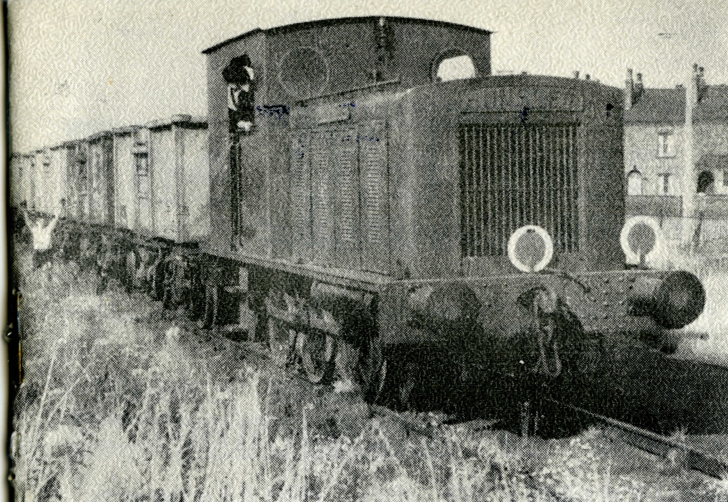


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The Old Run

Journal of the 1758 Middleton Railway Trust

Editor: B. W. Ashurst, 18 Inglewood Drive, Otley (Tel. Leeds 23424)

VOLUME 5 NUMBER 45

July/August 1964

EDITORIAL

FORWARD-OR STAGNATION?

Regular readers of The Old Run can scarcely have failed to notice the frequent appeals for assistance in one field or another of the MRT activities. The railway has been kept going almost despite the poor response to these.

Society officials know full well that no amount of rhetoric can persuade unwilling members to part with their valuable time, yet I ask Middleton members to consider well the unrealised potentialities of our railway. If the MRT is to prosper and run like clockwork - and it can as it has in the past - more people must come forward with practical help in one way or another. They MUST.

The most important work is operating, track and vehicle maintenance. It is within the scope of all who can spare the time, and though arduous, is interesting.

The second most important work is enlarging the membership. There are many ways of helping to do this, either by directly winning a new member, or by helping in publicity. This work can be done at home, wherever you live, however little time you can spare, whatever your talents.

So if you have not considered helping before now because you already have commitments, let me know what you can do and how much - EVERY LITTLE HELPS.

B.W.Ashurst

How to join the MRT

Readers of The Old Run who are not members of the Middleton Railway Trust will find a copy of the new MRT prospectus in this issue. If they would like to join the Trust, the annual subscription is one guinea (junior and student 7/6) and the membership secretary is N. Straker, 82 Hunningley Ln Stairfoot, Barnsley.

Middleton's image gets face-lift

Mervyn Leah

Well, there I was, sitting in a cold exhibition hall, watching the rain pour down outside. In front of me was a selection of Middleton books, and a large notice saying who we were. This, I thought, should get the crowds swarming round.

So there I sat, and sat,...and sat! People were coming in - not in a rush, it's true, but coming in, nevertheless - and all walking straight past me. Now I know I'm not the most attractive of mortals, but I decided that wasn't the reason, and started to look at what the other exhibitors were putting on.

I was rather relieved that some of them were faring as badly as the Middleton, but most had realised that the public goes to exhibitions actually expecting to see something for its money. Stands were adorned with pictures, documents, models, nameplates, relics - in fact, everything but the proverbial kitchen sink! And people were going up to those stands, looking at what was on show, asking questions, buying books and postcards.....

The rest of the day was quite predictable. Some stands aroused interest, enrolled members, made money: the others, my own included, were largely ignored, the attendants sitting bored and envious behind piles of unsold books.

Situation improves

Things are different now, though. My performance was, I learned, the latest of a series of exhibition failures, and everybody thought it was time this important aspect of Middleton affairs was taken in hand. The obvious step was to form a sub-committee to take over the management of exhibitions and general publicity, and made up of people who are interested, professionally or otherwise, in this sort of work.

The first outward signs of the nouveau régime was the change in size and frequency of 'The Old Run' - two-monthly publication and increased thickness were intended to produce a more saleable and better balanced magazine at reduced cost. At the same time the Editor acquired a couple of assistants to reduce his own share of the work and to bring fresh minds to the job.

On the exhibition side, a portable stand has been evolved, flexible enough to fit into practically any site we may be given. Our photographers have provided pictures large and small for display and for sale, and an OO-scale model of Dartmouth Works Yard is on the way. In addition to our pre-

ent publications, a new illustrated prospectus has been prepared and this will be given away free at exhibition stands.

Most important work

With general publicity the idea is to take every opportunity of keeping the Middleton in the public eye. Both the 'Yorkshire Post' and the University 'Union News' have recently featured Middleton articles. We also intend keeping in touch with the society columns of the various railway journals far more than in the past, as this is an effective way of keeping in regular touch with fellow enthusiasts.

A great deal has been achieved in a short while, therefore, but most of this progress has merely made up for past neglect. Comparatively speaking, ours is still a pretty feeble attempt, and the ultimate aim must be a publicity machine as slick and well-oiled as those of the Welsh narrow gauge lines. The few members of the sub-committee can't do this on their own.

Knaresborough exhibition was great success

The stand organised by the Middleton Railway Trust exhibition committee at the annual Knaresborough model railway event held in the last week of August was a great success.

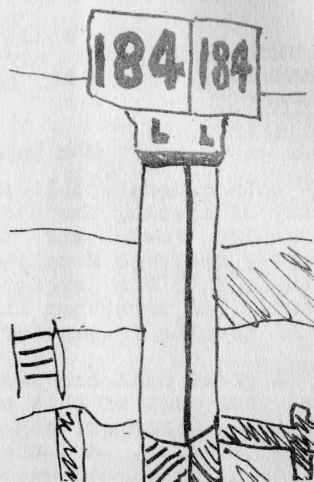
The four-day event attracted a moderate flow of people, the busiest day being the Saturday. The MRT stand included the first issues of the new Society Prospectus, hot off the press and delivered in the nick of time. Much interest was shown in the Trust's activities, and there were good sales of the new MRT ball-point pens and of postcards. A slower sale of publications was recorded.

A useful contact was made in a retired British Railways driver, who had worked for many years on Sentinel locomotives at Starbeck yard. The driver was interested in joining the MRT and hopes to be able to work on the Society Sentinel No. 54, ex Darlington works.

A much bigger response is still needed to appeals to help staff stands at exhibitions. The next one is the famous Leeds model railway exhibition at the Corn Exchange on October 29 - 31. Those able to help out at this event are asked to contact John Bushell, 12 Trelawn Crescent, Leeds 6, (phone 54282).

A DAY AT PARKSIDE

**The box serving
Middleton's
colliery branch
is no backwater**



Middleton members and other enthusiasts have all too little knowledge of the detailed working and history of the Great Northern Railway goods line which crosses over the Middleton Railway at Parkside. This line usually appears on signal box diagrams coupled with the Batley-Tingley-Beeston line, although the Beeston and Hunslet East G.N. branch is much younger than the others.

With a connection to the North Eastern Railway line to Neville Hill it is possible to run traffic across Leeds without using busy central area lines. The North Eastern traffic is at the moment the largest on the line, and Hunslet Yard box is manned from 4am to 7pm with two shifts. Hunslet to Parkside carries the bulk of the Middleton coal traffic, though a certain proportion runs from Beeston Junction. The western section of the line is the least busy part.

Parkside box is manned by Mr W. Simpson of Wakefield from 9am to 5pm daily, with an 11.30 close down on Saturdays, and no Sunday opening. On the holiday fortnight, Mr. Simpson can shut up shop at 3.50pm as the Colliery does not require traffic.

Eternal triangular joints

Good solid Great Northern track is still predominant on this line, with oval chairs and the typical triangular shape of joint chairs. A few odd chairs are LNER replacements and there are some complete LNER relayings. Goods train operation on steep gradients requires care, naturally, and on the uphill line there are catch points 705 and 2584 yards away towards Hunslet and 2021 yards away towards Beeston. The only milepost visible on the Middleton Railway is literally over our heads - on the G.N. embankment - 184 measured miles from Kings Cross! UP means towards Kings Cross, uphill in fact, and DOWN is downhill to Hunslet East.

Being a goods line, trains can be worked by permissive block if need be, though absolute block equipment on Tyers 2 wire system is normally used.

THE OLD RUN

JULY/AUGUST 1964

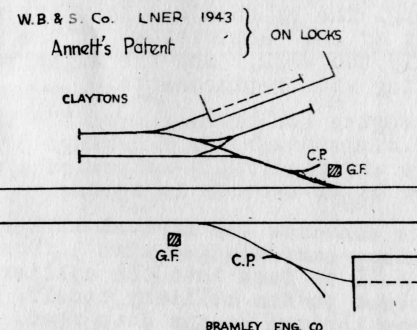
Although the line was nominally opened in 1899, Parkside box diagram is dated May 1898. On it is also shown the junction layout, 1200 yards on the up side, of the Beeston Colliery branch, now almost untraceable, but near the down distant. This line and the two sidings for Claytons and Bramley Engineering Company at Pepper Road display the name "Annett's Lock Ground Frame". This simple and foolproof system enables sidings to be used from the main line without any danger of derailling a following train, or of failing to maintain good block working.

Annett's Key safeguards sidings

The present pick up goods will leave Hunslet East with the Annett's Lock key which allows the trailing turnout at Bramley's to be opened to deal with traffic. Until the line is restored to normal, the key cannot be taken out. The train then runs into the Parkside colliery loops to run round, these holding 25, 14 and 12 16-ton wagons respectively, and then runs on the down road to Clayton's siding, releases traffic there with the Annett's key and returns to Hunslet.

Until the key is back in its slot at that box, Hunslet cannot pull off the Up starter, thus ensuring complete safety. A second train can only be released by hand signal and instructions to run at caution all the way to Parkside. The Pepper Road Annett's Lock dates from 1943, the initials W. B. & S. being of course Westinghouse Brake and Signal Company.

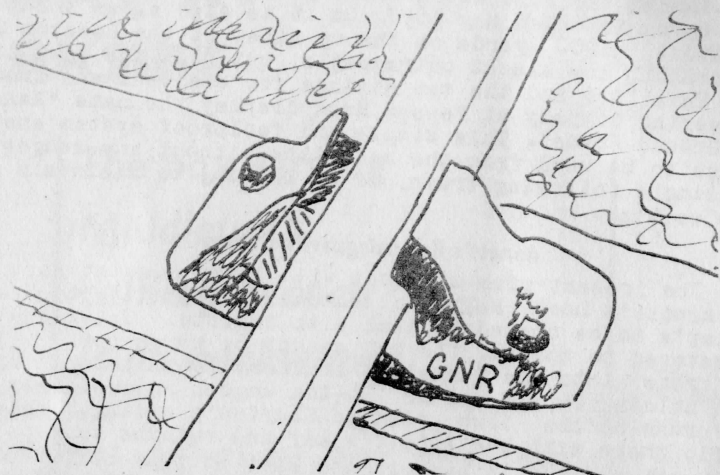
PEPPER ROAD SIDINGS



Some signal bell codes are not heard at Parkside. 4 beats for an express passenger, 4-4-4 for a royal train and 6 "obstruction danger" were not heard all day! Neither were 4-5-5 or 2-5-5 for train running away on right or wrong road. 3 beats for an ordinary freight is the most common sound, followed by 1-1-3 for engine and brake van, or 2-3 for light engine. 2-2-3 for freight stopping in section would apply to the pick-up calling at Pepper Road, 3-1-1

OVER

A DAY AT PARKSIDE (cont.)



is occasionally heard for a class 4 with at least 90% fully braked load. 2-1-4 is a local special usually for an additional train to or from Middleton Broom Pit not on the regular timetable.

At 4.20am on a typical day Hunslet East opened for business, running the two block sections to Beeston Junction as one, with all the Parkside signals pulled off for up and down through running. The up home has lost its red and green glasses as a result of the activities of the Hunslet pests Middleton knows only too well, and the Signal and Telegraph engineers were coming with replacements.

At 5.10am an engine and brake run on the up line. On the stroke of 7 Mr. Simpson arrives and rings 5 pause 5 pause 5 to his neighbours who cheerfully acknowledge with the same signal, and another block section is in use.

At 7.56 3 beats announce the arrival at Beeston Junction of a train of empties, acknowledged with 3 from Parkside and arriving there at 8.06 to back into the colliery loops, run round and then proceed to the colliery itself. At 9.25 an engine and brake run through on the down road. At 10.08 the engine from the Broom Colliery runs light to Hunslet for water tank activities and returns at 10.32, finally emerging with a loaded coal train at 11.20.

Meanwhile, a further train of empties has arrived at 10.48 from Beeston and waited until 11.25 before running up to Broom Pit. Middleton's safe history is never endangered by risking a head-on collision between a loaded train and an empty train on a 1 in 60 slope. Later during the day, however, a light engine did run up with a train already at the pit, as what had gone up as one train of empties had to come out as two shorter loaded trains.

So the day runs on, with safety always to the fore. In good dry weather, up to 25 wagons can be brought from the pit loaded, but on a wet rail, about 15 per train is normally the limit. A class 4 fitted runs through on the up road at 15.17 (yes, Parkside is modernisation - conscious and can count up to 24!). At 16.50 hours, with all the Parkside traffic finished, Mr. Simpson rings 7 pause 5 pause 5 to his neighbours, duly acknowledged, switches the block out and pulls off signals for through traffic, ensuring that there is not more than one train in the new and longer block section. We don't want anything resembling a Southern-Electric-Barnes affair!

The daily traffic has consisted of 3 ordinary freight trains and 2 light engines each way on the main line. The colliery has had 3 trains in and 4 out, two light engines in and one out. Half of the total movements are therefore colliery traffic.

At 18.26 hours an Up ordinary freight runs by. "Train out of section" at 18.30 marks the end of the day's traffic. 7-5-5 rings out for the last time this day. Fast falls the eventide, the setting sun glows on the shining rails, and the G.N. line is at rest.

Following the incident described in the May/June issue of The Old Run, operation of MRT trains is to be restricted so that traffic will not co-incide with the exodus of jubilant or depressed rugby fans from the Hunslet Rugby Ground.

In a new order, the MRT operating superintendent makes it clear that if crowds are encountered, the train must stop on reserved track until they disperse.

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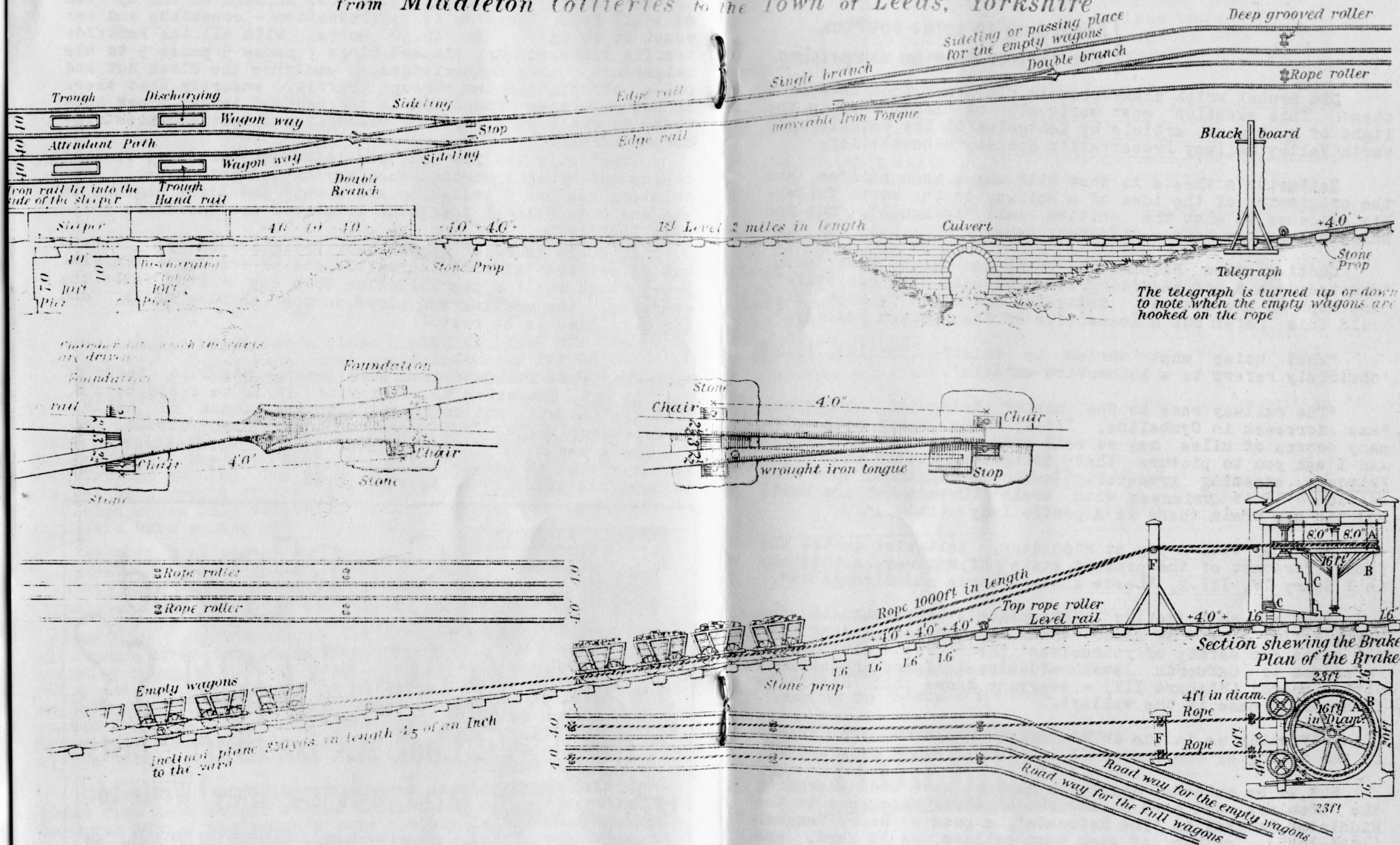
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Did Brunel write Shakespeare?

**According to some sources,
the answer may be surprising**

Did Brunel write Shakespeare's plays and then back-date them? This question must seriously be considered in the light of a recent article by Zeitgeist in the Keighley and Worth Valley Railway Preservation Society's newsletter.

Zeitgeist's thesis is that Will was a keen railfan, and the originator of the idea of a Railway in the Worth Valley. His evidence is what the critics call "internal", but for which others may have a different name.

Quoting from Richard II (V.2) in which York says, "mounted upon a hot and fiery steed....with slow but stately pace kept on his course", Zeitgeist affirms "To what else could this refer but a locomotive of the Midland Railway!".

"What noise what shriek is this?" (Troilus, II.2) 'obviously refers to a locomotive whistle'.

"The railway race to the north" Zeitgeist continues, "was foreseen in Cymbeline, III.2, when Imogen asks 'how many scores of miles may we well ride twixt hour and hour?' And I ask you to picture that delightful little tank loco. Princess steaming gracefully out of Stratford upon Avon station - 'Exit Princess with train' (Love's Labour's Lost) and 'in her train there is a gentle lady' (ibid.)".

Perhaps with a dig at Middleton, Zeitgeist quotes the famous forecast of the present state of railway enthusiasm in I Henry IV, III.2, "Leads ancient Lords and Bishops on".

"But how do I justify Shakespeare's interest in the Worth Valley line?" he asks. "Read for yourself: 'and shut the gates for safety of yourselves' (Henry VI) - obviously a reference to Oakworth level crossing: 'Enter Ratcliffe, with a guard' (Richard III) - everyone knows that Ratcliffe is a common name in the valley".

"Finally we in the KWRPS take consolation from Tranco in the Taming of the Shrew, II.1: 'their WORTH is great'."

Not to be outdone, Middleton members have been searching the archives and have discovered an early reference to the Middleton Railway in 'The Retreate', a poem by Henry Vaughan (1621-1695), author of such best sellers as "A Ward, and still in bonds" and "Come, come, what doe I here?" The passage, which can only refer to Middleton, is:

"O how I long to travell back
And tread again that ancient track!"

(notice that Middleton was an 'ancient track' even in the 17th. century.)

"That I might once more reach that plaine
Where first I left my glofious traine,
From whence th'Inlightened spirit sees
That shady City of Palme trees"

This refers to the view of Leeds from the cab as the traine proceeds down from Broom Pit. As is well known, all members of Middleton are Inlightened spirits.

"But (ah!) my soul with too much stay
Is drunk, and staggers in the way."

This is a difficult passage. My interpretation is that the phrase 'Ah! my soul' was a common swear word on the Middleton Railway when the John Alcock broke down in those early days, since "staggers in the way" is a perfect description of our beloved engine with a loaded train. The other words are, of course, technical phrases that have been forgotten with the passing of time. "With too much stay is drunk" could refer to the common 17th century footplatemen's malpractice of opening the throttle wide and then letting the clutch violently in and out to give the locals a thrill.

Vaughan goes on to put words into the locomotive's mouth when he concludes:-

"Some men a forward motion love,
But I by backward steps would move,
And when this dust falls to the urn
In that state I came return."

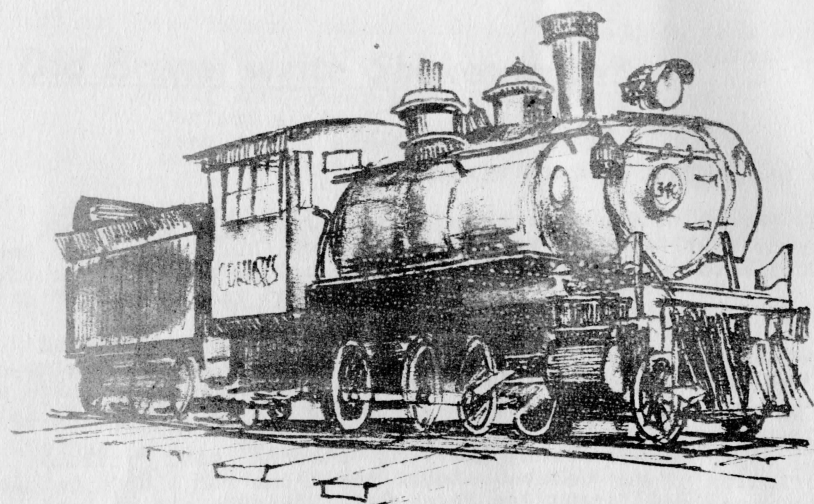
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Oakland museum helps keep US steam a living memory

"We are up to our ears in work", write Mort Buell and Roy Tallman, custodians of the railroad museum at Harrison Square, Oakland, California. The museum has been a corporate member of the Middleton Railway Trust for two years, and the occasional contact with it gives an interesting contrast to the operations of the Leeds line!

The museum is an open-air one, and consists of Southern Pacific loco. No. 2467 (a Pacific), baggage car, coach and a superb Western Pacific director's car, which also houses most of the small exhibits. These are grouped round a green park, which is close to Oakland's famous Jack London Square.

The director's car, which has been used by two U.S. presidents, was built in the first decade of the century. It is a complete home on wheels, and a stately home at that. Whatever your ideas on railway luxury, you may be sure of finding their ultimate fulfilment here. The Chinese box ingenuity with which beautifully carved inlaid wooden panels slide and swing about to reveal beds, showers, cupboards and more mysterious contents is staggering. It is said that no craftsmen today could replace those panels, such is the standard of workmanship.

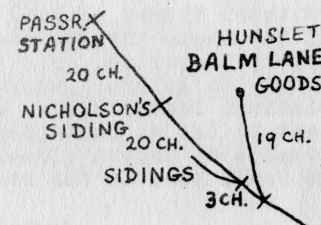
In contrast to the solid skill of earlier decades, the all-stainless kitchen was fitted just before the car was withdrawn in the late fifties. It was in fact, never used on a train, although the lavish no-expense-spared splendour of it is quite in keeping with the rest of the car.

Where the W.P. lost, however, Roy and Mort gained. Both are retired - one from the S.P. as a driver, the other from the Oakland streetcars - and both live much of the time in the director's car.

They are taking part in efforts to open another museum across the bay in San Francisco to house several historic locomotives and other items. Vandalism is a problem over the area, and when much of the rolling stock is turned out of W.P. yards to make more space available, a day and night watch was maintained until they were moved to a safer place.

Steam is still used in some parts of the U. S., though only in exceptional circumstances. The most famous example is probably the narrow gauge section of the Denver and Rio Grande Western (The Disgraceful and Rapidly Getting Worse!), whose steam engines are kept going entirely by tourist traffic. A picture of one of these attractive locos appears with this article.

Who was Mr Nicholson?



It is amazing how many odd facts come to light as a result of casual browsing through old maps and documents. Pure chance in the drafting of the National Trust protective covenant showed that a section of Middleton Railway was sold to the Midland in 1881, the section between the bottom loop catch points and Balm Road Bridge.

In a railway map of the West Riding by Airey in 1896, one finds that Colliery lines (including the Middleton Railway) are omitted. West Pit, however, still appears near the G.N.R. line between Beeston Junction and Ardsley Tunnel. The sidings now familiar to us as Balm Road, as Hunslet Balm Lane Goods, nearly $\frac{1}{2}$ mile long on the up line. Hunslet Down sidings join the main line a little nearer to Hunslet station.

A quarter mile from Hunslet station appears "Nicholson's Siding". The nearest place now visible is Laporte's siding. Presumably Nicholson must have been a big customer to have siding accommodation busy enough to appear on the map. Perhaps historically minded Middleton members could do some research on the nature of this next door neighbour.

By rail to Portugal

R.J. Bareham's holiday trip took in varied railways—and Salamanca

If you are ever fortunate enough to visit Spain and Portugal, if you are a Middleton member you must certainly travel by train. The journey through four countries takes 2½ days and covers a wide range of scenery and a variety of means of railway operation.

I made this trip at Easter with a friend and together we boarded an electric multiple unit (7135 for the interested), which formed the boat train from Victoria to Folkestone Harbour - along the route of recent electrification, passing on the way Ashford works with several departmental locomotives (ex S.R.). At Folkestone we changed for the cross-channel ferry which took us across to Calais, where we had our first glimpse of continental railways at Calais Maritime station, where a large American built 2-8-2 was waiting to take us to Paris once we had cleared the customs.

Northern France is still steam operated, but this was most of the steam that we saw, since like Britain, France is now largely dieselised or electrified. The steam haulage lasted only to Amiens, where our engine was replaced by an A.C. electric locomotive, which the officials were very reluctant to let me photograph. From Amiens to Paris we had glimpses of modern diesels and electrics until we arrived at Paris Nord in the evening rush hour.

Austerlitz start

After a restful night in Paris we arrived early in the morning at the Gare d'Austerlitz to catch our train to the Spanish border. This train was a relief to the Sud express and was well filled with holidaymakers. The engine was one of the famous CC7100 class, which put up a very fine display with the 18 coach train, arriving at Irun station, on the Spanish side of the border, in the early evening.

From here, the track was of 5' 3" Gauge, and it was interesting to see trains of two gauges in the same station. However Irun was also interesting in that it had a narrow gauge electric tramway, vintage steam locomotives, modern Talgo diesel trains, old Swiss type electrics, and an intensive electrified suburban system, so you can imagine our four hours stay was well spent.

The journey through Spain was made through the night, and so little was noted except at the larger stations, such as Burgos, Valladolid, and of course, the most interesting for Middleton members, Salamanca.

This place was the scene of the Battle after which Murray's first locomotive was named, but besides the name the place had an air of Middleton about it. It was wet and windswept, and had low, almost non-existent platforms.

Several old 0-6-0 and 0-8-0 engines were fussing around, together with a pre-war diesel shunter, so the similarity was almost too great! However, after a short stay, our 4-8-0 express engine was on its way again, and we finally reached the Portuguese frontier in mid-morning.

It was apparent right from the start that C.P. (the Portuguese railways) were run on more modern and efficient lines, as our train was taken over by a General Electric Co-Co diesel. While our passports were being examined on the train, we sped onwards into mountainous Northern Portugal over a line that had some notable feats of engineering. Huge viaducts and embankments crossed narrow steep sided ravines, but gradually the land levelled out until we reached Pampilhosa, on the main Lisbon - Oporto line.

Like Rugby!

This station is like the present-day Rugby station—a temporary changing point for electric and diesel trains, as the electrification of the main line steadily progresses. Our own train was in charge of a Bo-Bo diesel until Villa Nova de Gaia was reached, and here the diesel was exchanged for a Henschel 2-6-4 tank for the journey across the famous Ponte D. Maria bridge into Oporto's Campanhia station, where our engine was again changed, and the train reversed for the last leg of the journey behind an 1899 Beyer Peacock 0-6-0 into the central Oporto terminus of Sao Bento.

This was the end of our two day 16 hr. journey, and the beginning of a wonderful holiday spent on the narrow gauge railways of Northern Portugal.

Newcomen Society visits Middleton

The Newcomen Society for the study of Engineering History and Relics held its annual meeting in Leeds from the 6th to 11th July. The centre was at Tetley Hall, and the arrangements were by Dr Youell. During the week visits were made to engineering sites all over Yorkshire, and on the 9th Middleton and Hunslet Engine Works were chosen. Over 70 members turned up to plod through the Hunslet grime, all our relics were appreciated and generous donations were made to assist our work. Our Chairman, Mr. John Alcock and City Museum Curator Mr. Mitchell were guests at the annual dinner that evening, our Chairman replying to the toast of the Guests. Railway Historian Charles E. Lee kindly presented an early illustration of the Middleton Railway with a rope haulage, reproduced in this issue (note gauge quoted as 4'0" instead of the usual 4'1"). The dining hall was adorned with old illustrations of Middleton, the Swansea and Mumbles and the G.E.R., and the slogan "The Impossible we do at once For Miracles we need 24 hours notice".

Among those present were representatives from the Science Museum, and technical journals, together with engineering experts. We do feel honoured indeed to receive the attention and sympathy of such a distinguished gathering.

Middleton faces driver crisis

An acute shortage of drivers is again being experienced by the Middleton Railway, and the situation is likely to become serious when the dark evenings prevent evening train operation.

Driving the locomotive is easily the most glamorous and unusual job available in the Society, and it is surprising that some members do not jump at the opportunity. Times of trains can be arranged to suit crews, the only stipulation being that trains must be back in Clayton's yard by lighting up time.

Any member who would like to train as a driver or who can help out as a guard or shunter is asked to contact the operating superintendent, Norman Fearnley, 7 Crawshaw Road, Pudsey, (phone Pudsey 3938), as soon as possible.

MRT produces new prospectus

An attractive illustrated new prospectus has just been published by the Middleton Railway Trust. The prospectus, after setting out Middleton's claims to fame, then gives a potted history, a glimpse of present day operations, and a short note on the railway's locomotives.

An unusual illustration shows the original Railway Act of 1758, and there are pictures of Salamanca and John Alcock in action besides photos of other locos. owned by the M.R.T.

Readers who would like copies should send a stamped addressed envelope to the editor. Quantities of prospectuses will gladly be sent to anyone willing to use them for publicity purposes.

The Darlington Marquess

On the Darlington celebration run on the 3rd October, the largest Middleton loco, The Great Marquess, will perform a major role. The Flying Scotsman will haul 9 coaches direct to Harrogate, and the Marquess 6 from Leeds. The 15 coach train will then double-head to Darlington when the Scotsman will run light for servicing to York.

The Marquess will then haul all 15 up the 1 in 60 to the Stockton and Darlington line North Road Station. After celebrations there, she will run the whole train back to York, where the division into London and Leeds sections will be made, behind the locomotives that brought them. Those who raise their eyebrows at this mammoth effort should realise that the Marquess was built for hard pulling, but at a top speed of not more than 50 m.p.h. The Marquess's tractive effort is higher than the A4, A3 and A2/1 classes, and is only 800lbs less than the A1 class. A hard slogging Scotsman rather than a Flying one! A Darlington built engine coming home to roost with a vengeance!

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