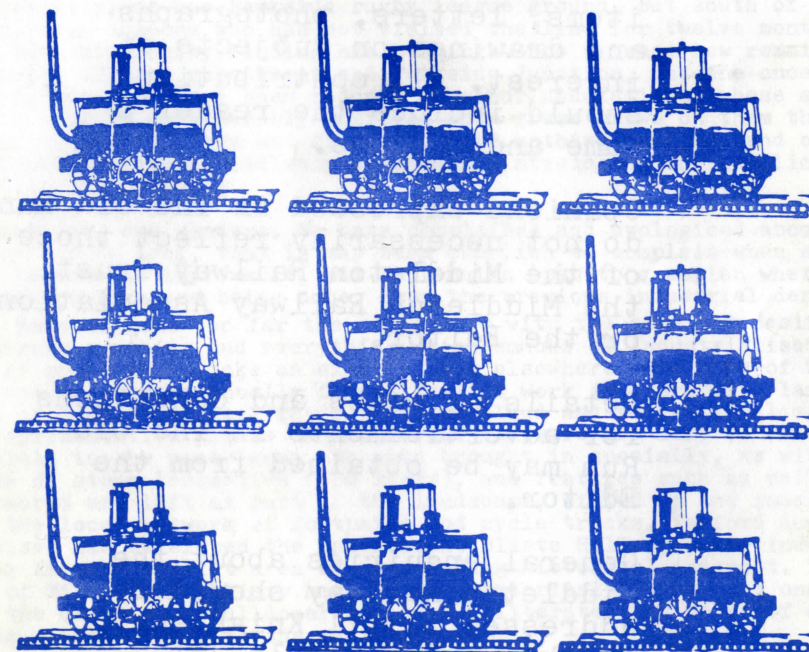


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS

SPRING 1978

THE OLD RUN

VOLUME 12 NUMBER 92 SPRING 1978

EDITOR: Mervyn Leah, 134 Frobisher Road, Bilton, Rugby, CV22 7HS.

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: JUNE 30TH.

EDITORIAL

How unnerving it would be for someone who had not visited the Middleton Railway since 1968 to come along in 1978! Coming from the city centre, he would find precious little that he would recognise as landmarks on the way, and even assuming he could find the railway through the vastly altered road system, he would find considerable changes of scenery when he got there. We have a tunnel where once there was a slight embankment, and the old headshunt access to Claytons' yard has disappeared totally, as has Parkside rugby league ground. But south of the tunnel, even someone who has not visited the line for twelve months would have difficulty finding his bearings--not a trace now remains of the old GN line embankment and Parkside Junction, and the once towering pit tips have been reduced to minor undulations, whose appearance will be considerably improved when grass grows on them this Spring. Of the colliery and fireclay works nothing remains, and only the opencast site by Middleton Park Gates intrudes on the idyllic outlook.

And yet, one wonders. We have complained and apologised about our scenery for so long, that it may seem churlish to complain when something is done to improve it, but it remains open to question whether the right things are being done. From the previous industrial dereliction, have we gone too far the other way, with the apparent desire to obliterate anything and everything which smacks of industrialisation, past or present? To take an example from elsewhere, the city of Stoke-on-Trent is internationally famous for its work in converting large areas of industrial dereliction into parkland and recreational sites, but representative pieces of industrial hardware are left on site as memorials to the past (some are even brought in specially, as with chunks of steam locomotive from Barry), and features such as railway earthworks are left as part of the landscape, tidied up and incorporated into the local network of footpaths and cycle tracks. Telford new town, likewise, has developed the magnificent Blists Hill open-air industrial museum from a derelict area of outstanding historical interest. The area of Middleton colliery has similar historical claims, and one fears that the ubiquitous bulldozer may have obliterated any hopes of a continuing visual link with the past.

The appalling appearance of the southern end of the line in recent years was obviously not acceptable in the long term, but need the change have been so total? We may not have enjoyed running trains through a rubbish tip, but one wonders equally whether it is appropriate to operate a railway, whose history is so closely linked with that of the rise of industrial Leeds, in surroundings reminiscent of a Home Counties garden suburb.

LOCOMOTIVE MYSTERY

Kenneth Hartley

The events related in the following notes belong to the 1916-22 period, at which time I lived at Elland, which was then served by the busy Manchester-York main line of the old Lancashire & Yorkshire Railway, and many an hour was spent watching trains from a vantage point overlooking the station, although actual journeys made were very few in number, and, apart from the annual holiday, extremely local.

By the time I was ten, the Great War with Germany had already gone on for two long, weary years, with the end nowhere in sight, and the insatiable demand for ever more munitions had resulted in the building of extra factories to supply them. One of these was sited about a mile and a half from my home, and the building of it commenced in 1916, I think.

The actual location was close to Greetland station, and was bounded by the steeply graded line to Halifax, which at this place curved away from the Manchester-York main line, the River Calder, and the Halifax to Stainland main road. Although the site was adjacent to the goods yard, the MoM factory area was roughly 15-20 feet lower than the L&YR tracks.

By the time that the factory was nearing completion, a school chum and I occasionally made a Saturday morning visit to Halifax. We could have gone by tram, but--of course!--went by the local train, because at Halifax station we could see one or two Great Northern Railway O-6-2T and 4-4-2T locomotives, still in lined green livery, as well as the wider variety of L&YR types.

The tough start out of Greetland station afforded time to get a fair view of the WD site, and on one of the earliest of our Saturday morning outings, we were very surprised to see quite the smallest standard gauge engine we had ever set eyes on, standing against the buffer-stops of a short siding near the goods yard.

It was dark grey--or perhaps just faded black--in colour, and bore the name 'Emlyn' on a cast brass nameplate attached to its saddle tank. It had outside cylinders, only four quite small wheels, and no proper cab--just a front weatherboard, bent slightly rearwards at the top. It looked, and probably was, a bit ancient.

I do not remember if the little engine shed, on another line alongside the siding, was already there on this occasion, but it certainly was on our next visit to Halifax. It could hold 'Emlyn' quite nicely, but little else, and was built of brick with, I think, a single window on each side, a flexible door of the "roll-top desk" style, and a slate roof.

So far as I know, however, 'Emlyn' was never put inside the shed, as a very similar, but seemingly rather newer, locomotive arrived on the scene very shortly afterwards.

This also carried its name, 'Jack', on a brass plate secured to the saddle tank, but was painted a medium green colour, and had red coupling rods, and also a brass "trumpet" cover to the safety valves--I believe 'Emlyn' also had this feature.

'Jack' resided in the shed when not in use, but there were occasions when we saw it at work in the goods yard. What we did not at first know was that a narrow gauge track had been laid along the embanked side of the yard, and small trucks were hauled up and let down by means of a long rope attached to the locomotive. It was not possible to see this operation from the train, due to the standard gauge wagons in the goods yard, but it seems to have been the only acceptable solution to the problem of differing levels.

After Easter 1920, I commenced going to school in Halifax--by train!--and quite often saw 'Jack' being steamed for the day's work, usually clear of the shed, although at times dense smoke would indicate a newly-lighted fire and steam pressure not sufficient to move the engine out of its shelter.

The War had now been over for about eighteen months or so when, some time in 1920, I noticed that 'Emlyn', which had remained on the siding behind the shed, and had never been used, had disappeared--probably back to its owners, who could have been C D Phillips, of Emlyn Works, Newport. This firm hired out locos, to which the name 'Emlyn' was commonly applied, or, more usually, 'Emlyn No XX'.

'Jack', however, continued to work at Greetland until some time in 1922, I would say, at about which time the factory closed down and was demolished.



In the 1916-22 period, what I knew about "industrials" and their makers was pretty limited, for not until many years later was there a Birmingham Locomotive Club/Industrial Railway Society to collect and dispense information and publish their very useful booklets. Nevertheless, I felt pretty certain that both 'Jack' and 'Emlyn' were Leeds-built engines, although I had not been able to read their works plates--nor, indeed, been fully aware of the value of these items. From later interest in the products of the firms which built such locomotives, it seemed likely that the Greetland pair were Manning Wardle or Hunslet Engine Co creations, with cylinders probably no bigger than 8" or 9"x14", and wheels about 2'8" or 2'9" diameter. Both firms used designs which originated from E B Wilson & Co for their earlier small locos, and there is uncertainty as to which company built 'Emlyn' and 'Jack'.

For once in a while, the BLC/IRS booklet does not help, for the only engine credited to the MoM Factory, Greetland, is Hunslet No 385 of 1885, ex-West Norfolk Farmers, Kings Lynn, and at one time named 'Edenbridge', while the date given is 1921, which seems to suggest that this locomotive may have been sent to Greetland for disposal at a sale there.

No photographs of the engines at Greetland are known, or likely (for security reasons), to have been taken, but quite a number of persons would doubtless see them on their daily journeys to or from Halifax. Several of my school chums also often saw the locos, but I've not seen or heard from any of them for the last fifty years!

Can any MRT member come forward with any further information which might, perhaps, establish the origin, number, date, etc., of 'Emlyn' and 'Jack'?

LOCOMOTIVE MYSTERY OLD RUN NEWS

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

CHANGES AT THE TOP

Following Jim Lodge's resignation from the Trust in November, after disagreements with other Council members, it was decided to make separate appointments to the posts of Mechanical Engineer (Steam), Mechanical Engineer (Diesel) and Running Shed Foreman. Barry Wood, Peter Nettleton and Stephen Roberts accepted the three posts, and Barry Wood was co-opted on to the Council in December.

Chris Rogers has decided to relinquish the post of Sales Manager, in order to concentrate on other activities at the line, and Mr and Mrs Chaplin have kindly offered to take charge of the shop and other sales activities. They would, of course, appreciate some help, and budding shop assistants should present themselves at Tunstall Road any time during operating hours.

The Council for 1978-79, as approved by the Trust's AGM on March 4th, comprises: J K Lee (Chairman), J D Edwards (Secretary), G W Lunn (Treasurer), Dr A L Barnett, N A Brampton, A J Caltieri, A J Cowling, D J Hebden, D N Hill, W E Holliday, S J Roberts, C Rogers, I B Smith, B Wood.

TESTING TIMES AT MIDDLETON

In the Winter edition of The Old Run we reported on the testing at Middleton of "a pair of Boots" (twin Greenbat electric locomotives for Henry Boot's Hong Kong Mass Transit Railway contract). In December 1977, Middleton was the testing ground for an entirely different piece of modern equipment, when we were visited by a BBC outside broadcast team, who were experimenting with a new type of camera which, it is understood, produces video-tape directly, without the intermediary of 16mm film as is used in the present system. The consequent speed-up in the TV presentation of an outside broadcast is obvious.

For the occasion, the Bagnall O-4-OST, 'Matthew Murray', was steamed. The camera team were very impressed with the possibilities at Middleton, and promised another visit in the Spring with a view to a presentation of the Middleton Railway in the Look North programme.

SANTA RIDES THE RAILS

In spite of the torrential rain during the morning and a damp and dreary afternoon, the MRT 1977 Christmas Special run on Sunday 18th December was a resounding success. Commencing at 1.00pm four round trips were made, hauled by Hudswell Clarke O-4-O diesel, 'Carroll', and receipts from adult passengers totalled £29, accompanying children enjoying a free ride. In addition, sales in the Tunstall Road shop totalling £9.32 were made.

Due to the weather conditions, adhesion was so bad that the driver required two assistants hand-sanding on the uphill runs. The extended journey times which resulted meant that, at the end of each return journey, another full load of eager passengers was waiting at the Halt for a ride. Santa Claus, reported by the sceptical to be our worthy Chairman, Joe Lee, presented each child with a coloured photograph of a well-known locomotive.

FUND RAISING

In Spring once again thoughts turn, amongst other things (?), to ways of raising money, and already a waste paper collection is under way. We need an awful lot of waste paper to make the venture worth while, so please help by bundling up your old newspapers and magazines (but not, of course, your copies of The Old Run) and dropping them off at the hut in Dartmouth Yard. Money can also be raised on clean empty bottles and jars, and these will be welcome also.

RALLY AND EXHIBITION NOTES

The last two events attended in 1977 were the Leeds Model Railway Exhibition at the Corn Exchange on 27th to 29th October, and the Wakefield Model Railway Exhibition on 26th and 27th November.

Looking forward into 1978, the most important date for MRT members is Sunday 21st May, when the Middleton Railway will be staging a special Steam Day, starting at 11am. Two locomotives will be in steam, and there will be road rollers, side shows and other attractions at Tunstall Road. There will be plenty for everyone to do on this day, and it is hoped that as many members as possible will come along, bring the family, and encourage their friends to come too. They will be assured of a really grand and interesting day out. In association with this event, a display of models, pictures and relics of railway and steam interest will be on show on the evening of 20th May at the Trinity Church Hall, Templest Road, Beeston (a little further up Dewsbury Road, on the opposite side to Garnet Road).

Other events to which we shall be taking the MRT sales and display stands are as follows:

MARCH 25,27,28: York Model Railway Show, at the Assembly Rooms.
DATE NOT YET FIXED: Harrogate Model Railway Exhibition, at the Exhibition Centre.
JULY 1,2: Ryhill Traction Engine Rally.
JULY 15,16: Masham Traction Engine Rally.
AUGUST 12,13: Metro '78 Show, at Greenhead Park, Huddersfield.

AUGUST 26,27,28: Leeds & District Traction Engine Club Rally, at Bramham Park.

AUGUST 27,28: Metro '78 Show, at Horsfall Stadium, Halifax Road, Bradford.

If you are interested in helping at any of these events, please make a note of the dates, and ring Derek Plummer at Horsforth 581851 about two weeks before the event, to check on details.

JA FOR NRM?

An approach has been made to the Trust by the National Railway Museum, with a view to having our vintage ex-LMS diesel shunter, 'John Alcock', loaned to them as a working exhibit. Details are not yet fully worked out, but the Hunslet Engine Company, the locomotive's manufacturers, are considering giving it a full check-over first. The Trust's Annual General Meeting on March 4th gave its approval to such a loan taking place, on suitable conditions.

'John Alcock', whilst having done yeoman service for the Middleton Railway in the past, has been having a lazy life of late, its work of hauling our freight traffic having been taken over by the more recently acquired and more economical diesels. It will be good to know that the preservation of this historic shunter will, if agreement can be reached, be in the capable hands of the NRM staff at York for a few years.

MECHANICAL MATTERS

'Henry de Lacy' has successfully passed its boiler test, and final work is well in hand to prepare this loco to join 'Windle' and the Peckett for the 1978 passenger service, which commences on Saturday 25th March. Some new studs which are required for 'Henry' will be a project for the newly commissioned lathe in the workshop.

No work has, as yet, been carried out on the Sentinel locomotive, but a lot of thinking time has been expended! The Steam Power Trust members intend to retube their Y7 locomotive during the coming Summer.

The Middleton foundry staff have been busy casting two aluminium nameplates bearing the legend 'MIDDLETON RAILWAY', which it is intended will be attached to wooden seats for use on the Tunstall Road platform. In the platform buildings, inner glazed doors have been fitted to the booking office end, to form a display area for relics and pictures of the line.

The quest for items still required to complete the point-locking connections continues. Negotiations with British Rail in the Doncaster area are in hand, but one has to be patient until suitable material is recovered from their tracks.

The air tanks for the automatic train braking system have been satisfactorily tested, and the full system will be commissioned in time for the commencement of the 1978 passenger service.

FROM THE MEMBERSHIP SECRETARY

Since my last report, I am pleased to announce that there has been a steady increase in new Members, this good news being offset by the slow renewals, despite my appeal for promptness in paying subscriptions. I hope that by the time this is published I am proved wrong, and all renewals are paid; if not, please accept this as a reminder.

I would like to extend a warm welcome to the following: Michael Blackwell; Peter Barry; Peter and Joyce Bell; J David Spooner; Toby Johnson; Keith Hodgson; Lydia Walker; Philip Langowski; John and Joan Thornton; Brian Horrocks; Rowland Leicester; Stephen Clark; Dennis James; John Oughton; and Richard and Claire Evans.

Six of the new members are a direct result of the Granada 'Reports Action' programme, and we are hoping a few more will join yet. Our other new friends are mostly as a result of the excellent publicity we received in the Autumn. On behalf of all members, may I thank all concerned at Granada Television for their efforts and co-operation. We are indeed fortunate that we are receiving a great deal of practical help from amongst our new recruits.

It is maybe a little late for New Year resolutions, but if we all tried to introduce a friend who would join us, the result would be tremendous. Don't forget we start the season at Easter. Please come and help, and bring a friend.

Elizabeth M Lee

BRIEFLY....

Claytons have announced plans to replace their internal rail system in Dartmouth Yard, operated by cranes, with road-based materials handling equipment. (Material for a commemorative feature--photos, maps, description of operating procedures, etc.--would be most welcome. EDITOR.) We have been assured, however, that this development does not affect the tracks normally used by the Trust, and we are very grateful to Claytons for their continuing goodwill towards our activities.

"Blenkinsop's Engine" was the drawing featured on the October 1977 page of the Yorkshire Ridings Society calendar. The caption stresses the fact that steam traction was in use at Middleton over a decade before Stephenson's 'Rocket'.

The Trust may be the beneficiary of a city-wide waste paper collection organised by the Leeds Council of Social Service in 1979 or 1980. More details later, if this materialises.

Letter to the Editor

Sir,

I found the Editorial suggestion of a twentieth anniversary celebration fascinating, and would like to make known some ideas of my own regarding such an event.

To begin with, whilst agreeing with a celebration, might I perhaps venture to suggest that we wait a further year and celebrate our coming of age, Talyllyn-style. (You may remember that TR had a twenty-first birthday celebration a few years ago.) Twenty-one always seems to me to be more significant than twenty as an age.

Whichever we do, I should like to suggest that we invite our founder, Dr Youell, to the event. I strongly feel that we should not forget the fact that, were it not for Dr Youell's enthusiasm and drive in the early 1960s, MRT would not have existed at all, and that to forget his contribution in any anniversary celebrations we planned would not be the done thing. One way of showing the Society's appreciation of his devotion at that time might be to name a locomotive after him (both No 6 and the Peckett are currently nameless), and I think this would be a fitting tribute.

As to the repainting of 'John Alcock' in 1960 livery, I personally am not keen on the idea, since 1960 livery was a very drab green with the large yellow 'Hunslet' motif, which in these days would smack of commercial advertising, something which I feel would detract from the event's importance. I have vivid memories of 4472's beer advertisements at Shildon!

The gala idea I do like, and I hope that the Council will take their time to consider how best we can stage such an event (but not too long, please, there's only a couple of years left!). Perhaps we could use the clearings for the rally, and connect with the 74/76 buses at Tuns-tall Road for the day. We have proved that we can run a quarter-hourly service, as we did just that on Easter Sunday, 1975, when we cleared over £100 in cash. If we have the points working by then, we can perhaps steam two locos, and change them over halfway through the day. This has been done before, too, back in the early days, but today the manoeuvre should be a little safer than it was then.

These, then, are some of my ideas for the event. I hope some of them may be of use to any Anniversary planners we appoint. On a lighter note, who is going to plan the anniversary celebrations for our next important event in four years' time, the tenth anniversary of the formation of the MRA?!

Weymouth, Dorset

IAN B SMITH

This is your cover

In response to several requests, the following is a brief guide to the Middleton Railway's insurance cover, as it affects individual members.

1. The Railway (ie Middleton Railway Trust, Middleton Railway Association and Leeds University Union Railway & Transport Society) is insured with Commercial Union for 'Public Liability'. This is intended to cover legal liability to the public for personal and property damage up to (currently) £250,000. Liability of individual members to the public, and to other members, is included.

2. Members may suffer accidents on the Railway (for example, hitting one's own hand with a hammer) for which no blame attaches to the Railway (that is, MRT, MRA and LUURTS) or to any other member. Members aged between 16 and 70 benefit from a 'Personal Accident' insurance, also with Commercial Union, which is intended mainly to provide limited reimbursement of temporary loss of earnings (£10 per week for two years) arising from such an accident. If you think you should have more personal accident insurance than this, you should make your own arrangements--or, of course, muster enough support for the proposition that the Railway should arrange more, to be financed from an increase in membership subscriptions or some other way.

3. Please feel free to get in touch with me if you need more detail than given here.

John Edwards

Now and then

From The Old Run, Spring 1968:

A recent issue of The Old Run featured the story of the erection of a wooden building, which it was hoped would serve as a messroom -workshop-museum. This building has proved most useful for the former, but the MRT's dream of a railway museum has so far remained unfulfilled. Now, thanks to the brain-wave of Andrew McKenna, a new, completely separate building awaits erection on a site close to the present workshop. Andrew saw the temporary prefabs being dismantled close to his home, heard that they were selling cheaply, and suggested that Middleton might purchase one. The Railway purchased the building in the spring of 1967, with the necessary cupborads for sales and publicity materials, and an option on partitions to divide it into rooms. Labour is needed for the completion of the building, painting and preparing the inner area.

ASSOCIATION ADVERTISER

JOURNAL OF THE MIDDLETON RAILWAY ASSOCIATION

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

EDITORIAL

The new-look Advertiser has been well received by members at the line, and my thanks go to all who have expressed appreciation of the magazine. Unfortunately, praise, although welcome, doesn't produce magazines--YOUR CONTRIBUTIONS do! As yet I have received no articles at all, and only one letter, which is published in this issue. The Locoquiz also received a disappointing response, only TWO entries being received. Surely the prize was worth the effort?

Because of this lack of response, this issue is also going to have to be a one-man effort, something I'd dearly like to rectify. Come on, lads, send me something to print soon--even I run out of good ideas sometimes! My address is at the top of the page, and it only costs 7p to send something in, so please give it a try.

The one letter received by me this issue is printed below, along with a small comment from me, as Advertiser Editor. The writer has probably touched on a highly controversial subject, and the Committee's official reply will be published in the next issue, or in Association News, sent out to MRA members only. To allow space for the reply to this letter, 'Now You Know!' has been suspended for this issue, but it will be back next time, so if you have a question about railways that you want answering, please write to me at the above address, and I'll endeavour to find an answer.

Ian Smith

NOTES AND NEWS

Passenger service: As many of you will know, the 1978 passenger service begins on Easter Saturday, and MRA members will once again be providing much of the behind-the-scenes labour required to keep trains running. All volunteers for passenger train work, which involves loco-cleaning, filling coal buckets, brakevan sweeping, plus the more white-collar jobs such as ticket-clipping, ticket and shop sales, plus general guide, should contact me at the address given in the Editorial, or present themselves to the duty Committee members at the line on arrival. A job can be very quickly allocated, and I can guarantee that there is never a dull moment working on the Middleton Railway!

Association News: This is the title of the latest membership 'perk'. The 1977 Work Days failed last winter, largely because they were not properly advertised, so your Committee thinks. To remedy this, and to provide a better service to members, we have decided to introduce 'Association News' as a four-monthly newsletter, which will alternate with The Old Run, giving a bi-monthly news service to MRA members. This means that

there will be ample notice of all forthcoming events this year, including planned trips to other railway societies.

Down at the line: MRA work at Middleton this winter has been concentrated on major permanent-way work above the site of the now defunct GN bridge, where track has been realigned, jacked up and packed to give a better ride for passengers. A certain amount of carpentry work has been carried out in the MRT half of the hut, under the expert supervision of Malcolm Midgeley, to whom many thanks are due. Perhaps one of the most important jobs undertaken by MRA members to date has been the derusting and repainting of Henry de Lacy II's boiler, and the reassembly of the locomotive, a large part of which was carried out by MRA members under MRT CME Barry Wood's supervision.

It has been very reassuring to find that, on quite a number of occasions, MRA members at the line have outnumbered MRT members, sometimes even to the extent of over two to one. Because of this, the new MRT policy of giving even the youngest of MRA members responsible jobs to do, even if under supervision, is especially welcome. At least members cannot complain that they are only allowed to do a limited number of jobs at the line. Under the new policy, the job you do is only limited by your size and ability. You can try your hand at most jobs now, so why not come down to the yard and let us see what you can do?

LETTER TO THE EDITOR

Sir,
Looking back through previous issues of Association Advertiser, I came across an article in the Spring 1977 edition which is relevant to my grievance. To quote part of the article, "Please remember, however, that members are welcome to come down to the line at any time and will always be found a job".

I have been down to the line many times, but on three occasions there has been no-one else present. It seems a pity to me that we appeal for willing members, only to lose them through being disillusioned. Furthermore, I am not the only member this has happened to.

Leeds 11

MARTIN LIGHTFOOT

(Commenting as Editor, and not as MRA Chairman, I am a little surprised that Martin has found this lack of members on occasions. It is true that members take longer to arrive during the winter months, particularly on Sundays, when members don't start arriving before 11am or later. On most occasions I have been at the line, though, members usually arrive at around 10.30am. It should be remembered that MRA members are only human like anyone else, and perhaps the days in question were very cold and inhospitable. Younger members' parents may have objected to the idea of their sons working out in bad weather.

Martin's letter has been passed on to the MRA Committee for their comments and actions, and a reply will no doubt be published in the next issue, or in Association News. All members should rest assured, however, that with the passenger season with us again, ALL members coming to the line from around 10.30am onwards will be welcomed with open arms by the regular gang striving to get the duty loco and train ready for the passenger service. IAN SMITH.)

RAILQUIZ NO 1

1. What was the London terminus of the Great Central Railway?
2. In which Region of BR are the following stations situated? (a) Euston; (b) Dundee Tay Bridge; (c) Salwick; (d) Settle; (e) Tattenham Corner.

3. Who designed the following famous railway bridges? (a) The first Tay Bridge; (b) The Royal Albert Bridge, Saltash; (c) The Britannia Tubular Bridge.
4. Name five major railway companies which came together to form the 'big four' in 1923 (the 'big four' being LNER, LMS, SR, GWR).
5. For which railways did the following Chief Mechanical Engineers work? (a) D Earle Marsh; (b) H G Ivatt; (c) D Gooch; (d) J F McIntosh; (e) A J Hill.
6. In 1976, Western Region inaugurated a new service between Paddington and Swansea/Bristol. (a) What type of motive power operates the new service? (b) Which BR Region will be the next to receive the new service? (c) What Class is the new motive power known as in the BR Combined Volume?
7. Which railways contained the following routes/inclines? (a) Settle & Carlisle route; (b) Waverley route; (c) Berks & Hants route; (d) Lickey incline; (e) Hemerdon bank.
8. What are the current shed codes for the following BR motive power depots? (a) Doncaster; (b) March; (c) Margam; (d) Reddish; (e) Selhurst.
9. To which railway was the Middleton Railway connected in 1881?
10. To which railway companies did the following workshops belong? (a) Derby; (b) Stratford; (c) Cowlaire; (d) St Rollox; (e) Brighton.

The prize this time is a copy of the Ian Allan book, 'The Deltics, A Symposium', written by a number of people who worked with these locos, and it traces their career, from the prototype in 1955 until around 1974. All MRA members, including Committee members, are eligible to enter the quiz, but would MRT members please note that they are NOT eligible. This is because this series of quizzes is rather easy for older members with a little 'time' as enthusiasts under their belts. They are designed to try and broaden MRA members' knowledge of all railway subjects.

Answers to Locoquiz No 1

1. H01309/17, 'Henry de Lacy II', which was named after Baron Henry de Lacy, founder of Kirkstall Abbey.
2. GWR 'King' Class 4-6-0, No 6000 'King George V', which visited America for the centenary celebrations of the Baltimore & Ohio Railroad.
3. The Deltic diesels, Class 55. They were built at English Electric's Vulcan Foundry, Newton-le-Willows, Lancs, and the class name was derived from the Greek letter delta, which the shape of the engine was supposed to represent. A number of the class are named after racehorses, in true LNER tradition.
4. The famous 'Western' Class 52 diesel-hydraulic locomotives, which were withdrawn from service in February 1977. No D1023 'Western Fusilier' is preserved at the National Railway Museum.
5. LNER Class Y1/2, No 59, our one and only Sentinel locomotive.
6. Sir Nigel Gresley's A4 Pacifics, of course. The four locos preserved in this country are: 19 'Bittern'; 4468 'Mallard'; 4498 'Sir Nigel Gresley'; and 60009 'Union of South Africa'.
7. Gresley's V2 2-6-2, No 4771 'Green Arrow'. This was the only class of 2-6-2 tender engine to be built in quantity in this country.
8. The LMS Class 5MT 'Black Five' 4-6-0s, designed in 1934 by Stanier.
9. The first 4-4-2 Atlantic locomotive in the country, GNR No 990 'Henry Oakley', built in 1898. This was the only named loco on the GNR until the building of Gresley's 4-6-2, No 1470 'Great Northern', in 1922.
10. The BR/Sulzer Type 4 locomotives of Class 44, and its derivatives of Classes 45 and 46. These were introduced in 1959, and Class 44 locos were named after famous British peaks.

The winner of last issue's quiz was 12 year-old Jeremy Wilkinson, of Wortley, who wins a year's free membership of the MRA.

FOR SALE

MIDDLETON SOUVENIRS

Pens Pencils Keyfobs Stockbooks Bookmarks Notebooks
 Salamanca Badges Slides Boiler Tube Penholders
 Dusters Tieclips Locomotive Badges Cap Badges Postcards
 Supercards Framed Pictures Plaques Assorted Books

MEMBERS' SPECIALITIES

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