the passenger rolling stock is often unpublicised but is a most important one, as it is in these vehicles that the public spends much of its time. Coach No.1867 has suffered from cracking of the fibreglass roof covering and although this did not allow water to pour through and onto passengers, the coach ceiling was always stained and damp. It has been taken into the workshop for the fibreglass covering to be removed and this is to be replaced with galvanised steel sheet panels, along the same lines as successfully used on coach No.2084 last year.

The LMS full brake coach, obtained by one of our members last year, has also been receiving attention to make it presentable. Whilst it is not intended to put this vehicle into service on trains, it will be sited at the back of the platform to act as a waiting room and display area, something that we desperately lack at present. Hopefully, this will be completed in time for the start of the season. Associated with this work will be the renewal of the platform fence, which has decayed into a sorry state. Proper access will be provided in this fence for both the LMS brake and the Norwegian coach. This coach sees much use throughout the year for such varied things as children's parties, sales stands and Santa's rest home!

**EDITORIAL COMMENT** The above report fails to mention that the tree was not the only intended victim of the scheme for a new entrance to the Railway. A further planned casualty is a short stretch of the only remaining section of railing which once surrounded the line where it crossed Hunslet Moor (which then stretched from about our workshop right across almost to Jack Lane). The wicket gate would be moved along further towards the corner to make way for the new gates, which could not go too near to the track. As Historian of the Middleton Railway Trust, I have asked the Secretary to arrange further discussion in Council of the implications of this scheme which had obviously not been realised at the time of planning by them.

Briefly, the stated aim of the Middleton Railway's support groups has always been "to preserve the historic Middleton Railway", and for the past thirty-two years this has been avowed to all our members and to important outside bodies such as Company House, Leeds City Council and the Charity Commissioners. "To preserve" it does not mean to have the right to demolish or completely change the appearance of those bits which happen to be in our way for some contemporary scheme. Like it or not, we have custody of the world's oldest existing railway enterprise, and **must** consider the interests of future generations as being more important than our own contemporary interests. In the past, road developments etc. have forced significant changes about which we have had little if any choice, and also in the past we perhaps have even made other changes ourselves which might be regretted by future Middleton custodians, such as the piecemeal destruction of some of the other gates and railings. We must hand on to our successors something more than a line which has been regraded here and there and has had its curve radii improved, a collection of

locomotives which - through no fault of ours - includes no pre-1960 Middleton Colliery locos, and a group of modern buildings; again the lack of buildings of historical interest is not our fault - the lack of a complete and original length of boundary fence would be.

The section of enclosure around the corner of Moor Road-Burton Road, from the one remaining level-crossing gate round to the wicket gate, is the only remaining portion of the fencing which was probably erected about 1880, after a long and vicious battle between the Middleton Estates and Colliery Company and the Hunslet "commoners" - the Saxby and Farmer crossing gates were added in the early years of this century. The railings have a few gaps, filled with wire netting, and they are in urgent need of being carefully refurbished to form a quite adequate entrance for at least the present level of traffic, and, what is more important, entirely in keeping with the Railway's origins. Two years ago, in Anniversary Year, influential people like the Editor of *Railway World* were congratulating our society for having adhered to its industrial origins when acquiring new locomotives and when improving our passenger facilities with converted goods vehicles rather than using conventional coaches; to change so completely our original, "workaday" image in the manner suggested, would appear to be a decisive shot in our own foot, for a society which attracts school parties, plus a perhaps not insignificant number of service visitors and also much-needed new members, by claiming to be the world's oldest railway, remaining true to its industrial past. Whilst obviously we must attract visitors in order to continue running, we must not allow ourselves to succumb to the temptation of becoming a minor "theme park" with fragmented, out of context exhibits. Hopefully, the next Council meeting will have the courage to realise this. Sympathetic refurbishment would be a far more worthwhile and publicly laudable plan for this last tangible, visible piece of our history which still remains intact and in situ. It might even be worth entering in the annual Railway Heritage Awards.

*Sheila Bye, Editor, Historian*

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## FROM THE SALES MANAGER

Steve Roberts

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### SOME STATISTICS:

Ordinary tickets issued during 1991 were as follows:

	SHOP	GUARD	MONEY
Adult Return	4665	209	£5,848.80
Adult Single	209	82	£ 174.60
Child Return	1868	106	£1,184.40
Child Single	163	50	£ 63.90
Adult All-Day	6	-	£ 18.00
Child All-Day	0	-	£ 0.00
<b>TOTAL</b>	<b>6911</b>	<b>447</b>	<b>£7,289.70</b>

**Total Passenger Journeys:** 14,269

**Best Day:** Sunday, June 30th - £521.10p (Thomas)

**Best Ordinary Day:** Monday, 1st April - £425.00 (Easter Monday)

**Worst Day:** Saturday, 15th. June - £13.20p

**Number of Operating Days:** 63

**Average Revenue per Day:** £115.54p

**N. B.** The above statistics refer to standard ticket issues only. Schooldays, Santa Specials, etc. account for a further c.£9,000 in fares and c.12,000 passenger journeys.

The Santa Specials just failed to achieve their budget. Visitor numbers held up well until the last weekend, when weather conditions were not at their best. The final tally was 1,425 children visiting Santa, and 1,544 adults partaking of the seasonal refreshments. For the statistically-minded we wrapped some 1,800 presents (many thanks to those who helped with this) and went through 150 litres of wine! [I think he means that 150 litres were consumed by the adult visitors, not the present wrappers!]

Summing up, I consider that the year has been satisfactory, even though no records were broken. At the beginning of the year I estimated that the total number of passenger journeys would be 14,000, and we achieved this (just).

As with tickets, the shop takings have broken no records and the actual 'spend per passenger' is only about £0.80 per person, against my budget figure of £0.90. Thus, shop takings are somewhat down on what I had hoped for. Overall, including special events, exhibitions, etc., the shop income is slightly down on 1990 which, although not good, is acceptable given the current state of the economy in general.

Over the winter the shop has been redecorated internally and, hopefully, time will be found to paint it externally and carry out some minor modifications to the sales counter to improve the display. We would like to install a till for the shop sales as I believe that this would be beneficial both for checking monies and for recording VAT-free sales. Does anybody have a till or know where we can acquire one cheaply?

The 1992 season will be upon us when you read these notes and, as ever, help is required to staff the shop. Can you spare the odd day at a weekend to help us out in this way? The work is not arduous and it is an ideal way for couples to help without getting dirty. Any offers in this way would be most gratefully received and you are sure of a warm welcome.

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## A.R.P.S. NOTES & NEWS

from John M. Crane's, *A.R.P.S. Sidelines*

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A new regular venture into the great outside will be extracts from the newsletters now being sent to all A.R.P.S. member organisations' magazine editors, to keep their members in touch with the latest developments in railway preservation. (Our Railway was in at the beginning of the A.R.P.S., just as it was in at the beginning of steam railways, and we should have a parental interest in its work - quite apart from the fact that many of the items do affect our Railway to varying extents.)



### 1. From Chairman David Morgan's report of A.R.P.S. activities in 1991:

**Coal Supplies** It is unfortunate that supplies of Welsh steam coal should dry up at the same time as higher standards of smoke pollution control were introduced. It is much to British Coal's credit that they have carried out research and experiments into finding a suitable successor to Deep Navigation, even to the extent of importing foreign coals as a stopgap until coal supplies from its new opencast mine at East Merthyr come on stream, probably towards the end of 1992. Coal imported from Russia and elsewhere proved disastrous for some of us and we are continuing to investigate other British alternatives in the meantime.

[P.S.: A.R.P.S. Technical Officer, David Madden, later suggested that "If you are experiencing problems with smoke, the best suggestion we can make at present is to use a smokeless type for lighting up and steam raising and then transfer to another suitable coal for the journey. Examine too firing techniques, it is surprising how two different firemen can produce different shades of grey (or jet black in some cases) simply by applying a technique that still provides all the steam required. Remember too, that black smoke represents many pounds of unburnt coal being wasted."]

**1991 International Conference** The ARPS held its Second International Conference this year in Hamelin in Germany. While the ARPS' prime role is the promotion of our members in Great Britain and Ireland, an increasing number of foreign steam railways, especially in Europe, have joined as affiliates. EC directives and regulations have an increasing impact on our activities and we have recognised the need to establish links overseas if we are to influence the EC Commission at proposal stage. The conference enabled us to make these links, establish an international perspective, and to lay the basis for an European working party.

**Federation of European Railway Associations** As a result of our discussions at Hamelin, a working party was set up under my chairmanship to agree a format for the setting up of a pan-European organisation of umbrella bodies to represent our mutual interests. The group, drawn from France, Germany, Belgium, Holland, Austria and Sweden, as well as the UK, will be investigating the proposed aims, constitution, manning, funding, etc. as well as whether it should become part of an existing international organisation or be set up anew. Peter Ovenstone will be joining me on the working party from ARPS and John Snell from AIR. At least the three UK members are able to converse in French, German and English. MOROP, the Swiss based organisation representing the railway modellers, enthusiasts and societies from various parts of Europe, directed its own railway committee to take part in the working party at its annual congress in Nantes, which Peter Ovenstone and I addressed.

[P.S.: the Brussels meeting on 11th January established the following main aims for the Federation:

- a) To represent the interests of preserved railways, steam centres and similar bodies on an international basis with particular reference to the impact of E.C. legislation.
- b) To encourage mutual co-operation and assistance across national frontiers.
- c) To promote the interests of its member railway organisations generally.

It was also agreed that the Federation's members should be primarily the national umbrella organisations, whose subscriptions and voting powers should reflect the number of steam railways and groups within their membership. It was also agreed that initially the Federation would operate as an unincorporated body with a small Executive meeting regularly in Brussels.]

**The Issues Facing the Movement** Dealing with the downturn in the economy must remain foremost in our mind, which is why I have opened my review on this subject. Indeed financial management will be a topic addressed by the seminar being organised by the Association of Independent Railways in February 1992. Marketing railways and promoting society membership are probably subjects best dealt with by member organisations individually, but there are several concerns that affect us nationwide. Coal supplies are still under scrutiny and British Coal is hopeful that it will be introducing new sources of coal during 1992. In the meantime, they are importing further supplies of screened and washed coal. Of greater concern

is the dramatic increase in the burdens being imposed by legislation. Not only is the amount of paperwork now required in order to comply with safety regulations increasing but liability is constantly being extended, so that in addition to those directly involved, managers and directors may also find themselves being prosecuted for breaches of statutory obligations. The Transport and Works Bill not only imposes criminal liability on individuals for working on railways when under the influence of drink or drugs or for being over the prescribed limits but it also renders the operating company liable unless it can show due diligence. If they have consented to, connived at or, through neglect, allowed the offence, it is right that people in positions of authority should be accountable for their actions; but is it right that unpaid volunteers should become liable for actions of others, over whom they may have no control? The Association recognises the paramount importance of safety, but is concerned that over-reaction to accidents is leading to panic measures. Within 2 hours of a major accident on the New York subway in which, it was reported, the driver had been found to be on drugs and drink, I was telephoned to be told that the Government were intending to introduce new provisions relating to drink and drugs. I was assured that this was no snap decision prompted by the subway accident as the Government had been considering such measures since 1984(sic!). However, only 4 weeks were allowed for consultation and one can only hope that the regulations to be made under the Bill's provisions will be subject to lengthier consideration and consultation. I do not condone the use of drugs or drunkenness, but no allowance seems to be made for remoteness from the offence. There is an increasing tendency on the part of the public to seek someone to blame (and sue) for every accident, and it is natural for a government (particularly one in its terminal stages) to reflect this. The proliferation of rules and regulations cost little to enact. It is unfortunate that we operate under a government reluctant to match its ideals with the provision of finance or other resources, and which quite clearly does not understand railways.

**The Future** There is no doubt that, together with the UK economy, the preservation movement in this country faces a somewhat uncertain future. I do believe that, despite those who preach doom and gloom, most of our members will indeed meet the challenge of rising costs of meeting raised standards against a background of contracting revenues successfully, as I do not underestimate the resourcefulness of those running our member companies, societies and groups. Obviously, the ARPS will seek to provide as much aid and assistance as possible and hopes that members will continue to contribute ideas for improving the services currently offered. Indeed, during the coming year, seminars will be held for press officers and on engineering matters such as coal and water treatment, and, later, on the topics of catering and museums. To achieve this, we will continue to rely on our members for their input, but I would also like to thank the Association's officers, advisers and my fellow members of the Council for all the assistance they have given to the ARPS and its members over the past year.

**The new Transport & Works Bill.** The main causes of concern to the A.R.P.S. were:

- a) the repealing of the two Light Railway Acts as they apply to England, Wales and Scotland, but only replacing them with a system of licensing by the Dept. of Transport in England and Wales. If this is passed, preserved railways in Scotland would have to be dealt with under the Private Legislation Procedure (Scotland) Act of 1936, a costly and time consuming procedure.
- b) the limitation of the definition of a railway to lines having a gauge of at least 350mm, which would directly affect at least two A.R.P.S. member railways.
- c) the criminal responsibility for prosecution of not only any person engaged on operational or maintenance duties on a railway whilst under the influence of drink or drugs, but also of a wide range of directors, managers and other officers of the railway concerned.

d) the right of the Secretary of State for Transport to make orders closing level crossings in certain circumstances, without going through the cumbersome procedure required for a Stopping Up or Diversion Order.

The A.R.P.S. discovered a friend in Parliament - Mr. Robert Adley M.P., who made a speech in the House on 2nd December, and a week later, along with David Morgan, met the Under-Secretary of State for Transport. Subsequently, it has been announced that the Government will retain the Light Railway Order procedure for Scotland, and will allow railways of less than 350mm to acquire statutory powers under the new licensing procedures. The extension of liability for drink and drugs offences still gives rise to concern, but prosecutions will now only be instigated with the consent of the Director of Public Prosecutions. Of course, this all may change after 9th April. . . .

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## GREAT RAILWAY JOURNEYS

### 1. ACROSS THE ROCKIES

Dennis Caton

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I recently travelled long distances on the railways of two far-off countries, and I thought that readers of *The Old Run* might like to know a little of my experiences.

I dreamed for years of crossing North America by rail and never expected that relatives from Vancouver Island, British Columbia, who visited us some time ago would invite and urge us to go on a return visit to them. Sometime after their visit we booked a flight to Vancouver, little dreaming that during our one month's stay with them we would be making a railway journey through the Rocky Mountains to Alberta in central Canada.

Whilst in Victoria B.C. on Vancouver Island, where my cousin lives, it was suggested to us that we take a rail journey to Jasper in Alberta, but having made it clear to him that we hadn't taken enough money with us to pay for such a trip, he said "Don't worry about that, it's all taken care off, whereupon he produced from his pocket first-class return tickets for that journey for the three of us! This astonished us, (we don't know to this day who paid for those tickets), but we were taken to Vancouver and soon found ourselves on a diesel-headed train of the Canadian National Railway heading east into the depths of Canada. The scenery was magnificent as we travelled up the Fraser Valley and into the heart of the snow-capped Rockies.

The engineering feats in the building of this railway are marvellous, especially in the region of Hell's Gate, where the tracks are laid on the precipitous sides of the canyon and give splendid views of the Fraser river far below. We passed through the Yellowhead Pass at nightfall, but just managed to see Mount Robson, one of the highest peaks in the Rocky Mountains, before darkness overtook us. The sleeping arrangements were very different from those on British trains. The two main seats were collapsible to form beds, and up above was a bunk which let down from the carriage roof. A thick curtain pulled across the lot, ensuring privacy. Our son, who

accompanied us, fell off the ladder which gave access to the bunk, and grazed his leg. It left a scar, which he now proudly displays, and calls his Canadian National scar!

Morning came, and breakfast in the dining car. Then a walk along the train to the observation car, a glass-topped coach which gave us wonderful views of the eastern Rockies in the light of the rising sun. We were met that morning in Jasper National Park by other relatives, after twenty hours on the train. After exploring the Rockies with our relatives in their car, we eventually reached Edmonton, on the western edge of the Prairies, where our relatives live.

The return journey by Canadian National Railway, westwards from Edmonton to Vancouver (23 hours), was equally fascinating, and although I had not achieved my life-long ambition of crossing the full extent of the North American Continent, this journey was a large proportion of it, and was an unforgettable experience.

(Dennis's account of a journey through Russia will appear in the next issue, and two "foreign" articles from other members also remain in stock. All members are invited to write up their own memorable rail journeys for future publication. Of course, these lines are not entirely unrelated to us; the success of our own steam railway in 1812 led to others being tried, and foreign visitors to our own railway and its later imitations took ideas and details back to their own countries: these are Middleton's descendants. - By the way, has the publicity department noticed that it is the 180th anniversary of *steam* at Middleton on the 24th June this year?)

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## THE WAGGON-WAY MANIA Part Two

Sheila Bye

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As mentioned at the end of Part One, the following letters were written by someone using the name MERCATOR, also used 12 years later by a correspondent trying to interest readers in the idea of a Leeds to Selby railway (see Issue No.134).

*The Leeds Mercury*, Saturday 16th January 1802.

To the EDITOR of the LEEDS MERCURY. On the superior advantages of RAIL WAYS over Canals, and the utility of a RAIL WAY from LEEDS to SELBY.

SIR, PERMIT me to solicit the attention of your readers to a subject, which possesses as well general as local interest. During the last half century, the internal communication of the different parts of this kingdom by canals has been rapidly improving, and the advantages accruing to agriculture and commerce, have been obvious and important. The early undertakings of this kind were no less beneficial to the proprietors than to the public. The success of the Duke of Bridgewater's canal from Manchester to Liverpool, which was executed by the great Brindley, and the profits it produced to the proprietor, made all the world eager to engage in similar undertakings. Canals were from that time multiplied in all directions with various success to the undertakers, but almost always with benefit to the public. It seems, however, that every thing has its bounds and limits, and that no scheme is applicable to all cases and situations. Of a considerable number of canals commenced within the last 15 years, I believe there are few shares which now sell at par, and many which sell at 50 per cent. below the first cost.

Their want of success has been owing to various causes, in some instances to an erroneous calculation of the quantity of business to be done upon them, but more generally to the difficulties of the country through which they had to pass, and the want of a proper supply of water. In

Lancashire, particularly, where every stream of water was previously occupied by mills for various manufacturing purposes, the difficulty of obtaining a sufficient supply for canals has been severely felt, and the contentions and litigations with the mill-owners, have been vexatious and unceasing.

It has for some time been doubted by many intelligent men, whether a water conveyance was the best that could have been adopted. It is now ascertained, by experiment, that an iron rail way not only possesses many advantages, of which a water-carriage is not capable, but is actually a cheaper conveyance. It is practicable in almost all situations; it requires no supply of water, and can experience no opposition from mill-owners or land-owners, as it cannot injure the interests of either.

A horse will draw 40 tons in a boat upon a canal. On a rail-way that has a descent of one foot in one hundred, a horse draws, with ease, 32 tons down hill, and seven tons up hill, besides the carriage. On a level, a horse will draw from ten to twenty tons. The delays always attending a water carriage much overbalance the advantage of the weight which a horse will draw above what he can do on a rail-way.

The comparison will be more striking if we take a particular case as an example; and for that purpose we will suppose an iron-rail way to be made from Leeds to Selby, and compare it with the present water conveyance. The proprietors charge 12s.6d. per ton freight to and from Selby for merchandize, and for this rate they take on themselves no risk of loss or damage of the goods. From calculations and estimates, which I will subjoin, it will appear, that, allowing ten per cent. per annum on the money advanced for the first construction of a rail-way, and an ample profit to the carrier who conveys goods upon it, the cost of carriage from Leeds to Selby will not exceed 6s. per ton weight. - It will possess the advantage of being always open, not like a river or canal impeded by frost and floods in winter, and want of water in summer. The merchant may always send his goods with a certainty of their being at Selby in eight or ten hours, and probably at Hull the next tide, though they are now on the average seven or ten days on the river. It will in effect bring the town of Leeds within a very short distance of a sea-port. For perishable commodities, or any that are liable to damage or pilfering, the advantages of land over water carriage, are very apparent.

The rail way would doubtless have a preference if the charge on it and on the river were the same, and if the object were to make a proportionable speculation for the undertakers, by charging the same as the river proprietors now do, they might clear 40 per cent. per annum on the capital advanced.

Few improvements can be introduced without more or less injury to some individuals, and it cannot be disguised that the plan in question would materially affect the profits of the proprietors of the Air and Calder navigation. But in all cases private interest must give way to general good, and when we consider that these gentlemen have for many years divided a profit of cent. per cent. per annum on the money originally advanced, we may expect from them the patriotism of sacrificing a little, rather than impede, by their opposition, the adoption of a scheme of such general utility.

In his second letter, MERCATOR presented all the facts and figures for his scheme:

We proceed to our estimates. The cast-iron works for a Rail-way, fit for a great road, should weigh 40 to 50 lb. per yard. A double rail-way to admit of carriages passing each way, and six yards wide within the fences, will cost per mile,

Cast-Iron, - - - - -	£1,800
Three Acres Land, - - - - -	300
Levelling, Rails, Fixing and Incidents,	900
	<u>£3,000</u>

Suppose the road to Selby, keeping in the valley to preserve the level, should measure 24 miles, that at £3,000 is	72,000
Allow for Surveys, Acts of Parliament, and Incidents,-	8,000
	<u>£80,000</u>

The annual charge to be raised by tolls would be,	
Interest at 10 per cent.- - -	8,000
Repairs 50l. per mile- - -	1,200
Clerks, and extra expences, - - -	800
	<u>£10,000</u>

If the money were raised at 5 per cent. as is done in turnpike-roads, the annual charge would be much reduced, but as this may be considered as a speculation, it is fair, that the subscribers should have an extra advantage. Such tolls must therefore be laid as will produce 10,000l. per ann. on the goods that will be conveyed on the road, and we must ascertain the probable amount of those goods. There are about 20,000 boats pass annually up and down this river, I mean 20,000 each way. These carry on the average 40 tons each. When we consider the superior advantages of the Rail-way, we may expect a preference, not only for many goods now sent by the river conveyance, but for others, such as goods from Lancashire sent to be shipped at Hull, which do not now pass through Leeds; and we may safely calculate on half the business being done on it, that is now done on the river.

We will say 400,000 tons each way, together  
800,000 tons annually, at 2s.6d. per ton toll, will produce, £10,000

The carrier then pays tolls, 2s.6d. per ton, - per ann.	10,000
Suppose one horse draws 10 tons, 12 miles per day,	
he must employ 120 horses, and 100 men, at 2s.6d. per day,	10,000
Profits and Incidents, 20 per cent. - - -	4,000
	<u>£24,000</u>

Upon 80,000 tons he must charge 6s. per ton, - 24,000

It will not be uninteresting to compare this result with the expence of carriage on a turnpike-road. The first cost of a turnpike-road is 150l. per mile, and it costs 150l. per annum, per mile in repairs. The tolls must therefore raise 225l. or upwards per mile. Suppose 50 waggons per day carrying 5 tons to pass each way, and to pay 3d per ton for eight miles, it will raise annually 243l. per mile.

A carrier going a stage of 8 miles and back again, with 50 waggons per day of 5 tons each, pays tolls	
2s.6d. per waggon, for 16 miles, - per ann.	1,950 0
Keep of 1000 horses, and 100 men, at 2s.6d. per day,	50,187 10
Profits and incidents 20 per cent. - - -	10,427 10
	<u>£62,565 0</u>

Upon 7,800 tons carried 16 miles,  
he must charge 16s. per ton, - £62,400 0

It appears, therefore, that goods can be carried on a Rail-way at one fourth of the charge which they can be on a turnpike-road, and at one half of the present charge on this river.

It would be an uncommonly profitable speculation to make a Rail-way from Leeds to London. The business to be done upon it would be immense, and the undertaking would be attended by few difficulties, for a line drawn towards the eastern side of the island would meet with no material inequalities of ground. Taking the same *data* as in the former calculations, goods which now pay 12s. per cwt. would be carried for 3s. even supposing the distance 240 miles to preserve the level. This on many kinds of goods would be cheaper than the freight and insurance by sea, and the great saving in time and other advantages would give it a most decided superiority. There is, however, one trifling obstacle to its execution - it would cost near a million of money.

If these remarks should induce any of your Correspondents, who are better acquainted with the subject, to favor the public with any further information concerning it, they will have answered the end proposed, by  
**MERCATOR.**

As seen before, with the 1814 suggestions for a Leeds and Selby Railway, and the 1830/1 Bradford and Leeds Railway project, these were visionary plans made long before their time; they met with no enthusiasm, and no reply to the letters was ever printed. A year and a half after the publication of MERCATOR's letters, in the issue of Saturday 9th July 1803, William White, of Hull, advertised for sale "A QUANTITY OF ENGLISH BEECH WAGGON-WAY RAILS", with a note to the effect that "The Coal Owners on the Tyne and Wear lay their Wooden Ways principally of English Beech Rail." The world at large was still not ready for MERCATOR's inter-city iron rail ways.

The writer's identity remains a mystery. He was obviously an educated man, with a knowledge of merchant trade, economics, etc. His choice of the great map-maker's name as his *nom de plume* could point to him being a surveyor or map-maker himself, perhaps Jonathan Teal, mentioned at the beginning of this article, or his son Henry Teal, who were well-known Leeds surveyors and map-makers of the late 18th and early 19th centuries. If the 1802 and 1814 letters were written by the same MERCATOR, then it seems that in 1814 he already knew the ideal answer to his own question as to whether "any of your correspondents could lay before the public a plan of conveyance between Leeds and Selby, that would be likely to secure the three great requisites - cheapness, regularity, and dispatch", and that he perhaps hoped to stimulate interest in the new developments to be seen at Middleton. Bearing this in mind, MERCATOR may even have been Charles John Brandling.

Meanwhile, back in 1802, as MERCATOR was trying to stimulate interest in railways, the next development was already under way in the south-west corner of England:

*The Leeds Mercury*, Saturday 6th March 1802 - In addition to the many attempts that have been made to construct carriages to run without horses, a method has lately been tried at Camborne, in the county of Cornwall, that seems to promise success. A carriage has been constructed, containing a small steam engine, the force of which was found sufficient, upon trial, to impel the carriage, containing several persons, amounting at least to a ton and a half weight, against a hill of considerable steepness, at the rate of 4 miles in an hour. Upon a level road it ran at the rate of 8 or 9 miles an hour.

Coming in the next Issue: the Middleton Railway Extension - 1809

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