

# THE OLD RUN

JOURNAL OF  
THE 1758 MIDDLETON RAILWAY  
LEEDS



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# THE OLD RUN

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Many thanks indeed to the 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.

Material for the Summer Issue should reach the Editor by 1st June 1993, at the latest.

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Cover picture: a north-eastern encounter, during the 27th March photographers' special. Our Railway's past and present are both well portrayed as No.68153 (alias No.53, No.54, No.59, the Sentinel, etc.) waits with a goods special on the Dartmouth Branch, whilst No.1310 steams proudly past with a passenger train. Photo: Robin Stewart-Smith.

## EDITORIAL

- starting with this quarter's apologies! Firstly to Keith Hartley, whose article 'Visit Down Broom Pit' had in its first line the phrase "30 years ago". Working in a hurry, with Christmas cards still to write, cake to ice etc., I missed off the "s" from "years". Secondly to Mr. Hannan, Herr Wunderlich, and probably at least a few other members who have received copies of one or other of the last two issues containing a blank double page. This is due to a whole sheet of printing paper not being printed, and unfortunately the fact is not always noticed by the printers when the sheets are being collated. Mike Scargill does not check every copy before sending them out to members, as this would take a considerable amount of time and delay the posting of the magazines, so if you receive a copy with blank pages please let me know and I will have another copy sent to you. (At least the receiving of a dud copy was the cause of us having the pleasure of hearing from Mr. Hannan, who lives in Sutton Coldfield and must surely be one of our earliest existing members, having joined early enough in the 1960's to have Membership Number 194.) Thirdly, the cover photo was taken at Beza Road crossing, not Moor Road. And lastly . . . at the printer's the lower photo on Page 18 somehow managed to end up covering the last line of its caption - no prizes for guessing it was an assortment of wagons!

Many thanks to the not-very-many members (including Mr. Hannan) who wrote about the content of *The Old Run*. The consensus of opinion was that it should remain as it is - a mixture of articles and reports, and I will endeavour to see that one does not usually outbalance t'other.

Sheila Bye

## FROM THE CHAIRMAN

Ian Smith

### AT THE LINE

Yet again, the time has come for more illuminating notes from the chairman! Much has been happening recently, so let's begin with a quick look at the Santa Specials. These proved to be a very big hit, with many hundreds of happy customers in evidence. (More on this subject later, in Notes & News.) One of the most frequent comments heard was about the train heating - "It's lovely and warm in here", they all said. So it's very well done to Graham and the team who did the job - and changed a defective heater on the coldest day of the season, in time for the first train. Not satisfied with this effort, our C. & W. team are now in the process of fitting both vehicles with new steps.

Another mammoth job tackled recently has been the Y7 (again more details later in the magazine). What should have been a fairly routine paint job became very much a race against time to finish the loco for a photographic assignment on 27th March. Some time ago, Council agreed this event, in the expectation that all would be well, but as things turned out nothing has been quite right with the job - the loco continuing to fight us all the way! The paint wasn't quite right, the weather was too cold to paint, etc., etc. It's thanks to a lot of very hard work, led by Peter Nettleton, that the loco has been repainted to an extremely high standard. Mechanically, she has had a number of minor repairs made, not unusual after a running-in turn following such major work, and at the time of writing she is expected to make her date with the photographers as planned . . . . we hope!

There has been some caustic comment about this event, but it should be remembered that, quite apart from earning much-needed cash, the resultant publicity will be of great value with most of the railway press being sent shots for their use.

The new season gets under way on 3rd April, and we really do need to improve our "ordinary" passenger figures if we are to finance our many planned projects, particularly the shed extension. A list of events has been included in this *Old Run*, giving details of all our services. Please try to publicise the railway whenever you get the opportunity - perhaps your children's school may like to visit us for instance, so that we can achieve some of our many aims.

### THE NAMING OF No.47.833

I attended the naming ceremony of Class 47 No.47.833 on Wednesday 27th January, at Kings Cross.

The Class 47 fleet was introduced from 1962, and was actually conceived at about the same time that A.R.P.S. was also being thought of, by Peter Manisty. InterCity had already decided to paint 47.833 in her original two-tone green livery, to mark the 30th anniversary of the class, and a suggestion by David Ward, of the charter unit, to name the loco in Peter's honour was accepted.



The naming ceremony began at 11.00, when Chris Green, Director of InterCity, welcomed guests to the event and then introduced Dame Margaret Weston, D.B.E., who was to perform the ceremony. Dame Margaret made a very good speech, recalling Peter in action, before formally naming the loco. She was then presented with a replica nameplate, which was destined for the National Railway Museum since, as Dame Margaret commented, "I can't put this in my living room!". Peter's wife, Marion, was also presented with a model of the locomotive to mark the event. The locomotive, now named *Captain Peter Manisty RN*, carries a commemorative plaque with the following inscription:

Capt. Manisty MBE DSC RN was a founding member of the British railway preservation movement having shared in the setting up of the Association of Railway Preservation Societies of which he was chairman for many years.

Following the ceremony, guests were treated to a trip to Peterborough and back, complete with a First Class lunch of truly mammoth proportions! I was seated with the Manisty family and Bill Smith, whose loco **No.1247** visited us in 1990. During the journey, we shared many memories of Peter and his association with railway preservation, with Middleton being quite prominent.

I had to leave the train at Peterborough to come back north, but had a very enjoyable day out with the opportunity to drop numerous hints to folk about visiting the World's Oldest Railway - some of which hints I am certain will be taken up.



The Editor is extremely grateful for permission to use this photograph of 47.833 (D1962) *Captain Peter Manisty RN*, which first appeared in the April issue of *Railway Magazine*.  
Photo: Chris Milner.

## TRANSPORT AND WORKS ACT

Tony Cowling

This Act was passed last year, and covers a variety of things to do with railways. One part of it, which has recently come into force, makes it an offence for anyone to work on a railway, in almost any capacity that may be vaguely related to safety, if they are either under the influence of drugs or of alcohol. To be precise, it covers drivers, guards, signalmen or any other duties that may involve controlling the movements of trains (which in our case would include firemen, second men and shunters), and it also covers anybody supervising or carrying out any sort of maintenance work on track, signals or almost any important bits of rolling stock (such as springs, couplings, brakes or any other controls).

For this purpose, the rules for alcohol are the same as those that apply to driving a car. Thus, permitted levels of alcohol are defined in terms of measuring the amount in the breath, and the police have similar powers to take action if they suspect that an offence has been committed. However, there is an additional element in these requirements that doesn't apply to car drivers, and this is that in any such case the railway is also held to have committed an offence as well as the individual, unless the railway can show that it had taken all reasonable steps to prevent people from working who were not fit to do so.

In the case of an organisation like BR this extra requirement will mean having appropriate management procedures for checking on people, and indeed there had been an instance reported in the newspapers of a BR employee who had been found "drunk in charge of a station", and who had promptly been sacked as well as being taken to court and fined.

For an organisation like ours those sort of procedures would not really be workable, as we just do not have that sort of management structure, and so we are having to follow the same practice as many preserved railways in requiring people to sign-in whenever they arrive to work on the railway. This has been introduced with effect from 1st March, and to avoid confusion as to who does or does not need to sign-in it has been decided by the council that it will apply to all people working at the railway, in whatever capacity. There are therefore two signing-in books provided, one in the engine shed and one in the shop. **The point of this arrangement is that signing-in is not just to produce a record of who is on duty, but by signing-in one confirms that one is fit to undertake duties on the railway.**

Because the Act applies to drugs as well as alcohol, the obvious question that arises is whether people who are taking medicines prescribed by their doctors are therefore regarded as unfit to work on the railway. It seems fairly sensible that if they are still regarded as fit to drive a car then they must be fit to work on the railway - after all, if one is fit enough to be safe doing 70 mph in heavy traffic on the M1 one ought to be fit enough to be safe at 10 mph in the only train moving on the railway line! By the same token, even if someone is not permitted to drive a car it does not

automatically mean that they are unfit to work on the railway, but anyone in that position would have to consult their own doctor, and take their advice as to whether they could legitimately sign themselves in the book as being fit to work on the railway.

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## VOLUNTEERS' FORUM

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Tony Cowling

The latest Volunteers' Forum was held on Thursday 25th February, again in the St. Mary's Parish Centre. One significant departure from previous practice was that there was actually one official item at the start, to explain the new procedures for signing-in which we have had to bring in to meet some of the requirements of the Transport and Works Act 1992. By their nature these didn't attract much discussion - after all, like a lot more of the legislation that is going to hit us in the next few months, they have been imposed on us whether we like it or not - although there were some questions about the details of how the scheme would work in practice. In particular, it was noted that if a fire occurred in the shop or the shed, somebody should if possible try to salvage the signing-in book before leaving the building, so that one could tell from it whether there was likely to be anyone else still in the building.

Having got that out of the way, we moved on to discussing the question that had been raised in the last *Old Run*, of whether reports of these sort of meeting ought to be published in it or in some other form that was aimed more at the working members. Sheila Bye summarised the few letters that she had received on the subject, mainly from non-working members saying that they wanted to be informed of what was going on at the railway, and so did find these sort of reports interesting. One of them had suggested that working members could if they wished produce a private newsletter, as is done at some other railways, but there was little enthusiasm for this idea, and the general concensus was that *The Old Run* should carry on as it was - which is why you are reading this here! One point that was made, however, was that we were not very good at getting up-to-date information into *The Old Run* about events that would be taking place at the railway, and it was obviously important to publicise these to our members as well as outside.

This led to some discussion of publicity, a topic that cropped up several times during the meeting. It was noted that Alan Gilchrist had recently been appointed as assistant publicity officer, to help David Monckton, and it was suggested that this sort of information about people needed to be put in *The Old Run* (so it has been here!); it was also suggested that we should go back to the earlier practice of publishing the names of new members, as a form of welcoming them into membership. Alan expressed the hope that we could re-establish the marketing committee that had existed at one time, and this was generally supported, and a number of ideas were offered for such a committee to consider. For instance, it was suggested that we should try to make better use of radio and TV for publicity; that we needed to do more to

circulate publicity information to hotels within a reasonable travelling distance of the railway; and that we should look at joint marketing arrangements with other local organisations, such as Thwaite Mills.

Attention then turned to various aspects of the extension plans, although there was not much definite progress to report. Some meetings had been held with an organisation who might be able to help with the problem of the boreholes that were needed where the extension would cross the old tip, and they seemed to be enthusiastic about this. They might also provide some help with proposals to close the footpath alongside the Moor Road site. This would also be supported by local firms and by the police, but if such proposals were to be put forward they would have to come from the railway in the first instance, rather than from any other organisation.

We then moved on to the possibility of extending the engine shed, which had been discussed at some length at the previous forum. In view of this discussion the council had decided that it was necessary to start working towards such an extension, and had agreed to commit capital to the project. A planning application had therefore gone in to the City Council, and details of this were described; the next step would be to do the detailed design for the building, and then seek approval under the building regulations. Meanwhile, efforts were being made to find sponsorship for this project, although this search could only start properly once planning approval had been obtained.

Then we turned to the open weekend being planned for the 3rd and 4th of April, which was aimed both at showing off the facilities of the railway to staff from tourist information centres, and also at trying to attract new members. These were badly needed: for instance, Steve Roberts explained that he now felt that he would like to be able to give up the job of shop manager, and described what the job would involve, but he thought that it really needed new members coming into the railway to take on these sort of jobs, rather than adding them to the loads being carried by others who already had responsibilities at the line. Stan Holdsworth (who, having joined last year, is now helping Steve as assistant treasurer), suggested that with all the early retirements taking place from many commercial organisations, there were probably a lot of other people like himself who might have the time and the ability to help with such jobs, if only we could find them.

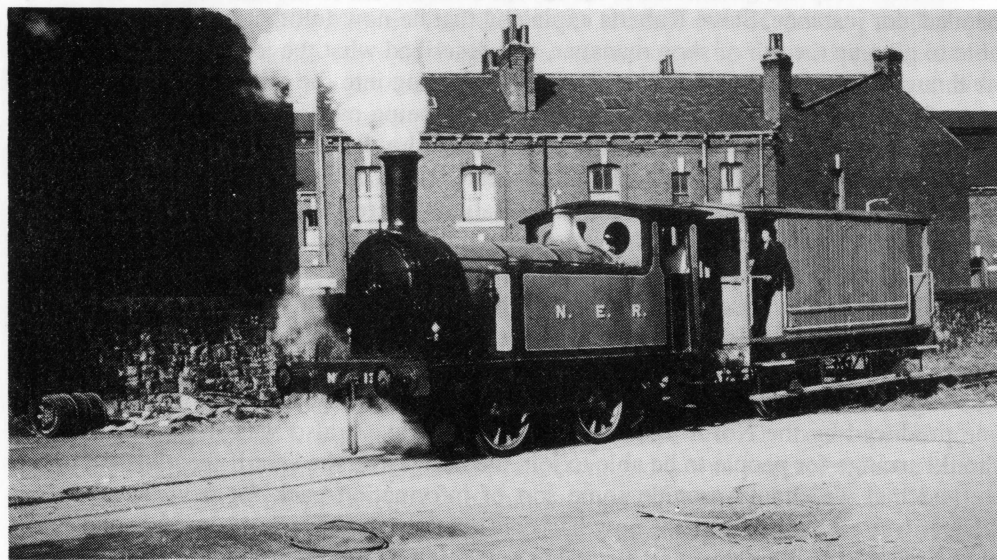
This resulted in some discussion of the publicity for this event, although it was recognised that it could not sensibly be covered in the local media until the week before it. We would produce handouts to explain to people what was happening, but it was suggested that we also needed a leaflet like the "why be an armchair enthusiast?" one produced by the North Yorkshire Moors Railway. It also was suggested that we should arrange for people to be able to join the railway on the spot if they wished to do so, and that we should provide some sort of information pack for new members as well. It was also noted that we now had confirmation that we could increase the limit on the number of members, and a suitable resolution would be brought to the AGM.

The discussion then turned to various administrative matters to do with rolling stock, such as whether we had a policy for what items we wanted to collect. It was explained that the council had set up a sub-committee to draft one (consisting of Martin Plumb, Ian Smith and myself), and that we had produced a draft, but that it was



not yet complete. There was a possibility that it might then be appropriate for us to register as a museum with the Museums and Galleries Commission, but we needed more information about what this might involve: the ARPS had organised a seminar on this subject in March, and we hoped to have more information after that. It was then asked whether we had gone any further on producing a policy for hiring locomotives to other railways, to which the answer was that we had not, so that at the moment any requests for the hire of a locomotive would need to be considered individually, having regard to the need to generate income. It was confirmed that members would be given the opportunity to comment on such a policy before it was finally brought into force.

After this, we jumped quickly around a number of topics. We agreed that we should continue running occasional trains on the Balm Road branch (e.g. goods trains for photographers, as the Railway Inspectorate would not allow us to run a passenger service over it), but that work would be needed on the track for this to happen. We discussed the need for repairs to wagons, where there was a possibility that we would be able to get restoration work done on both the Middleton Wagon and the North Eastern brake van, but this was still being pursued by the council. There were also questions about the status of some of the privately-owned vehicles at the railway, notably the EM2 bogies and the LMS parcels van, and the arrangements for both of these were described. Finally, Rupert Lodge suggested that at least one more permanent way train was needed before the start of the operating season, and offered to organise it. Since there was obviously nothing else that could sensibly follow that, the meeting closed there, and we all adjourned downstairs to the bar!



No.1310 is in steam again on the Middleton Railway, but in surroundings which have changed greatly since these photos were taken. Above: returning along the Balm Road Branch past the end of Gasholder Place, after working a goods and engineering train c.1970. Opposite: viewed from the G.N.R. embankment, returning to Moor Road with a passenger train, June 1976. This is also a fine picture of the Middleton pit heap. Photos: F.W. (Bill) Hampson.

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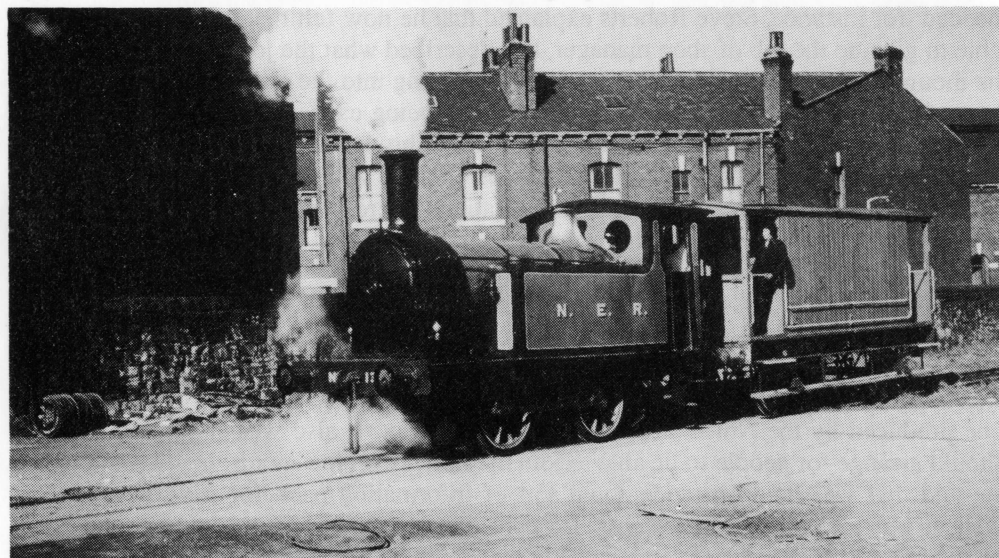
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## LOCO NOTES

*Steve Roberts*

With the start of the operating season just three weeks away, it's panic as usual! Every job seems to have a deadline these days and it seems a long time since we could just start a project and know with confidence that it did not have to meet a completion date. Whilst the presence of a deadline is a spur to get a job done, it also means that there is often a real need to turn out work that is not to the really high standard that we would like.

**1310** The Y7 is a perfect example of the above situation. Our publicity colleagues wanted to maximise on the publicity potential and needed to know a date for its official entry into service. When they requested this last September, March 27th seemed a long way away and would present no problems, especially as the loco had been steam tested and there were relatively few problems to rectify. However, pressure of other work meant that progress on **1310** was far from rapid. The main outstanding job was the painting. Much time was spent rubbing down and filling in the platerwork. Application of the first coats of topcoat created the first setback as it became apparent that the chosen paint, which had been carefully matched to the old paintwork, was definitely not a North-Eastern green. Fortunately, fate lent a hand here as whilst this was being considered a representative of Mason's paints visited the line, and during conversation it came to light that Mason's had mixed some North-Eastern green for the National Railway Museum and that the colour was still in stock. Tins of this paint and



undercoat were obtained and the process of rubbing down and painting began again. By now the weather was beginning to take charge as it is not practical to paint if the atmospheric conditions are not right, and January and February are not the best time of year for this. To add to the delays, we have had problems with the various colours of the paint mix separating out and producing a 'streaky' finish to the top coat, resulting in yet more rubbing down and repainting! With just three weeks to go we are not yet at the lining out stage and yesterday's efforts at painting the tanks will have to be repeated again as the finish is not acceptable to the dedicated team working on the job. Mechanically, the few outstanding jobs are now all but complete. The side rods have had new bushes made and fitted, a task complicated by the fact that the rods are actually off sister loco **1308** and are not only some 1/8th of an inch longer than **1310's** wheelbase but are also both slightly different in their own length! This has been overcome by fitting eccentrically machined bushes to give an effectively correct length. The perforated copper pipes have also been replaced, creating an interesting exercise in three-dimensional pipe manipulation! New flanges and pipe couplings have had to be made as it proved impossible to recover those from the original pipes. The loco has to be complete by the 27th March for a privately booked photographic event and it will be ready, but it is almost certain that much 'midnight oil' will have to be burnt to ensure this. The official return to traffic is scheduled for the 18th April 1993.

**385** After working satisfactorily over the Christmas and New Year periods, the loco was stripped down for its annual boiler inspection. This it has successfully passed although the Boiler Inspector did make comment about some wastage of stays, which we shall have to keep an eye on. It is due to come into the workshops for attention to the motion before re-entry into traffic, which is not likely before May.

**1882 MIRVALE** Like **385**, *Mirvale* was successfully used throughout the Christmas/New Year period and was then stripped down for its annual boiler inspection during which no problems were reported. Since then it has been in the workshops for attention to various minor things. The big ends have been re-worked to take up play and the slidebars re-shimmed and re-aligned. The lefthand side was found to be considerably out of alignment and this is a probable cause of the regular 'groaning' that emanated from the left hand cylinder. The smokebox door was found to be thin in places and this has been repaired by cutting out and patching. However, this can only be a temporary repair and a replacement door will have to be obtained before too much longer. Whilst the ashpan was removed for the boiler inspection, the opportunity has been taken to cut a manhole in it to allow access to the firebox without the need to drop the ashpan. Much time and effort has been expended on re-facing the regulator valve to eliminate leakage. This has been a problem since the loco returned to traffic in 1990 and several unsuccessful attempts have been made to rectify it. Its worsening condition could no longer be tolerated, and the only option open to us without sending the casting away for machining has been to laboriously hand lap the valve face. Hopefully, the amount of time spent will be justified and a steam tight valve will be the result. All the work is now complete and a steam test is imminent.

**54** Has been in winter storage apart from being steamed for a filming special in January. Despite considerable precautions we have had to replace one of the steam

pipes due to frost damage. The loco will be available at Easter and should see regular use next year.

**1786** A loco that has not featured in these columns for some time, *Sweet Pea* (or more officially *Courage*) was suddenly dragged out of the dead end and persuaded back into life during January. It has now been stripped of all its body panels and is presently receiving a much needed repaint and minor repairs. Another of Dave Taylor's projects, it is intended to restore the locomotive back to its former glory, probably in the grey livery that it originally carried. Although effectively in working order, the loco had not been used for several years because its low power was of little use to us. With the likelihood that we shall be building an extension to the workshops in the not too distant future it is possible that the loco can be used as works' shunter.

**D577 MARY** Firstly, apologies for renumbering *Mary* for the last two issues. I'll try and get it right in future! The repaint and minor repairs were completed during January and the loco is now outshopped and available for traffic.

**Rowntree No.3, 7401, 91, D631 & 138C** are all serviceable and used as required. All other locos remain in store, awaiting repair.

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## FROM THE TREASURER

Steve Roberts

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Now that December 31st has come and gone, we are able to reflect on 1992 with the knowledge that it has, in total, been a good year for us. However, at the end of September the situation was far from satisfactory and it is only the success of the Thomas weekend in October, and the Santa specials, that have transformed our 1992 statistics.

The final 1992 accounts must, of course, await the scrutiny of the auditors but it is possible to comment on the year in general terms. Of immediate note, and one of prime concern, is the continued downward trend in the number of ordinary passengers carried, some 18% less than in 1991 and substantially less than in our peak years. This traffic should be our bread and butter, but it is not performing at anything like an acceptable level. In contrast, the special passenger traffic, represented by School Days, Thomas, Santa, etc., has shown a 50% increase on 1991 and is now, by far, our prime source of income. The shop has managed to show a slight improvement on 1991, but it is suffering from the downturn in numbers of regular passengers. This is because the 'spend per visitor' on special event days is significantly less than that on regular visitors' service days. Shop turnover has remained relatively constant for the last few years, and profit margins have been reduced somewhat, resulting in a significantly lower overall contribution from this aspect of our operations. Our other sources of income are broadly similar in total to the previous year with the exception of donations which are considerably down on previous years.

After an initial burst of expenditure at the beginning of the year, we have managed to keep this aspect under close control. The decision to change our coal supplier and obtain cheaper sources of fuel has had a significant effect on fuel costs. This apart, expenditure is very much on a par with 1991 with only a marginal increase overall. We enter 1993 in a financially healthy state, but the decision to finance the major capital expenditure of the shed extension from our retained revenue will significantly alter this state of affairs unless we have a very successful year. We can only do this if we increase significantly the number of visitors across the board in general, but on ordinary weekends in particular.

## WANTED!

### A SHOP MANAGER

Steve Roberts has filled the posts of both Treasurer and Shop Manager with commendable ability since the resignation of Ian Cromack and the retirement of John Chaplin, but feels that he could be of far more use to the Railway elsewhere within the organisation.

The post requires effort, but no previous experience is necessary, and it is a very important and satisfying job because the Shop Manager's success directly influences what further projects can be embarked upon by the Railway.

Anyone interested, but unsure of the duties involved, should ring Steve for further details. Anyone certain that they would like the post should ring Ian Smith. (Addresses and phone numbers on the inside back cover.)

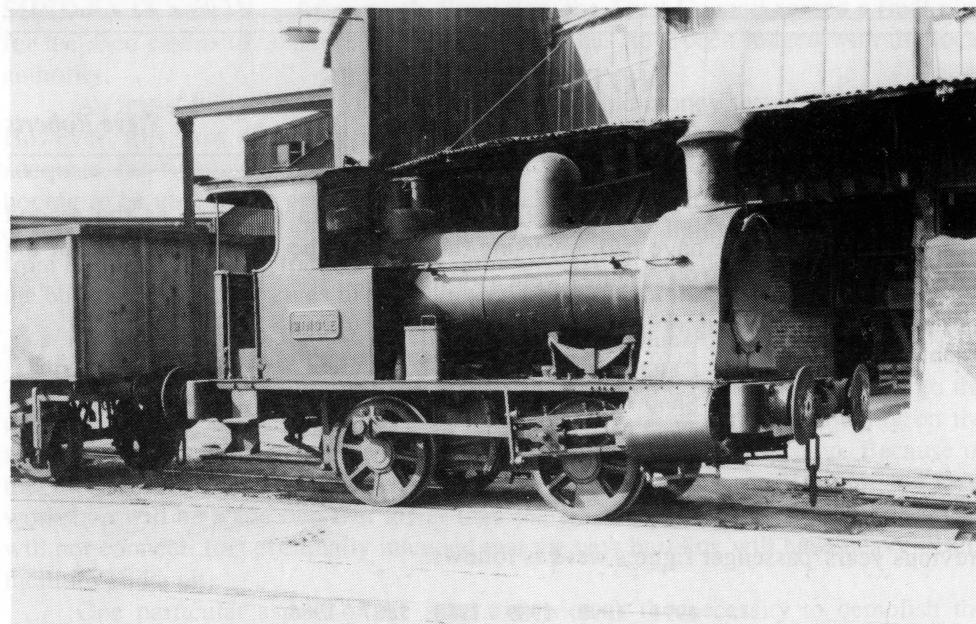
### BACK IN STEAM

*Railway Signal*, The Railway Mission's monthly newsletter, is back in print. The Church was always well represented in the ranks of railway enthusiasts, and *Railway Signal* has feet in both camps. Copies can be obtained free of charge by contacting Fred Youell, c/o the Railway.

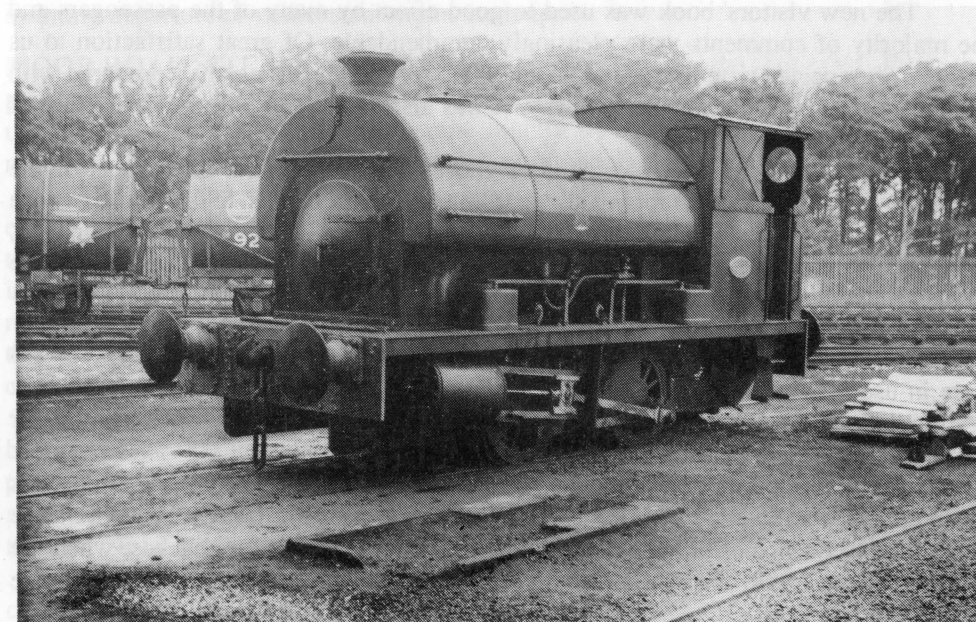
### MARKETING & PUBLICITY COMMITTEE

We urgently need volunteers to help with the Marketing & Publicity Committee, which has been re-established to further promote the Railway. Our problem at the moment is that we have very few volunteers for this aspect of the Railway's operation, mainly because most people are currently involved in other aspects such as Engineering, Permanent-Way, Shop, etc. Any member out there who thinks he or she can help in any way, please leave a message on the Shop answerphone or write to me, Alan Gilchrist, c/o the Railway.

VOLUNTEERS are also urgently needed to help in the following departments: engine crews, guards, ticket inspectors, shop/booking office staff, engine shed, administrative workers, site guides (particularly on Special Running Days). Full training will be given if necessary. If you enjoy camaraderie, nostalgia, & atmosphere, plus the chance to be involved in running the World's Oldest Railway, why not join us? Contact Ian Smith or Alan Gilchrist for details! Also Derek Plummer would appreciate help at exhibitions - next dates Horsforth 5th June, Leeds Centenary 31st July. Telephone numbers and contact addresses are on the inside back cover.



Two familiar locomotives, but where were they photographed? Above: *Windle*, at Pilkington's glassworks, St. Helen's, date unknown. Photo: *Industrial Railway Society, Bernard Mettam Collection*. Below: *Peckett 2003*, now *John Blenkinsop*, at the United Kingdom Atomic Energy Authority/British Nuclear Fuels, Salwick, nr. Preston, 31.5.1969. Photo: *J.A. Peden*. Many thanks to Steve Roberts for obtaining permission for us to publish these interesting photos.





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## NOTES AND NEWS

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Steve Roberts

**SUCCESSFUL SANTA** The 1992 Santa season can go down as the second most successful that we have had, reversing the trend of the last three years. For the statistically minded, the 1992 figures were as follows:

Adults: 1792 (£4480.00)  
Children: 1797 (£4492.50)  
Shop Takings: £1392.18  
Total Income: £10364.68  
Expenditure: £4093.37  
Surplus On Santa Operation: £6271.31

Previous years' passenger figures were as follows:

	1991	1990	1989	1988	1987	1986
Adult:	1544	1741	1790	2145	1485	1365
Child:	1425	1557	1709	2154	1421	1347

This was one of the best run Santa seasons we have had and we did not receive one complaint. The coach heating was much appreciated by all, though I think that the 'Santas' were perhaps feeling a bit hot on some of the busier trains!

The new visitors' book was used to good effect by many of the passengers and the majority of comments were pleasingly commendable. Of great satisfaction to us was the oft repeated note that we provided value for money, especially compared with some of our sister lines not too far away. It was also interesting to note how many of our visitors were not first timers.

It would be impossible to name all those who helped with all aspects of the operation, from present wrapping to guarding, but our thanks to all those whose contribution, however small, made it a success. A special vote of thanks must go, though, to Rod, Paul and Ian who, by volunteering to take the starring role, made the whole thing enjoyable for all the children.

**CARRIAGE AND WAGON NOTES** As already noted, the new coach heaters were in use for the Santa Specials and provided much favourable comment. The new heating has not been without its teething troubles, but we have managed to heat all our trains over the winter period.

Following upon a couple of incidents caused by the gap between the coaches and platform, footboards have been provided at each door on the coaches. The large gap is a consequence of utilising the relatively narrow P.M.V.'s for coaches, when the Railway Inspectorate insist that platforms comply with standard loading gauge dimensions.

**SHED EXTENSION** After much discussion, the Trust Council agreed a final plan for the shed extension and a planning application has now been lodged with the local authority.

An initial budget of £25,000 has been agreed and money set aside for this work. However, this sum of money is the bare minimum necessary and will only just be adequate for financing the walls, roof, some floor and necessary drainage. We are hoping to be able to get grants and preferential terms on materials which will perhaps enable us to do more in the way of finishing work (i.e. lighting, toilets, etc.). Apart from the digging of the foundations, it unfortunately will be necessary to carry out all the building works ourselves in order to keep costs to a minimum.

The final plan is broadly in line with the information given in the last *Old Run*. The existing pit road will be realigned to form a single road loco shed for two locos. The track will continue out of the loco shed and across the Burton Road stub into the car park. A new turnout will provide a track into the new workshop roughly on the same alignment as the present track at the rear of the existing workshop. Because of the difference in levels and the practicality of achieving a connection, the new workshop will be some two feet lower than the existing workshop and the two tracks will not connect. It is eventually intended that the new building will have heavy lifting facilities and a pit.

One particular aspect of the shed extension is the necessity to demolish the water column. Try as we did, it has proved impossible to incorporate this structure into the new scheme without excessive compromise and the only sensible conclusion is to demolish it. There will, of course, be a continuing need for a water tower and alternative sites are presently being investigated. At the moment it seems likely that a new steel structure will be built spanning the run round loop at the south end of the existing shed. This would enable a loco to take water whilst attached to the train and awaiting departure or whilst standing in the loop.

**MOOR ROAD SITE IMPROVEMENT** As forecast in the last *Old Run*, the platform paving has been relaid, bringing about a big improvement in conditions under-foot. Along with this work, some modifications have been carried out at the north end of the platform to improve access from the shop.

The old shop containers are no more. These containers were acquired in the early 1970's to provide some form of accommodation for passengers at the time when the Moor Road site was just effectively waste land. Much vandalised, they continued in use until the building of the present shop in 1984, when they were moved to the north end of the site to provide a general storage facility. It was always intended that this was a temporary move until the shed was finished, but they outlived the completion of the shed by some seven years!

Although they are no longer at Middleton, the two containers have not exactly been scrapped. Their remains have been transported away and they are to be used to provide parts for the rebuilding of some similar containers on the K. & W.V.R. The removal of these containers is, of course, a further part in the ongoing attempt to tidy the Moor Road site.

All that remains now is to remove all the other bits and pieces that the containers were effectively hiding. . . .

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## BOOK REVIEW

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Henry Gunston

### RAILWAY MEMORIES No.3: LEEDS

From Leeds-born Peter Rose, who grew up close to Wortley Junction and progressed from train spotter to steam loco fireman, this book is an excellent collection of high quality, well captioned photos of railways around the city, mainly taken in the early 1960's. Most views feature steam locos, and they will bring back many memories for those who followed the railway scene in Leeds before the "rationalisation" of the Wellington/New/City station site, the closure of Central, and the serious introduction of diesels.

The book will not just satisfy steam enthusiasts, however. It also appeals strongly to those of us keen on Leeds railway geography. Peter Rose made very good photographic use of high level viewpoints, including the platforms at the tops of signals. An example is an excellent panorama of the west end of City station in 1962, taken from the top of a water tower. There are also two "official" air photos, one covering the whole railway complex east of Holbeck, and the other featuring Holbeck High and Low Levels and the Leeds & Thirsk and N.E.R. roundhouses.

And what informative captions! The *Railway Magazine* of the 1950's, given one of these photos, would have simply captioned it "Ivatt Class 4 2-6-0 43054 at Marsh Lane, Leeds". Peter Rose's caption, however, gives us an eight line potted history of the Marsh Lane site. Elsewhere, captions not only indicate which set of rails leads where at junctions, but also give details of significant buildings seen in the background of the photos.

This enthusiasm for both the steam and the geography of Leeds railways obviously led Peter Rose and his camera to "parts that other beers fail to reach". Examples are the Farnley Branch to Dunlop & Ranken, the Hunslet Lane Goods Branch, and the sidings between the river and the canal northwest of Holbeck Junction - known romantically as Gott's Field and Montague's Field.

Although the book does not set out to cover industrial lines in detail, the Middleton of 1812 has pride of place at the start of the "Setting the Scene" text section. In more recent MR times, there are photos by Brian Myland of the connection at Balm Road in 1962, and of "WD" 90056 in 1965, whilst picking up a train at Broom Pit and when working a Hunslet East to Ardsley trip freight past Parkside Junction.

All this for £8.95, including no less than 193 photos, plus a biographical piece by Peter Rose on himself "From Schoolcap to Grease Top", maps and station diagrams, sets of short railway news pieces of the period, memories of other railwaymen, and some typical shed allocations. Strongly recommended.

**Technical Details:** *Railway Memories No.3: Leeds*, by Peter Rose; 96 pages, 9½in. x 7in. (241mm. x 178mm.), 193 black and white photos (3 on card cover), 6 maps and layout diagrams, ISBN 1 871233 02 X. Published 1992 by Bellcode Books, 10 Ridge Bank, Todmorden, Lancashire, OL14 7BA, price £8.95.

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## A VERY WARM WELCOME

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..... to the following new members, who have joined the Middleton Railway Trust/Association since 1st October 1992: Andrew Parsley, Paul and S.M. Wilkins, Sarah Pearson, Kevin Tattersley, Michelle Pritchard, F.R. Doors, D.R., T.D., and J.R. Mitchell, Justin Bretherick, Terence and Sheila Jackson, David, Mary, Richard and Stuart Devine, Barrie, Jane and Benjamin Farman, Mr. Orchard, Alex Holden, G. Horrock, and Michael, Margaret, Rowan and Tenika Nichol.

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## TIMES PAST - Spring 1775

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Sheila Bye

From *The Leeds Mercury*, Saturday 14th March 1775:

On Wednesday last Mr. James Walker, of Middleton, was convicted before two of his Majesty's Justices of the Peace for the Borough of Leeds, in the sum of 20s. for riding on horseback on Mr. Brandling's Waggon-way leading from Leeds Coal-staith to Hunslet, with an intent to avoid the payment of the tolls at Hunslet Turnpike-bar, contrary to the Act of Parliament in that case made and provided.

A few years ago, Dr. Youell reported having encountered a person "in athletic dress" who complained that his Club members tripped up over the sleeper edges when jogging up our track. In the past, the line was habitually used as a long-distance footpath, which is quite understandable when one considers the facts that the waggonway would have to be sufficiently well-ballasted to give a good surface for the waggon horses to walk along, and that the local roads were generally far inferior to this and usually had no separate provision for pedestrians. A *Leeds Mercury* report of March 1818 describes Leeds Pottery as being "immediately contiguous to the iron-rail road-way of Mr. Brandling; and which also forms a foot-path from Leeds to Hunslet and other places".

Sadly, the pedestrians did not always look where they were going, or perhaps misjudged the speed of the line's official traffic; at least 5 trespassers on our Railway were killed by horse-drawn waggons and at least 6 by the early locomotive-drawn trains. *The Leeds Mercury's* report on the inquest on the body of young Sarah Greaves, killed near the Leeds Coal Staith in September 1810, ends with the comment that:

The frequency of fatal accidents on the coal-way, demands great caution in those who walk upon it, and unceasing vigilance in those who have the care of carriages. Of course, more than 180 years later, this still remains true.

It seemed strangely appropriate that I should find the tale of Mr. Walker on the very day when the newspapers and television news devoted much space to discussion of ways in which the authorities could impose electronically applied tolls on vehicles entering cities. Is it possible that during the next few years we may discover 20th century Cavaliers speeding down our Railway in order to avoid the toll?





Above: Middleton Colliery yard, 2.6.1968, 17 days after the last shift was worked. The tall chimney and buildings, background left, are those of the Middleton Fireclay Works; beyond them, further west, are the Woods and the grassy expanse of Middleton Clearings. The other side of the old building in the foreground right appears in J. Peden's photos of about a decade previously, which appeared in the last issue of *The Old Run*. The distinctly "Heath-Robinson" patchwork of modern and archaic structures presumably is one reason why the colliery failed to survive until more modern axes fell upon it. Photo: Keith Hartley.

## ANTIPODEAN PRESERVATION

### KITSON STEAM TRAM: CHRISTCHURCH No.7

*D. Colin Dews*

A century ago, a common sight on most major tramway undertakings in this country, as well as in parts of the Empire and Europe, was the steam tram. An article in *Railway World* (March 1991), made me acutely aware how few seem to have survived. The only workable example in this country is *John Bull*, built for the New South Wales Government Tramways by Beyer Peacock in 1885, and now at the National Tramway Museum, Crich, where it occasionally hauls the recently restored steam tram trailer Dundee No.21. Another Beyer Peacock is currently in store awaiting restoration at the Manchester Science Museum, and of two Kitson tram engines built for the Portstewart Tramway in Northern Ireland, one is preserved in the Hull Museum and another in Belfast. Apart from the two examples preserved at Crich and at Hull,

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the only others I have seen are three now preserved in the fascinating Netherlands Spoorwegmuseum (railway museum) in Utrecht.

It was a letter in the May 1991 edition of *Railway World* which captured my interest. Written by a member of the Kitson family (on his maternal side), it added a few more survivors, including one in Christchurch, New Zealand. As I have a regular correspondence with a gentleman in Christchurch, whose ancestors left Leeds in the 1860's, and whom I regularly supply with second-hand books on Primitive Methodism, for once I was able to ask him a favour. Almost by return of post came three booklets and photocopies on the subject.

## I

Late in 1878, the Canterbury Tramway Company proposed that a tramway should be built in Christchurch. This became a reality on 9th March 1880, when a service commenced from the Cathedral Square to meet every passenger train at the Railway Station. Rapid progress by the contractors resulted in lines being opened to Addington, Papanui, Sydenham and Woolston by the year end, and the nucleus of the system was established. To add variety, by the end of the decade besides the original company, two other companies were operating trams, the New Brighton Tramway Company and the City and Suburban Company.

New Zealand, like most of the then colonies in the Empire, was an undeveloped country, and was only on the verge of industrialisation. Technology and knowledge had to be imported, and usually this was from Great Britain, although increasingly also from the U.S.A. When it came to railways and tramways, these were no exceptions and so the Canterbury Tramway Company turned to the Leeds firm of Kitson & Co. Ltd., of the Airedale Works in Hunslet, to provide them with their locomotive power. Even so, by the 1880's New Zealand was just beginning to develop heavy engineering, and in 1889, for example, the first locomotive emerged from the Government's Railway Workshop at Addington.

Kitson's had been building railway locomotives since 1837, and by the 1870's was one of the great industrial giants of Hunslet, exporting especially to the Empire or where foreign railways were British owned, such as in parts of South America. During the early 1870's, Leeds seems to have experienced an economic boom, along with most of the country, but by 1877 the economic trough was being approached, and as Parliament was considering introducing legislation for steam trams, and a number of companies were interested in producing suitable tramway locomotives, the "dullness of trade" provided Kitson's with the opportunity to produce an experimental engine. After private trials, on 24th October 1877 it was inspected by the Borough's Hackney Carriages Committee, and began a public trial on the Leeds Tramway Company's lines. Within a week, another local firm, John Fowler & Co., of the Steam Plough Works, were having trials on the Leeds streets with their experimental tram engine, but it seems to have been a failure, and Fowler's abandoned this venture. Meanwhile, Kitson's had not been idle, and completely redesigned their tramway engines. Three were built experimentally with vertical boilers, in 1878, but this was abandoned in the following year. Instead, a new design with a horizontal boiler of a locomotive type,



and having increased cylinder and wheel sizes, was introduced; it was six of these which were now sent out to New Zealand.

The first to arrive were numbered 1 and 2, and these were used to begin operations in March 1880. Presuming that they began operations as soon as they arrived, they must have left Leeds probably in the previous autumn. With the expansion of the system, Nos. 3, 4 and 5 arrived from Kitson's in 1880, and Nos. 6, 7 and 8 in 1881. The design was significant, for they were the prototype for three hundred standard model steam tram engines built by Kitson's for tramways throughout the world.

Meanwhile, the 'Use of Mechanical Power on Tramways Act' became law in August 1879, and despite several restrictive clauses it did allow the Board of Trade to grant special licences for a limited period by steam or other forms of mechanical traction. Thus, on 17th June 1880, steam trams went into passenger service on the newly constructed route from Boar Lane to Upper Wortley, using steam trams supplied by Kitson's, similar to those sent to New Zealand, where they had begun operations a little over two months earlier.

## II

The 'steam dummies', as they seem to have been called in New Zealand, although of diminutive proportions, were capable of hauling anything from six to eight fully loaded trailers, although four seems to have been more typical. It seems certain that they were designed with the provision of the Tramways Act, 1879, in mind. Designed to mix with horse-drawn traffic, to avoid terrifying horses the wheels were given a skirt and the boiler was enclosed. The Act limited the maximum speed to 8 m.p.h. in Britain, and governors had to be fitted; in New Zealand, this also applied, although the maximum speed of 10 m.p.h. is stated to be that in Britain. As the governors on the Leeds-owned Kitson steam trams were not always effective, it is a possibility that this applied also in New Zealand. As the broad streets of Christchurch did not suffer from congestion, and also there was an absence of gradients, the Kitson tram engines proved ideal, and were accepted by the public in contrast to their counterparts in Dunedin and Wellington, which proved unpopular.

Almost inevitably, accidents took place and No.7 nearly came to an early grave in the scrap heap. On Sunday 21st November 1886, it was standing outside the Heathcote Arms Hotel, the then terminus in Ferry Road, waiting to commence the return journey to the city. According to newspaper reports, the driver and conductor were some yards away watching a ploughing match when the boiler exploded - perhaps they were more concerned with the competition than with the safety of the tram. The cab and the condensers were torn away and left in a tangled mess; the two trailers were fortunately empty, but the leading one - also No.7 - lost its splashboards, panelling and windows. Nevertheless, the steam tram was repaired and reboilered; it subsequently received a further boiler in 1928.

The operation of steam trams in Christchurch was successful but expensive. As early as 1882, less costly horse trams were introduced on the more lightly used routes. Even so, this did not solve the Canterbury Tramway Company's financial problems, and in 1892 it went into liquidation. A new company, the Christchurch Tramway

Company, took over the city's tram operations and steam continued in use. Then, in 1905, electrification took place and the company was taken over by the Christchurch Tramway Board; the first electric trams were manufactured by John Stephenson & Co. of New York, and No.1 is now preserved.

By the 1920's, the Kitson steam trams had effectively ceased to be used for regular passenger services, although they continued to be used on special services, and now mainly were used to haul ballast trains associated with construction work. Faced with re-boiling, a number were scrapped in 1928, leaving only Nos. 3, 6, 7 and 8. Then, in 1935, the inevitable happened when they were replaced by petrol driven lorries and placed in store. By 1948, only No.7 had escaped the scrapyard.

The centenary of Christchurch was celebrated in 1950, and this brought No.7 back into prominence for it was used on the Christchurch Transport Department's float, and then in that year was also used on special journeys - such as galas at Sumner. However, tramcars in Christchurch were coming to an end, and in 1954 the system closed, although the future of No.7 now seemed secure.

## III

Ferryroad is the site of the terminus of New Zealand's first railway. The 4½ mile, 5ft. 3in. gauge line to Christchurch was opened on 1st December 1863. It also has the distinction of being the country's first railway to close, as in 1867 a line to Lyttleton was opened, making the original route superfluous. Just over a century later, Ferryroad became the site for a Museum of Science and Industry, including steam locomotives, trams and trolley buses.

On 6th January 1968, the Ferryroad Tramway was opened and Kitson-built No.7, now preserved there, was back in steam. It is thought to be the only working Kitson steam tram engine in the world, and now hauls double-decker trailer No.91. Discovered in a backyard in Woolston, this trailer has now been restored to its original New Brighton Tramway Company condition. Sadly, I doubt if I shall ever see this Leeds-built tram locomotive in use, and it does seem ironic that a journey of 8,000 miles is needed to see a preserved locomotive built so close to the Middleton Railway. If only a Kitson steam tram locomotive could have been preserved at Middleton, what a tribute this would have been to a great Victorian institution once such a familiar sight on the streets of Leeds and elsewhere, but history is full of ifs! Still, there is a Middleton in New Zealand.

There is a steam tram engine built by Thomas Green of Leeds preserved at Kimberley, South Africa, which was purchased from the Bradford Tramways c.1900 - any chance of a postcard next time you are in South Africa . . . . ?

No.7's details: built by Kitson & Co. Ltd., Airedale Foundry, Hunslet, Leeds, 1881, works number 28-2402.

[Sincere apologies to Colin Dews, who sent in this article almost two years ago! First I was hoping I might be able to obtain a non-copyright photo to accompany it, without result. Then it got into the wrong file. However, I have found a number of items about Leeds steam trams, whilst sorting out 2 decadesworth of local/industrial history newscuttings, so perhaps more on this subject another time. (Including, hopefully, a photo of one of these venerable machines.) - Editor.]

# MIDDLETON RAILWAY TRUST

## 1993 TIMETABLE

### Operating Dates

Every Saturday and Sunday from April 3rd to September 26th  
Sundays-only Service from October 3rd to November 21st  
Every Wednesday in August

### Normal Service Times

Saturday Diesel Service: every 45 minutes from 13.30 to 16.30  
Sunday Steam Service: every 30 minutes from 13.00 to 16.30  
Wednesday Service (August only): every 45 minutes from 13.30 to 16.30

### Special Train Services

April 3rd & 4th	Open Weekend
April 9th to 12th	Easter Weekend
April 25th	* Wild West Day
May 1st to 3rd	May Day Bank Holiday
May 29th to 31st	Spring Bank Holiday
June 6th	* Cops 'n' Robbers Day
June 23rd	** Schools Day
June 30th	** Schools Day
July 3rd & 4th	* Friends of Thomas Weekend
July 17th	* Diesel Gala Day
August 15th	* Teddy Bears Picnic
September 25th & 26th	* Steam Gala Weekend
October 23rd & 24th	* Friends of Thomas Weekend
November 27th & 28th	* Santa Specials
December 4th, 5th, 11th, 12th, 18th, 19th	* Santa Specials

All Trains on Special Train Service Days are Steam Hauled (except Diesel Day)  
Train Services on Special Days begin at 11.00

### Ticket Prices

Adults:- £1.60    Children:- £0.80    Family:- £4.00 (2 Adults & 2 Children)

\* Special Fares apply on these Special Train Services (phone for further details)

\*\* For details of School/Playgroup Specials please contact: School Days Organiser,  
c/o The Middleton Railway, The Station, Moor Road, Leeds LS10 2JQ

# MIDDLETON RAILWAY TRUST LTD.

(Limited by guarantee and not having a share capital)  
Registered Office: The Station, Moor Road, Leeds LS10 2JQ. (Telephone No.: (0532) 710320)  
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