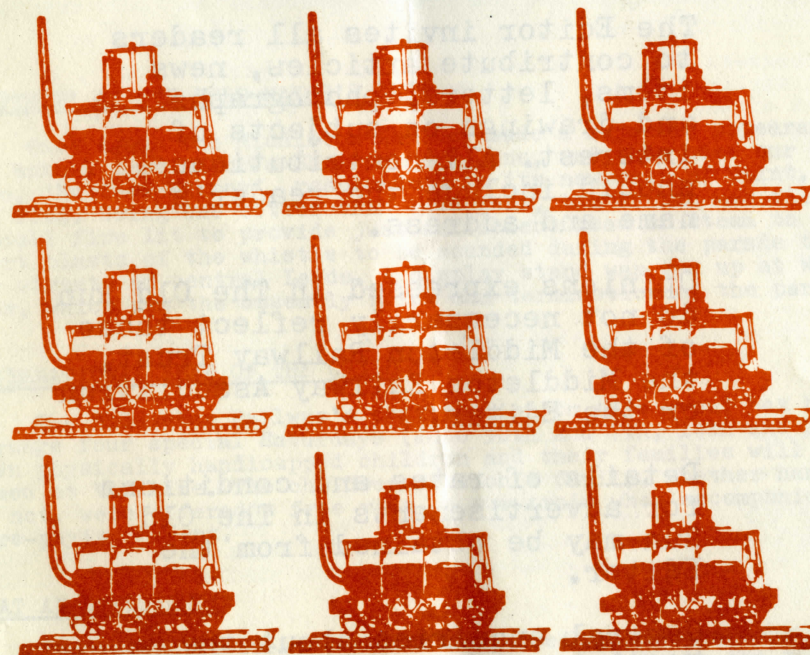


# THE OLD RUN



JOURNAL OF  
THE 1758 MIDDLETON RAILWAY  
LEEDS

SUMMER 1979



# THE OLD RUN

**VOLUME 12 NUMBER 96 SUMMER 1979**

EDITOR: Mervyn Leah, 7 Conrad Close, Rugby, Warwicks.

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The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest. All contributions should include the reader's name and address.

Opinions expressed in The Old Run do not necessarily reflect those of the Middleton Railway Trust, the Middleton Railway Association or the Editor.

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

General enquiries about the Middleton Railway should be addressed to: 71 Knightsway, Whitkirk, Leeds LS15 7BL.

DEADLINE FOR MATERIAL FOR THE NEXT ISSUE: 30TH OCTOBER

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## OLD RUN NEWS

CORRESPONDENT: Hubert Nettleton, 31 Barkly Road, Leeds LS11 7JS.

### 'MATTHEW' AT THE LORD MAYOR'S SHOW

Once again the Middleton Railway made a majestic appearance at the annual Lord Mayor's Show on 23rd June, and this time our Bagnall loco, 'Matthew Murray', resplendent in its new coat of paint, flew the flag. Going one better than last year, the boiler was filled and a small fire lit to provide just sufficient head of steam to enable short blasts of the whistle to be sounded during the parade through the streets of central Leeds. A display stand was set up at Woodhouse Moor, which was the assembly point and termination of the parade.

### INTERNATIONAL YEAR OF THE CHILD

The Middleton Railway's contribution to this event has been to arrange four special Saturdays (June 30th and 7th, 14th and 21st July) when physically handicapped children and their families will be welcomed at the line. The children of such a family, whether handicapped or not, were offered a free ride on our train when accompanied by a fare-paying parent.

### WHAT AN OVERSIGHT!

The Yorkshire Steam Weekends organised by the Woodcock International travel agency are centred on York, and although the tour involves an overnight stay in Leeds, the Middleton Railway has not been included among the preserved railways in the itinerary. Woodcocks have been approached on this matter, and they are prepared to consider including us in their 1980 programme, although the timing might involve running a train outside the times of our normal passenger service.

Another remarkable oversight spotted recently was the omission of our Y7 and Sentinel from the list of preserved main-line steam engines published in the first issue of 'Steam Railway' magazine. We have been promised a correction in a future issue, however.

## BRINGING IN THE WASTE

Waste paper collecting points were established at various locations in Leeds on 5th May, 2nd June and 7th July, and Middleton members (pitifully few, alas) helped to separate paper, silver paper and aluminium drink cans, until their collection by contractors in the early afternoon. The job was not arduous, and it is hoped that in any future collections more members will rally round to give some help. Details of the proceeds from these collections are not available at the time of writing.

## A S.T.E.P. IN THE RIGHT DIRECTION

S.T.E.P. is a government-sponsored scheme which seeks to provide a period of work for local unemployed men, and it appeared to the MRT Council that this might be a useful opportunity to obtain assistance with track maintenance, which normally absorbs so much of the voluntary labour available from members at weekends.

Progress has been made in our hopes of participation, and a formal application has been submitted. Representatives of the Department of Employment have visited the line. The range of jobs envisaged includes the weeding and reballasting of the whole of the whole of the line and realignment where needed (including the goods line), a period of 39 weeks' work for six people. If this work was completed within the period, a further job which would be undertaken is the provision of foundations for some badly-needed toilet accommodation at Tunstall Road Halt.

A major obstacle at present is the provision of site accommodation near the line for the men, tools, etc., the cost of hiring a site hut being higher than we can afford. Anyone with any ideas or offers, please contact Joe Lee (Leeds 645424):

## STEAM POWER TRUST CONTACTED

There has been concern for some time that the ex-NER Y7 loco and the ex-Danish State Railways Class HS loco, which are the property of the Steam Power Trust and located at Middleton, were in need of care and restoration work, but that the remoteness of the majority of SPT membership around Newcastle has made visits by them to Middleton only spasmodic.

It was with this in mind that contact has been made with our good friends of the SPT, and discussions have been going on with a view to work on their locos being carried out by Middleton members. It would be good to see these locos in steam and doing some worthwhile work, although we are still some way from Middleton members actually driving them.

## STEAM GALA REPEAT

A second Steam Gala for 1979 is to be held at Tunstall Road Halt on Sunday 23rd September. Full details are not yet to hand, but as usual we shall endeavour to provide plenty of interest and fun

for all ages. It is hoped that the Lord Mayor of Leeds, Councillor Mrs Christine Thomas, who has already expressed her interest in the achievements of the Trust, will be able to accept the Council's invitation to perform an official opening ceremony. So put the date in your diary, spread the word round, and let's hope for better weather than we had for the Spring event!

## LET'S GET TOGETHER!

In the last issue of The Old Run, our Chairman raised the idea of reviving the Annual Dinner. There does seem something attractive about having a get-together to swap stories away from the weekend pressures of running the passenger service and working on the line. But many members may not be so keen on the formality of a dinner (nor, in these days, the cost), and it is possible that a more informal evening, in the form of a social evening at some local club, to which members could bring their wives or girlfriends (or both!), might fit the bill. What do you think? Write to Joe Lee at: 71 Knightsway, Leeds LS15 7BL, and let him have your views, favourable or otherwise.

## PAINTERS' PROGRESS

The poor Spring weather which coincided with Ian Smith's leave put the repainting of the Bagnall behind schedule, but, with considerable assistance from members, particularly Steve Roberts, Graham Parkin was able to complete the upper parts of the loco in time for the Easter opening of the 1979 Summer passenger service. Since then the underparts have been painted, so the loco was in sparkling condition for its appearance at the 1979 Lord Mayor's Parade on 23rd June.

Meantime work on the Hudswell Clarke diesel, 'Carroll', has gone well. Preparation, undercoating and filling have been completed at the time of writing, ready for the final coats of paint, which, as previously reported, are to be China Blue with Canary Yellow buffer beams and rods. The loco will be lettered 'M.R.' on each side, but it appears that there may not be enough room on the cabsides to paint the number D2, as had been intended.

Painting work on the Swanscombe loco, No 6, has been put off for the time being, pending some decisions on the mechanical restoration of this loco. The next to receive the brush treatment will therefore be the Fowler diesel, which is to be done in Signal Red. Again the buffer beams will be yellow, since this helps visibility. Later the Peckett loco will receive a quick repaint of the boiler cladding, wheels, cab interior and frames while it is partially dismantled for retubing. Generally the paintwork on this loco is in good shape, but a bit dowdy.

Once again the paint team wish to record their thanks for help given, and to repeat that they can always find a job for volunteers.

## A VERY CONSIDERATE LOCO

Boiler tube failures are certainly not uncommon occurrences in railway preservation circles and are, at best, unpleasant, and at their



worst a dangerous business. At Middleton we have had our share of tube failures, fortunately without accident to train crews. However, it cannot be often that a loco blows a tube when it is not even in steam! Trust Middleton to break new ground.

It happened recently when our Peckett loco, No 2003, was undergoing routine maintenance. A member was cleaning the boiler tubes when, on withdrawing the cleaning brush, it was followed by a trickle of cold water. Mechanical engineering staff were able to fit a new tube to the cold boiler, and the loco was satisfactorily steamed for the Spring Bank Holiday service.

It would be very nice to think that all our locos would in future show such consideration. Perhaps a memo from the Safety Officer might do some good!

#### SCHOOL SPECIAL SUCCESS

Wednesday 20th June was a red-letter day for over 600 school-children, who came to Middleton for rides over our line behind our Peckett loco, and enjoyed a living history lesson. In addition to initial deposits paid, the takings on the day totalled £97.

Regrettably, the response from playgroup organisers has not been as high as had been hoped, and it now looks as if the playgroup specials will have to be abandoned for this year.

#### NOT BAD, BUT MUST DO BETTER

Up to the end of June, roughly halfway through the 1979 passenger season, 5631 single passenger journeys had been made, with receipts of £675. Shop sales to the value of approximately £750 had also been made. These figures are about the same as at the same time last year, which is remarkably good considering the poor Spring weather this year, but we must do better in the latter part of the season if we are to cover our operating costs.

So do your best to publicise Middleton in any way you can. Some small posters are in the pipeline, and will be available from Joe Lee if you can get them displayed in shop windows and so on

#### CALLING ALL JUNE RENEWALS

The inside back cover of The Old Run now features a membership renewal form, and all members whose subscription expired at the end of June are asked to use this when they renew. Betty Lee will be contacting anyone she does not hear from, but that takes time and money, and we don't have enough of either!

#### THE EDITOR MOVES HOUSE

The editorial offices of The Old Run are moving to larger premises (and will indeed have moved by the time this issue is distributed), which has nothing whatever to do with the success or otherwise of the

magazine, but everything to do with the demands of a growing family! All future Old Run correspondence should be addressed to: 7 Conrad Close, Rugby, Warwicks.

#### RALLY AND EXHIBITION NOTES

New items have recently been introduced for sale on our stands and in the shop as follows:

|  |                |
|--|----------------|
| Postcard size jigsaw puzzles of locomotives  | 30p each       |
| Retractable ballpoint pens lettered "Middleton<br>Railway Leeds--The World's Oldest Railway" | 12p each       |
| Middleton Railway Guide (completely revised)   | 15p each       |
| Middleton Railway lapel badges   | 7p each        |
| New range of postcard photographs  | 6p and 7p each |

The 1979 exhibition season started with two very successful shows--the three-day Harrogate Model Railway Exhibition at Easter, and a very hectic open day staged by British Rail at their Neville Hill depot, Leeds. The latter event, open for eight hours only, attracted some 16,000 visitors. Sales at these two events totalled £174.

Future events which we might be able to attend, depending on the availability of transport and helpers, are:

4-5 August: Ilkley Model Railway Exhibition  
25-27 August: Bramham Park Traction Engine Rally  
8-9 September: Sheffield Oakes Park Rally

Finally the model railway exhibitions at Leeds and Wakefield in October and November will round off the calendar for 1979.

Once more may we appeal for transport and volunteers to man the stand--contact Derek Plummer on Horsforth 581851.

#### BRIEFLY.....

No responses were received to last issue's editorial request for comments on The Old Run. Must mean something, but we are still trying to work out what!

Ian Smith reports that the Royal Navy has just ordered a new minesweeper which is to be named HMS Middleton. Perhaps Ian can use his influence with the First Lord of the Admiralty to have the ship numbered ML758, and even have it steam-powered and coal-fired!

We hear that Robinson & Birdsell, who are presently our main freight customer, have invested in a metal-baling plant. Perhaps with an eye on the effect on road transport of the worsening fuel situation, they have located the new plant close to the railhead which branches from the Middleton line. An ill wind could blow Middleton some good.

Santa Claus will be at Middleton again at Christmas--dates and other details next issue.

Twelve railway stations in the West Yorkshire Metro area are now displaying Middleton Railway posters. If anyone can obtain other



display sites for these posters (size 30in x 20in), they can be obtained from Joe Lee.

BBC-TV crews were filming at Middleton on 20th June in connection with a documentary programme on the theme of industrial archaeology, to be transmitted on BBC-2 in April 1980. A title for the programme has not yet been decided.

Negotiations have commenced between the Trust's Council and the CEGB concerning the acquisition by the Middleton Railway of redundant track at the now disused Kirkstall power station, and prospects look favourable at the time of writing.

Throughout our 1980 passenger season, the Middleton Railway will be participating in a publicity scheme sponsored by the Osram light bulb company. Guests and children accompanying a fare-paying adult will be able to enjoy a ride on one of our trains at reduced fares.

Seen at the line the other Saturday--a young enthusiast eight years of age, who had travelled 8000 miles alone from his home in Kentucky for a holiday in Leeds with his grandparents. He had seen steam locos at home, but was intrigued that ours didn't burn wood!

'John Alcock' has now been moved from the annex to the main National Railway Museum building at York.

June 2nd was a black day for Middleton, in the nicest sort of way--a 16-ton wagon of coal was unloaded by members on to the coal stack.

John Bushell is preparing a new teachers' resource pack on the Middleton Railway, which should be available from him (12 Trelawn Crescent, Leeds 6) in the Autumn. It includes copies of our publications, plus features specifically designed for schools, and will sell at around £2.

Have you noticed how much more attractive and business-like Tunstall Road Halt is looking? We must thank Chris Rogers for his work with paintbrush and sign-writing skills.

The oil store, now complete with metal door, looks more functionally attractive than aesthetically pleasing, but its completion is a commendable achievement by the civil engineering members.

John Bushell and Derek Plummer represented the Trust at the inaugural meeting of the Thwaite Mills Society, which aims to restore the unique fabric and contents of Thwaite Mills, by the River Aire at Stourton, as "an industrial heritage visitor centre and educational resource".

John Bushell will be busy this Autumn as tutor to a Workers' Educational Association twenty-week course entitled 'Transport today through yesterday' at Benton Park School.

Saint Matthew's church, Holbeck, has now closed to public worship, and is about to be converted to a trampoline club. Situated in the churchyard is, of course, the tomb of Matthew Murray, the engineer who built our first steam locomotives.

# A TICKET TO MIDDLETON PARK, PLEASE!

Ian Smith

It may come as a surprise to members to learn that 1979 sees the tenth anniversary of the commencement of regular passenger services on the Middleton Railway. In view of this important anniversary, I thought it might be an idea to recall those early services and to compare them with today's efforts.

To begin with, in 1969 only one locomotive, 'Henry de Lacy II', was available for traffic, and even "he" was fresh from hydraulic test and conversion from coal to oil firing. The only other available loco, Sentinel No 54, was undergoing boiler testing and was not likely to be available for some time.

The idea of running a passenger train came as a result of the Hunslet Feast coming to Parkside, and Jim Lodge thinking Middleton might cash in on the many visitors to the event. Thus was the first passenger service inaugurated.

On August 2nd 1969, the first passenger train left the yard for duty. It consisted of a gleaming 'Henry', then facing chimney towards Burton Road and equipped with dumb buffers (making for a rather bumpy ride when it propelled up the line), and the LMS brake van in its original dark grey livery, complete with large Middleton Railway banner draped on its right-hand side. The loco was crewed by Jim Lodge, driving, and John Cowling (universally known as Prentice) firing.

In those days we had no platform, nor any experience of passenger handling, apart from the odd party, and it was very much a case of "learn as we go". This was only too true of the loco crew, who were trying to handle their charge correctly. An amusing incident occurred on the loco on the first run. As 'Henry' was first time out after overhaul, the crew were slowly learning all about him, but were somewhat puzzled by the fact that, no matter how much coal was shovelled into the firebox, 'Henry' just didn't want to steam. It was halfway through the afternoon when the crew realised that the dampers had been shut! Once they had been raised again, the loco blew off for most of the afternoon.

There being no platform, the train started from the old tram crossing, which was sited about where the footpath now crosses the railway, and passengers were assisted into the train by members--I have vivid memories of helping stout ladies into the van by literally giving rear-end assistance! Contemporary photographs of that day show a sparkling train and a young lad standing in front shouting the virtues of the line through a megaphone--me! Other members tell me that my voice could be heard the other side of Hunslet feast, and I'm not going to dispute that!

An interesting feature of the line in those days was its overgrown state, and the fact that it wound its way between two old spoil heaps--How many members recall that it actually passed through a cutting? I have two photographs cut out of a 1969 Railway Magazine showing the line as it then was. Both were taken by Mr A D K Young, and the first one shows 'Henry' returning from the Park running over footplate-high weeds, with spoil heaps on both sides, and a soot

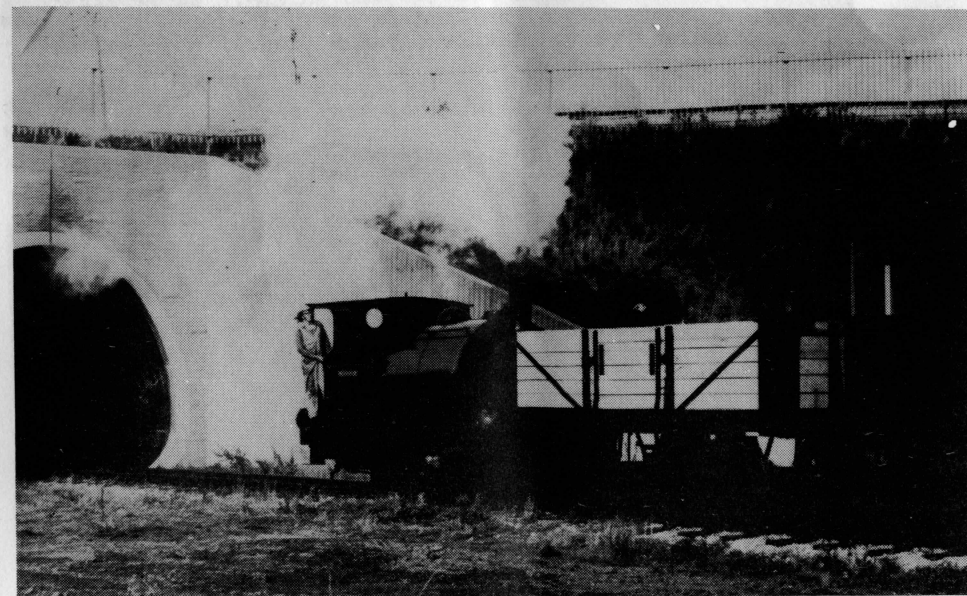


ABOVE: Early days at Moor Road, as the northern terminus was then called. 'Henry de Lacy II' propels the LMS brake van away from the original wooden platform. (Photo: MRT Collection)

TOP RIGHT: Sentinel No 59 leaves Middleton Park Gates in June 1976. (Photo: Mervyn Leah)

RIGHT: 'Matthew Murray' propels its train out of the motorway tunnel in September 1975.

(Photo: K J Mills)

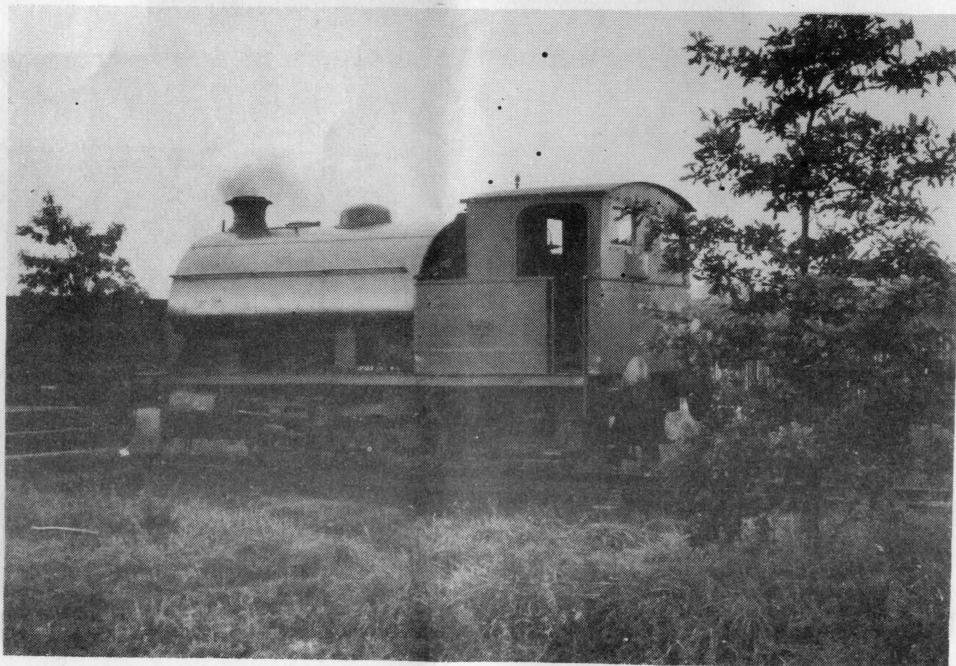






ABOVE: A passenger's eye view of No 6 as it approaches the newly-constructed motorway tunnel in 1971. (Photo: John Carr)

BELOW: The same locomotive at Tunstall Road in October 1973. (Photo: A S Apperley)



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-begrimed Prentice hanging on to the cab. The second photo shows 'Henry's' replacement when he went for water, Fowler diesel 3900002, then in blue livery and numbered DL, coming up the line and just coming round the top curve. There is an excellent selection of oil barrels on the footplate, and the view of the old piggeries in the background is fascinating. The area really has seen some fantastic changes in the past ten years. I would be interested to find out who the guard was on that occasion.

After that first weekend, things settled down to a routine, the loco starting at 14.00 and finishing at 16.30, a pattern which has remained constant to this day. The Hunslet terminus was moved to Burton Road, and the service was run right through the winter, 'Henry' being the sole motive power all this time. In 1970 it was decided to curtail the season at October and reopen at Easter 1971, as winter running was not profitable.

1970 also saw the Sentinel enter passenger service for the first time, giving 'Henry' an occasional rest and the railway a relief locomotive. A number of minor improvements were made to the stock, and services continued to be popular during the summer months. Detailed planning also took place for the new motorway tunnel, and the deviation of the line once the M1 reached this part of Leeds.

The 1971 season started on March 6th with the running of the 'Dartmouth Dawdler', a railtour signifying the end of the Dartmouth branch on its old alignment, which was to be demolished to make way for the new motorway. With 'Henry' at the Burton Road end and 54 at the Middleton end of a number of BR wagons, the tour ran everywhere it possibly could. The event was a great success, marred only by the fact that 'Henry' suffered a cracked firebox and consequently had to be withdrawn from service. So the Sentinel started the main passenger service, which was curtailed in June to allow for tunnel building.

A new arrival gazed Middleton tracks in June that year, No 6 from APCM at Swanscombe in Kent. This massive O-4-OST was a welcome arrival, and after test steaming saw service towards the end of the 1971 season. It was, in fact the first steam loco to pass through the newly completed motorway tunnel, Hunslet diesel No 1697 being the very first loco through.

'Henry' also returned to service at about this time, giving the railway three working steam locos, although it was withdrawn for a thorough overhaul soon afterwards, and would not see service again for quite some time. 1971 also saw the erection of our first container for passenger use, mainly as a sales and ticket office. The platform was raised in height and lengthened at the same time.

We had another big event in 1972, the 'Forty Years of the Diesel' celebration, with HBL697 working all the passenger services on its anniversary. The year also saw the arrival of two more steam locos, DSB 385, which has yet to work on the railway, and P 2003 (The Bucket!) which has proved to be one of the best investments this society has ever made, being extremely reliable in service.

The main passenger service stabilised over the next two years, but one or two notable events did occur in this period. September 1973 saw the first steaming for some years of Bagnall 2702, 'Matthew Murray', which had undergone rebuilding of its smokebox plus other remedial work. The loco was repainted after steaming, and became available to work trains in 1974. For me, as for many other members, the highlight of 1974 was the return to service of 'Henry de Lacy II' on 20th April. During overhaul, the engine had been turned round to face chimney uphill, and a lot of work had been done. Unfortunately, this return to service was very short lived, as the loco was failed with leaking tubes



only a few months later, and was once again withdrawn from service for repairs to be carried out.

The events of 1975 centred around some obscure place called Shildon, where they claim to have had the birth of railways. Middleton sent Sentinel 54, renumbered 59, its original LNER number, and Steam Power Trust also sent DSB 385 and Y7 No 1310. Also in that year, HL 3860 was withdrawn to await retubing and heavy repairs, and is still languishing at the back of Dartmouth Yard waiting for this work to start. The new Tunstall Road platform was started in 1975, being finally completed the following year.

1976 saw 'Windle' enter service, whilst the Y7 also entered regular service, having worked a couple of trains the previous October. Unfortunately, due to tube problems, 1310 lasted only a year before withdrawal for retubing to start, and the loco currently awaits this. The new platform was fully commissioned in 1976, complete with two containers at one end to improve shop facilities, and was rated a great success by all concerned. It was certainly a far cry from the days when we had to help ladies into the van from ground level!

Things have changed very little since that date, the only differences being the locos available. 1978 saw 'Henry' return to service after retubing, but once again the return was rather shortlived, the loco being withdrawn again with boiler problems. WB 2702 returns to service in 1979, after a year's absence for hydraulic test, whilst work is being carried out to prepare 59 for hydraulic test and replacement of the burst tube sustained in 1977.

But what of the future? My own view is that the Trust's Council has made a grave mistake in curtailing the service this year, so that it ends in September instead of October. Add the fact that we still run only from 14.00 to 16.30, and it will be seen that our revenue-earning capacity is very severely limited. Good, imaginatively thought-out publicity, plus a little better service planning, could, I feel, improve Middleton's revenue.

To begin with, I strongly feel that 14.00 is far too late to start the service, and that 13.00 would be a better time. As most of the firemen (I am one of the few we have) arrive at the line with plenty of time to light up, most wouldn't be too put out by lighting up a little earlier. Most drivers are at the line by dinner-time anyway, so there is very little reason for not running earlier, except that "We've always run at 14.00, so why should we change?"

It was a bold, calculated risk that took us into the passenger business in 1969, so it is time we took another gamble and extended our services, coupled with GOOD PUBLICITY, to take Middleton into its second decade of passenger carrying on an even better footing than before.

John Bushell adds: I draw your attention to the earliest steam passenger service at Middleton in 1812 (see 'The World's Oldest Railway'). In colliery company days, there were occasional passenger days at times of tram strikes. The RCTS/RCHS tour of 1958 is the first public occasion of which I have record. The last passenger service to Balm Road was the Dartmouth Dawdler of 1971, and a service ran from Hunslet Moor to Claytons during the construction of the tunnel. No passenger service to my knowledge has ever run over Claytons' new alignment, or to Moor End. The last passenger train into Robinson & Birdsell's was the 200th anniversary special in 1958.

## Len Cole

During the winter months, we were sorry to hear of the death of an old friend of the Trust, Mr Leonard Cole. As an honorary member, Len made a very valuable contribution to the Steam Galas which were so important to us in the days before the establishment of a regular passenger service. He and his brother also told something of their life in the field of transport at the 'Steam 69' gathering held at the YMCA at Albion Place.

Len described, in a most entertaining fashion, his father's business. After collecting coal from the Leeds Staithe of the Middleton Railway, the morning was spent in deliveries to the households of Hunslet. Whilst father had a quick bite of lunch, Len would sweep down the horse-drawn wagon, and it would become a hearse, offering cut-price funerals, in the afternoons.

Len was apprenticed at Manns Steam Tractor works in Leeds, and later joined his father's haulage firm. He remembered clearly their contracts for hauling materials for the construction of The Headrow in Leeds, as well as pioneer trans-Pennine journeys. They pioneered the Leeds-Otley and Rawdon (via West Park) bus services, jointly with Samuel Ledgard, using ex-Army vehicles from the First World War, but later sold the routes to the West Yorkshire company.

Len never really retired. He was always busy in the renovation and repair of his Apeldoorn fairground organ, Mann steam tractor and Whites steam car, that featured so prominently in his work for the Middleton Railway. Many will remember his challenges for a tug-of-war between the 1907 car and the proud owner of a more modern vehicle. The steam car was always the winner!

We pay tribute to the life of a real Yorkshire character.

John Bushell

## Now and then

From The Old Run, Summer 1969:

We have had them before, but few of the MRT steam galas can compare with Steam Special 69, a wild extravaganza of sound, smoke and colour held on Easter Monday. Over 1500 people passed through the gates, and more probably got in elsewhere! A continuous series of whistles bore witness to the enthusiasm with which youngsters of all ages paid 6d to blow the engines' whistles. The big attraction on the field this time was the extinguishing of a genuine fire (old sleepers and rubbish) by Mr D Todd's 1940 Dennis fire engine, complete with firemen in vintage uniforms. Such was the insistence of the crowd that an encore had to be staged!

Henry de Lacy II was much praised; it was the first time most visitors had seen an oil-fired steam loco at close quarters. They little realised how much every glance was worth--Henry drank nearly 60 gallons of fuel oil during the afternoon! No 1310 was also in steam and as usual stole the show with sheer good looks.



# ASSOCIATION ADVERTISER

EDITOR: Ian Smith, 8 Manor Farm Drive, Belle Isle, Leeds LS10 3RW.

## EDITORIAL

The theme for this issue is safety at the Middleton Railway, and our Vice-President, Dr R C Lawrence, has written an article specially on this subject. With the advent of various Acts of Parliament, such as the Health and Safety at Work Act, ALL MEMBERS should be aware of the many dangers faced when operating the railway, and should take steps to prevent accidents and injuries occurring to themselves and others. Many people may not realise that, under the Health and Safety at Work Act, it is an OFFENCE to place yourself or others in danger. The Trust has been working towards meeting the many requirements of this Act, and by the time this magazine is distributed should have met the local Inspector's requirements. The Association has its part to play too.

Members should always take care when working on the railway, and ask a senior member before working on locos, etc., to ensure that the proper equipment is being used and precautions taken. Any member seen to be operating machinery or otherwise working in an obviously dangerous manner should be approached and asked to take proper care. If such approaches fail, then that member should be reported to the person in charge of the yard on the day in question. These simple things may well help prevent an accident.

On a different note, members at the line will realise that the Committee have been trying vainly to organise trips to BR and to other preserved railways. Up to now, approaches have been made to various people, but no replies have been received, despite our inclusion of the now customary SAE. However, please bear with us, since we can announce that we are running a trip to the Severn Valley Railway on 6th or 7th October, cost around £4. Full details will be given in Association News, but any Trust members interested should write to: Graham Parkin, 10 Hopewell View, Middleton, Leeds 10 for further details.

Finally, we welcome as associate members the Gosport & Fareham Railway Society, of which your Chairman is a serving Committee member. Their membership now enables us to launch our Locospotters' Section properly, and full details are given elsewhere in this issue.

## FIRST AID AT THE MIDDLETON RAILWAY

Your Chairman also holds the position of MRT First Aid Officer, and to this end has decided to implement a First Aid course for interested members. The course will consist of four main lessons dealing with the major problems encountered on railways, such as burns, scalds, broken limbs and shock, and is to be taught by Ian Smith and Les Caves, both qualified first-aiders, using the St John's Ambulance Brigade text books. Interested members should contact Ian at the address given at the head of this section.

## MRA LOCOSPOTTERS' SECTION

This new venture has taken quite some time to plan, but we are hopeful that it will prove popular among the BR-minded members. The aims of this venture are quite simple--to promote an interest in BR by means of film and slide shows (usually in the winter months), visits and articles in Association Advertiser. We also plan to extend Association News to include a Loco News feature devoted to unusual loco or dmu movements. This will be published whenever the News is, and will run to as many pages as we get information for, which is where you, the members, come in. I shall be editing this newssheet along with the Association news, and I need your help.

The Gosport and Fareham Railway Society members will be sending me details of unusual loco happenings on the SR, whilst Clive Langston and friends are sending Midland movements. What I'd like you to do is send me details of unusual movements in and around Leeds and surrounding areas. The sort of things I want are unusual locomotives for the area (for example, the SR Class 33s don't often reach this area, so if you see one let me know), or new locos allocated to local depots. In addition to loco movements, I also hope to include details of special trains coming to the area, so that you can spot them. All information should be sent to me at my Naval address: MA Smith I B DL38047P, Staff Quarters, RNH Haslar, Gosport, Hants. I hope to be able to produce the first really comprehensive newsletter in October or November, so please send in your observations to make it a real success. We are hoping to hold some slide shows, but these have not been decided fully at the time of writing, and details will be given in the News.

Finally, trips. Apart from the unsuccessful trip planned earlier in the year, very little has actually happened on the surface. In fact, we are planning visits to various places of interest next year, and we will release details when available. One of the many problems with depot visits is transport. We shall be travelling by rail wherever possible, but will also have to use road in some cases. Also many depots prefer Sunday visits, and these have proved difficult without literally planning up to six months in advance, which is what we are now doing. The first trip will take place in January or February, and will probably be to Tinsley, Wath and Barrow Hill depots, a repeat of the ill-fated February trip, hopefully more successful this time!

So there you have it. The Committee and myself hope that this venture will meet with your approval. It will need a lot of help from members to make it really worthwhile, but we hope you will respond accordingly. If you have locospotting pals, persuade them to join us --they also get all the normal benefits of Association membership-- and help make this section really worth having.

Ian Smith

## RAILWAY SAFETY: THE BARE FACTS

Accidents do not happen, they are invariably caused. Always by carelessness and failure to observe RULES which are drawn up to meet the special conditions existing on railways. Accidents fall into two categories--Personal injuries from loss of life down to loss of a fingernail, and accidents to equipment, whether mobile (rolling stock) or Static (permanent way, buildings, etc.), which damage can usually be made good at a very high cost.

1. Personal damage is always the result of lack of care on the part of someone who has failed to observe at least one and usually several basic railway safety rules. Examples are failure to use or

heed warning whistles and red flags; going in between vehicles without displaying a red flag; fly shunting; excessive speed; failure to observe pw restrictions. There is NO place on railways for the expression, "It will do". The rule is that YOU TAKE NO RISKS--if you do, you endanger yourself and others. Wheeled vehicles are potential killers, and nobody can afford to be wise after the event. So you don't take risks--not even the smallest risk.

2. Accidents to equipment are serious, very expensive, and are always due to non-observance of rules and taking of risks. Therefore always remember that rules are drawn up in the interests of safety, which is vital and essential, and therefore rules must be observed. The man who breaks one railway rule always breaks several more, and thus endangers his passengers, his mates and himself, and sooner or later will be involved in an accident.

Accidents do not happen, they are invariably caused.

Dr R C Lawrence

#### QUIZ RESULT

'What Loco' was won by Clive Langston, who wins the £2 postal order. He was one of only five people who entered the quiz. We really need a few more entries to make it worthwhile, so why not try this issue's quiz, sent in by Martin Lightfoot (14), and try to win yourself a £2 postal order. The answer to 'What Loco' is the Maunsell 2-6-0 of Class N1, which was the three-cylinder development of his earlier Class N. there were six locos in the class, and the Class N preserved is No 31874 'Aznar Line' on the Mid-Hants Railway.

#### LOCOQUIZ by Martin Lightfoot

1. Name the following famous locos: (i) This monarch was presented with a bell on his American tour in the 1920s; (ii) Statesman born at Blenheim Palace, now residing on the WR; (iii) Aeronautical Hibernian; (iv) Donald Duck's bigger brother!
2. This famous narrow gauge loco was "found" in 1969 after being bricked up in its shed for 86 years. It is now preserved in Wales, not far from the quarry railway on which it spent all its working life.
3. Give the old steam shed codes for the following depots: Stratford, Doncaster, Longsight, Cricklewood, Bristol (Bath Road), Truro, Stewarts Lane, Ashford.
4. In what year was the prototype Deltic loco introduced? Where is it now preserved?
5. (i) What is the brake horsepower of a single HST power car? (ii) What is the weight of one power car?
6. What is the name of the method used to determine the wheel arrangements of steam locos?
7. What was the name of the LAST steam loco to operate on the Middleton Railway before its closure and subsequent preservation? It had a very appropriate name, and could be twinned with a Staffordshire-built member of our current loco stud!
8. Our Sentinel loco saw service with the LNER, and that company operated many of these little locos. However, another of the 'Big Four' companies also operated some Sentinels. Which one was it?
9. What is the oldest WORKING steam locomotive in the country? It is preserved in the north of England.
10. The Prince and his Lady have recently moved house from Southern England to more hostile climes in Yorkshire. What are these two locomotives, and where are they preserved?

# MEMBERSHIP RENEWAL

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