

THE OLD RUN



**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS**

May 1984

THE OLD RUN

No. 109

May 1984

Editorial Address:

c/o S/Bay
HMS Bristol
BFPO Ships
LONDON

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 magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, The Middleton Railway Association, or the Editor.

All articles for the next issue should reach the Editor by 16th June.

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

COVER PICTURE Easter 1984: Peckett No.2003 prepares to take its train to Middleton Park whilst Hudswell Clarke No.D631 stands idly by in the loop.

EDITORIAL

Readers may be surprised at the appearance of another magazine so soon after the last issue. This is due to the fact that the last one was delayed considerably in order to accommodate the adverts, plus up to date news on the Tunstall Road site. This is the Spring issue and is more or less on schedule.

Despite my moving to a seagoing ship in April, it is hoped that the two issues affected by my absence, the June and September ones, will not be delayed as Steve Roberts has once again agreed to finish off each issue by tidying it up and adding news items where necessary.

A large number of members have commented on the extremely good quality of the last issue of OLD RUN. After the brickbats we had from the previous issue, praise was indeed welcome, and gratefully received. However I think it only right to point out that the magazine's layout has been achieved by much behind the scenes work by Colin Bye on his word processor which works to far better standards than I could ever do by eye alone. Also our printers The Kirkstall Press did a very good job on the printing side of things to produce what I personally consider to be the best issue since we introduced the new methods in the early 1970s. I think all readers will join me in saying a big "Thank you" to Colin, and the Kirkstall Press for their efforts.

Finally, the running season is upon us again and again we require volunteers for services. In particular we are very short of firemen and guards. If there is anyone out there wishing to train for these important jobs please contact Steve Roberts because without firemen and guards, we are going to have some difficulty running services before much longer. Also we require shop staff, ticket clippers and the like during the season. Any offers of help would be greatly appreciated by the respective officers, addresses at the back of the magazine.

Ian Smith

TUNSTALL ROAD DEVELOPMENT

S.J.Roberts

After several months hard work, the Trust is now well established at its new headquarters and the site is beginning to emerge from the state of total chaos that had been apparent for some time.

The station building is now substantially complete with only minor jobs outstanding. Chris Rogers, aided and abetted by Graham Parkin and others, has been masterminding the decoration and the internal walls are all now resplendent in three coats of light grey with white and maroon woodwork. Peter Nettleton has produced a very commendable counter in the shop for John Chaplin to sell his wares from. The M.S.C. are presently installing the plumbing and we should soon have running water in the premises.

Work commenced on the main drain connection at the beginning of December, and true to form problems were encountered from the word go, although in this case we should have anticipated it. The problem came in the shape of the old? alignment of Moor Road, buried about three feet below where we were digging to connect into the sewer. This proved impossible to break through with the machine and we had to resort to hiring a compressor and pneumatic breakers to cut through it. The foul sewer was some thirteen feet below ground level, necessitating a deep excavation and shuttering to allow safe access. Inevitably, the ground was soft and tended to collapse as it was excavated, adding to the problems. Because of the depth of the excavation, it was necessary to hire, at great expense, a Hymac. Having made the main sewer connection and brought the level of the drain up to a more reasonable five foot it was typical of our luck that we should come across an old 6 inch sewer that, according to the drainage authorities, didn't exist. If the existence of this had been known the cost of the drain (some £2200) could have been dramatically reduced. Our luck continued to desert us when, after carefully negotiating a water main, gas main, 132000V and 11000V cables, GPO cables and other buried treasures, the J.C.B hit a Low Voltage Y.E.B. cable, plunging half of Hunslet into darkness. This cable was not shown on the plans provided by the Y.E.B. and had no cover so we could perhaps be forgiven for this. The only fortunate event in the whole saga was that a Y.E.B. repair team happened to be passing at the very moment it happened and were able to effect a relatively speedy repair.

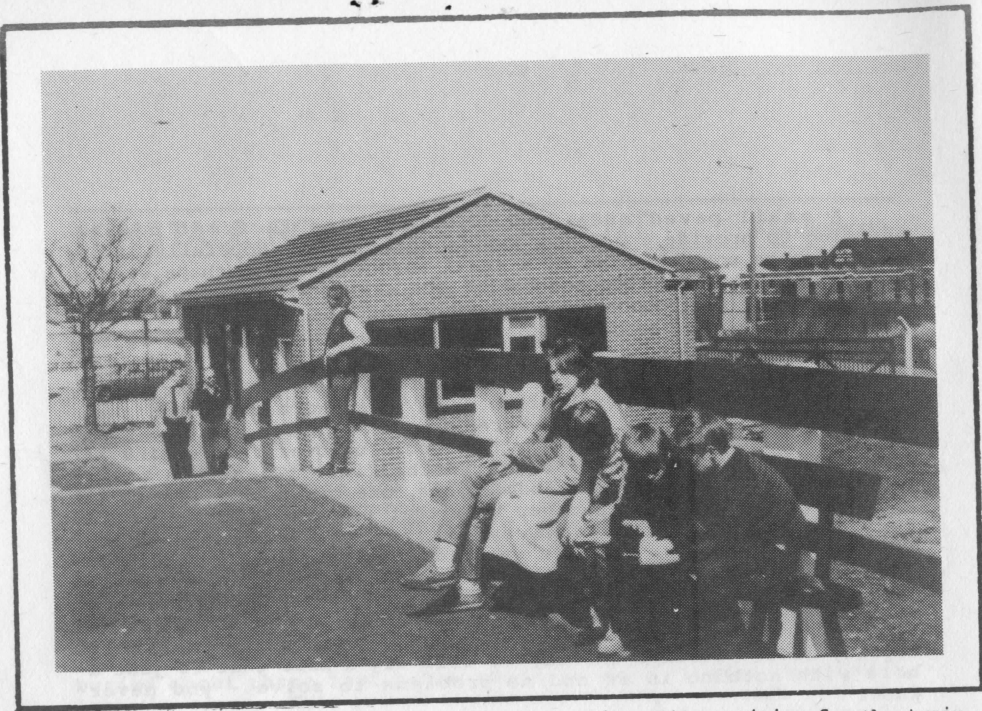
The disagreement over charges with the Y.E.B. connection was finally resolved to our satisfaction and the supply was connected up on Monday 13th February. At present we are only using a single phase, but the connection is three phase and will be brought into full use on completion of the shed.

A small paved area is being provided in front of the building to provide space for tables and chairs. Hopefully, this will also be complemented by a small shrubbery and perhaps even a grassed area to the side and behind the station.

The loco shed plans finally received approval in November. Work actually started on the foundations during February and, inevitably, problems were encountered. We had anticipated that the ground was poor and had catered for this in our design. What we hadn't bargained for was that we would uncover the remains of the old railings that once bordered the line. These had their bases set in large concrete foundations, one of which appeared in every hole we dug! Yet another hole that unearthed more than we bargained for was the soakaway pit for the loco shed which uncovered an unknown surface water drain right where we didn't want it. It seems likely that this was part of the drainage system for the old tramway but is intriguing in that it appears to drain southwards against the general fall of the land. Where it drains into we do not know, and neither, it seems, does anybody else! Perhaps one day we will dig a hole that is just a hole with nothing in it and no problems to solve - you never know!

In order to reduce costs we have decided to fabricate our own stanchions to support the roof, using materials obtained through Robinson & Birdsell's. This task has been made somewhat easier by the fact that we have opted for a full height brick wall instead of having part brickwork and part cladding. The necessary materials for this were delivered at the beginning of March and work is proceeding on these as quickly as possible.

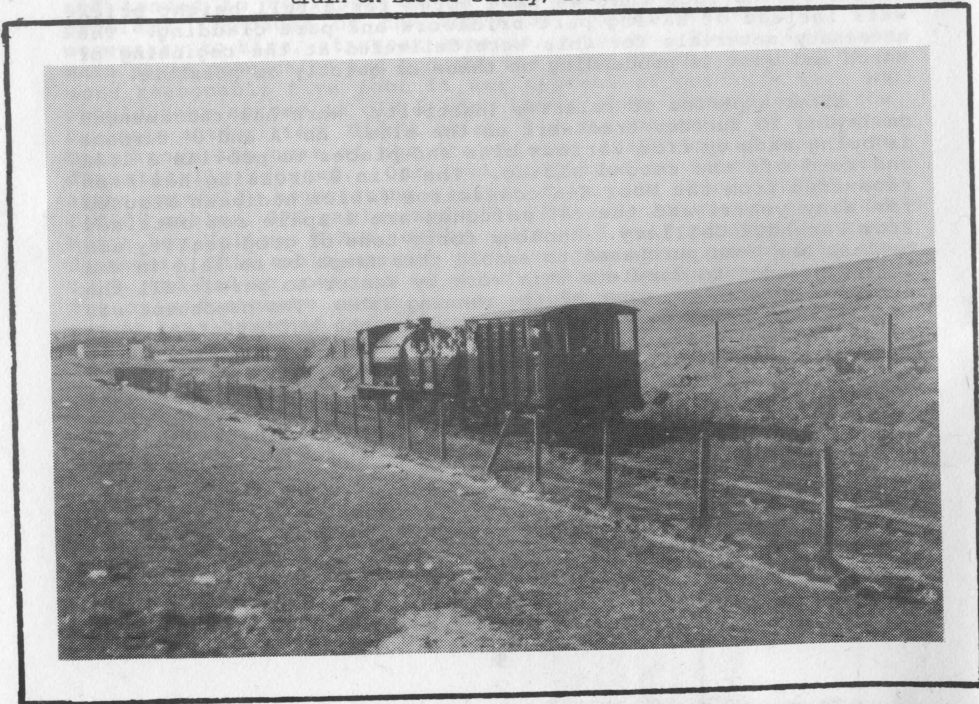
After a period of relative inactivity, work has recommenced on laying in further trackwork on the site. An 'A and 8' turnout is being made up from various bits and pieces to provide a dead end road off the second siding. The 1 in 8 crossing has been recovered from the Moor End connection (which had been disused for many years) and the 'A' switches are a spare set obtained from Parkhill Colliery. Another forty tons of good quality ash ballast has been purchased to enable this track to be laid in and it is intended to complete this work by Easter to permit all the stock to be stabled clear of the running line. The headshunt was finally completed on the 3rd March when the buffer stops were assembled and connected up. There was some speculation as to whether there would be enough room to fit the buffer stop but the careful calculations and drawings that had been done many months earlier were proved to be correct and the buffer stops just fitted with about 1.5" clearance between them and the fence. The opportunity was also taken to re-pack the headshunt to eliminate the crossfall that had been present since it was first installed.



ABOVE Passengers enjoy the sunshine whilst waiting for the train. The new station building can be seen behind.

EASTER 1984

BELOW Peckett No.2003 approaches Middleton Park Halt with a full train on Easter Sunday, 1984.



NOTES & NEWS

JOB STOPPED

It is a fact of life that we live in a world where, if a workman can find an excuse for not working he will. Occasionally, though, these excuses are genuine and even more rarely, are worth re-telling.

Recently one of our members was doing a bit of work in the shop which involved the use of a small amount of concrete, which he mixed by hand. The job completed, he had a very small amount of concrete left over and rather than throw it away our conscientious volunteer looked around for somewhere to use this leftover. His eyes alighted on the stonework of the platform and to some gaps in the pointing, which he duly filled up. A good job well done, everybody thought. That is until the Monday of the next week when on turning up at Tunstall Road it was found that the M.S.C. workmen were standing idly by. On being questioned, their excuse was that somebody had cemented up the brakevan key which they hid in a crack in the stonework! Of course, this being the only key they had they couldn't get into the brakevan and thus obtain the keys to the tool store. A hammer and chisel were quickly produced and the offending concrete removed to reveal the recalcitrant key still where it had been left!

HOPE FOR THE FUTURE

Weekend attendances by volunteers tend to be anything but predictable. Twelve months ago Saturdays were usually a bad day, often producing only three or four volunteers whilst Sundays generally produced a reasonable, if not high, turnout of labour. This trend seems to have reversed in 1984 and Saturdays appear to be the best day at the moment. In fact, the number of volunteers turning up on recent Saturdays is an encouraging sign with a peak on the 3rd March when no less than twenty two people were to be found at work at varying periods during the day. If only we could sustain this level of attendance.....

SCRAP

The move from Claytons has prompted us to clear out our stock of scrap rails, etc. This scrap has been held for several years as an insurance for a 'rainy day'. However, it was felt that it would be beneficial at this time to turn the various lumps of ironmongery into cash as a precaution against any cash flow problems that might arise due to the move. We presently have about 35 tons of iron and steel available for disposal although it is unlikely that all this will be weighed in.

ALL AT SEA (CONCLUDED?)

As the more observant of our readers will have noticed, a new editorial appears in these pages. HMS BRISTOL is the Royal Navy's largest destroyer and the only one of her class, the other three projected ships being axed by Mr. Healey in his notorious 1966 defence white paper. She has at least one redeeming feature for any steam enthusiast in that she is one of the few RN ships left in service to have this form of propulsion. The steam plant is augmented by two Gas turbines of the type used to power Concorde - some power there! Interesting as this may be, the main purpose of this feature is to explain the minor changes necessitated by my absence from these shores between 26th April and 1st August. Steve Roberts has once again kindly offered to finish off the production of 'OLD RUN', and it has been decided that I shall be responsible for the production of major articles plus editorial for the next issue, whilst Steve will look after the 'News' items. He will also combine the two to produce the finished product. We hope this arrangement will work as well as the last one. So anyone who has an article for publication (Please, I'm rapidly running out of ideas!) should send it in the first instance to me aboard BRISTOL.

PHOTOGRAPHIC POSSIBILITIES

On visiting the Tunstall Road site, your editor was struck by one interesting and possibly profitable thought. Because of the M1 being adjacent to our site, the whole area is extremely well lit at night and the thought occurs that we could arrange some form of night steaming session for photographers. A number of other centres have already staged such events, notably the GWS at Didcot, but Middleton up to now has been unable to do so. Now, however we have the ideal site for such an event so perhaps we might be able to investigate the possibilities. As a first step, perhaps any interested members could get in touch to enable a level of interest to be determined. If interest is sufficient, then Council might be persuaded to allow one or other of our steam locos to remain in steam until dusk in September for photos to be taken.

ANY COLOUR - AS LONG AS ITS MAROONI

At a recent council meeting discussion turned to the colour scheme for the station building and it was agreed that the basic colour for this building would be maroon. Taking matters a little further, it was agreed that this colour be adopted as a standard house colour to be used where appropriate although not to the total exclusion of all else. Currently, besides the shop, signs are being turned out in Maroon and the van and wagon are also appearing in this colour.

NEW ADDRESS

Keen eyed readers of the last issue of the Old Run may have noticed the Railway's new address printed on the back cover. The new address was received too late to appear in the magazine itself as it had already been printed but we were in time to add it to the cover.

Our new address is:-

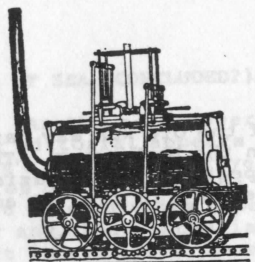
Middleton Railway Trust Ltd.
The Station
Moor Road
Leeds LS10 2JQ

All correspondence not specifically addressed to individuals (which may be sent to their home address) should be sent to the above.

It may seem at first a simple thing to obtain an address and post code but the simple fact is that we have been trying to obtain one since last October and official notification was not received until February. The bureaucracy of the Post Office has amazed us and it would fill this edition of the Old Run to recount the tale fully. Suffice it to say that Tunstall Road is in Leeds 11, but the station site is adjacent to Moor Road in Leeds 10, whilst the station itself is in Leeds 11! Even now the Post Office appears confused as the official letter from them informing us of our new address had had the post code on the envelope crossed out and a Leeds 11 post code written on! To add insult to injury the first letter we received was addressed to the Leeds & District Traction Engine Club! Nothing ever runs smoothly at Middleton!

ON THE DECK

Once upon a time derailments were such a common occurrence that they wouldn't even merit a mention in the Old Run. However, over the years our track standards have improved enormously and derailments are now almost a thing of the past. Almost, but not quite, for whilst shunting was being carried out on 17th March Fowler diesel No. 4220029 came to grief on Whittakers' turnout. Whilst the damage done was relatively slight and confined to the track it could not have happened at a worse time. Besides effectively trapping every loco in the depot two days were lost in re-railing the loco and then repairing the damage at a time when every spare minute was needed to ensure that we are ready for the start of the season.



Why not call in at

The Engine

Moor Rd. Leeds 10

Bar snacks a lunchtime speciality

TETLEY'S FINE ALES ARE ONLY FIVE MINUTES AWAY
WITH A WARM WELCOME FROM MINE HOSTS

MICK & NORAH

THE 'ENGINE' AWAITS YOUR VISIT - TO SEE MANY INTERESTING AND
HISTORIC PRINTS AND DRAWINGS OF THE MIDDLETON RAILWAY IN
'RAILWAY' SURROUNDINGS, ENJOYING A PLEASANT DRINK AND GOOD
COMPANY AT THE SAME TIME.

For the best in SANDWICHES, CAKES, COOKED MEATS

Gore Caterers

263 Dewsbury Road
Leeds 11

tel: 716496

Open Weekdays 8.30am. until 5.30pm.
Saturday 8.30am. until 4.30pm.

We are pleased to be associated with the
MIDDLETON RAILWAY

HEDGES

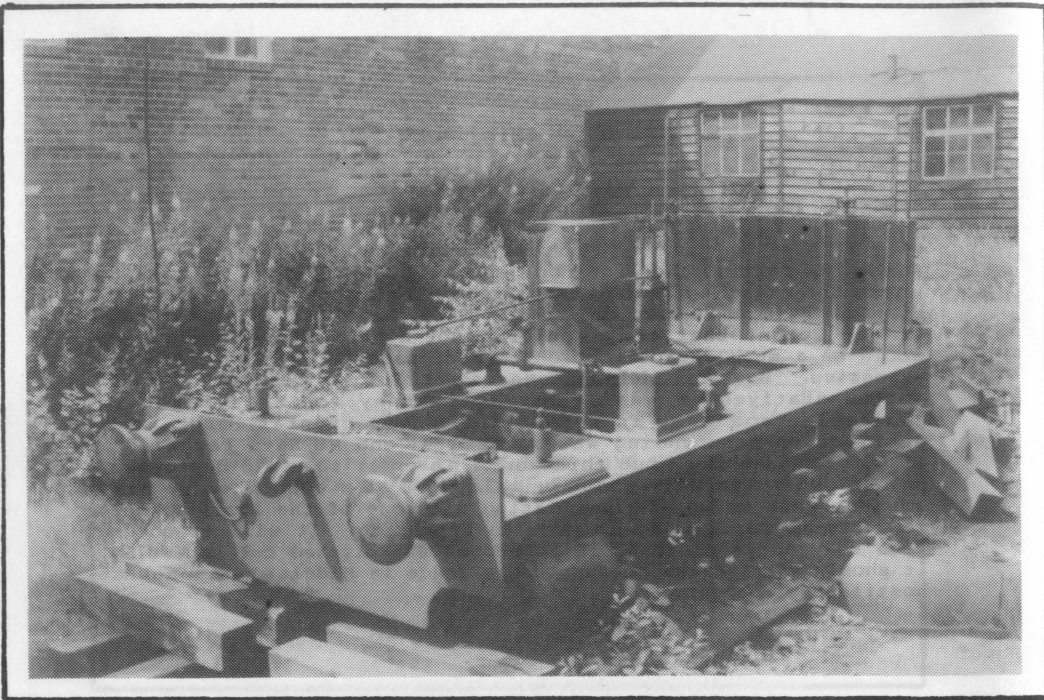
We have been under pressure from the Railway Inspectorate to fence the part of the line from south of the Motorway tunnel to where the existing fence through the park ends by the site of the old G.N. bridge. After discussion with the Railway Inspectorate it was learnt that they would accept a suitable hedge, which would be a much cheaper option than a fence but still relatively expensive. However, during some recent discussions with Council representatives it was learnt that money for this might be available from what is termed the 'Environmental Fund'. Our application for funding was successful and we have received a £1000 grant to carry out this work. In order to avoid deployment of our own volunteer labour on this work at a time when we have so much work on we are negotiating with one of the local schools for them to carry out this work as a project. It will of course take several years for this to become established but hopefully, it should survive far better than a fence in Middleton's somewhat hostile environment.

ALL CHANGE AT MIDDLETON

Whilst the great changes in the Moor Rd. area are very much to the fore in the changing landscape, the section between Moor Rd. and Balm Rd. has also seen a fair share of change. A recent development has seen the demolition of the Acme Engineering Ltd. works and associated buildings. They had been empty, vandalised and semi-derelict, for some years. Local protests at their use as a glue sniffers paradise led to the end of the buildings that could, if refurbished, have been very useful to the Trust.

The works was built for Wagon Repairs Ltd., shortly after the First World War, and was used for the repair of privately owned wagons. Colliery Company locomotives worked trains between the Midland Railway exchange sidings (Balm Rd.) and the fan of lines beside the Vicarage, where reversal gave access to the works. There was double track between Balm Rd. and Moor Rd., and allotment gardens where the modern small warehousing units are today. The repair of the Middleton Colliery Co. wagons took place at Broom Pit workshops. The works changed hands and purpose upon the temporary closure of this section of line in 1959. By 1960, Acme were the occupants, and Middleton's sole involvement was the removal of rails in the track rationalisation/Moor End works extension which took place between 1961-64.

J. Bushell

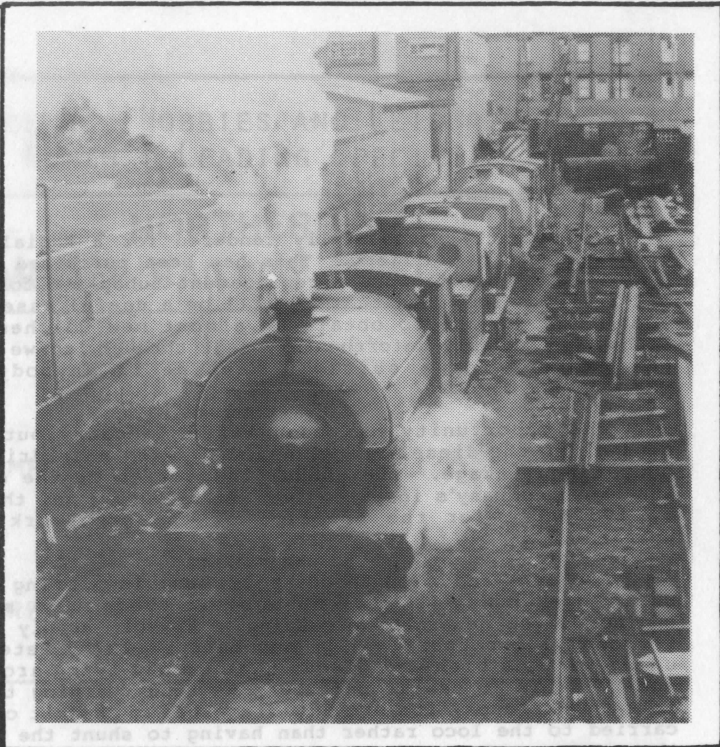


Claytons Dartmouth Yard was our operational H.Q. for twenty three years. **BOTTOM RIGHT** The south end of the yard with the tram siding disappeared when the Motorway came in 1971.

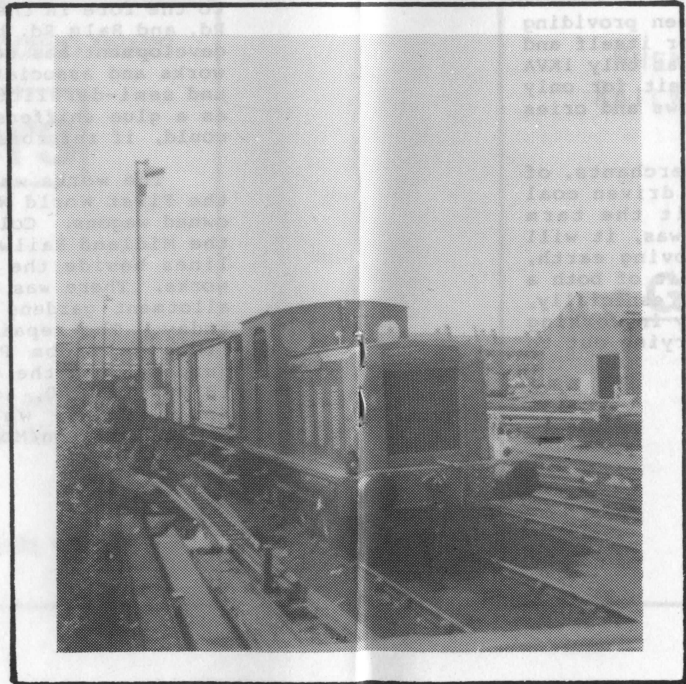
BOTTOM LEFT & MIDDLE Two views showing our entire stock gathered in the back road in 1963.

TOP RIGHT With the end of Claytons freight traffic the middle road was taken out of use. No.2003 shunts the back road at Easter, 1982.

TOP LEFT All maintenance work was carried out in the open near to our shed (in the background). The Bagnall is stripped down to the frames in 1983; just seven weeks before the yard was finally left for the last time on Sat. 1st. October, 1983.



ADIEU TO DARTMOUTH YARD



PLANT & EQUIPMENT

We recently successfully tendered for a Radial Drill lying at Glasshoughton Colliery. This has been purchased primarily to enable us to manufacture a replacement tubeplate for the Bagnall but it is anticipated that it will be a useful asset in the new shed. The chance to obtain an almost new Colchester Mastiff Lathe very cheaply unfortunately fell through, so we are still on the lookout for a suitable machine if anybody knows the whereabouts of one.

The opportunity has been taken to carry out some minor repairs to the diesel crane, mainly to the main drive shaft and operating linkage. The annual inspection of the crane by our insurance company's inspector was satisfactory and the crane will be available for the erection of the steelwork of the new building.

A recent addition to our equipment is proving to be a very useful asset at the present moment. This is a small petrol engine driven generator producing a 12 volt supply and intended for charging batteries. It has been built by Peter Nettleton using various bits and pieces that we had lying around. At the moment it is in use almost every weekend charging the batteries on various locos, its big advantage being that it can be easily carried to the loco rather than having to shunt the loco to near the power supply.

Our other generating set has, since October, been providing all our electrical needs and has more than repaid for itself and its earlier cantankerous behaviour! Although rated at only 1KVA it has on one occasion happily supplied 2.5KVA! albeit for only a short period. No doubt there will be raised eyebrows and cries of horror from any electrical engineers reading this!

Thanks to the kind generosity of Moores Coal Merchants, of Cardigan Road, Leeds, we have been given a tractor driven coal shovel. Whilst this machine does not quite fit the term 'excavator' as we were originally lead to believe it was, it will undoubtedly be a useful asset when it comes to moving earth, ballast and many other things. It also has the benefit of both a mechanical and hydraulic power take off. The latter, especially, will be a very useful tool. Whilst it is ostensibly in working order, it is well worn and requires much work carrying out to bring it up to a satisfactory standard.

MODELS - HOBBIES AND LEISURE
THE NORTH'S LEADING SPECIALIST

NORTHERN MODEL RAILWAY CENTRE

PROP. MEL RIDLEY

EMPIRE ARCADE LEEDS LS1 6BP
TEL (0532) 455739

PREFERENTIAL TERMS ON PRODUCTION OF
MEMBERSHIP CARD

WHEN WORKING AT, OR VISITING THE
RAILWAY WHY NOT PAY US A VISIT FOR
A DISH OF FISH AND CHIPS

- GARNET FISHERIES -

33-35 Garnet Grove
(off Garnet Road)
Leeds 11

PROPRIETOR BOB SCARTH

MEMBERSHIP

The seasons greetings offered in the last issue of the Old Run were perhaps a bit out of date by the time you read them but the Editor had, perhaps in a fit of optimism, assured me that the magazine would be out before Christmas! This edition, I am assured, will be out by Easter, but we'll have to wait and see!

Most of you whose membership fell due for renewal at the end of December have now renewed your subscription for which many thanks. The few who haven't will find a reminder enclosed with this issue. The Middleton Railway needs your support and is very grateful of your continued support. For about one third of the membership the renewal date is the 30th June. Renewal notices will be sent out with the next edition of the magazine but if you don't want to wait till then just send your money in with a covering note.

Subscription rates are on the agenda for the forthcoming A.G.M. and will probably be raised for all subscriptions falling due from 1985. The rates proposed by Council are:- Adults £4.00, Juniors and O.A.P.s £2.00 - with other classes remaining unchanged. This increase is, of course subject to approval by the A.G.M.

Members will be pleased to learn that we have reached agreement whereby members of the Middleton Railway Trust or Association can obtain concessionary admission to the Birmingham Railway Museum at Tyseley upon the production of a current membership card. A similar concession is available to Tyseley card holders visiting the Middleton Railway. Hopefully, this type of arrangement can be extended to other railways in due course.

The following members have recently made donations to the Trust and their generosity is very much appreciated:- P.Rowden, D.Keyes, Prof. Dilkes, N.Brampton, Mrs.Hebden, C.Rogers, H.Mason, B.Roberts, P.Warner, A.McKenna, D.Plummer, D.Daisey, E.Garbutt, S.Wolstenholme, J.Dennis, G.Attfield, M.Jackson, G.Parkin, P.Nettleton, A.Cowling, D.Hebden, R.Dixon, L.Allen, T.Jackson, L.Atkinson, K.Parkin, A.Jervis, J.Stout, L.Snelling, E.Hannan, Mrs.J.Crowther and A.Bell.

ROBINSON & BIRDSSELL LTD. (R & B)

Scrap Metal Processors

Reg. Office:

124 GARNET ROAD,
LEEDS LS11 5HP.

Telephone 702428

**Connection to British Rail network via
the Middleton Railway**

**"Leeds Oldest Scrap Company takes pride in being
connected with the World's Oldest Railway"**

LOCO. NEWS

S.J.Roberts

With most work at Middleton being concentrated on establishing our new headquarters, there has been little progress of late with our locomotive fleet. The position as at March 10th is set out below.

P2003 This loco was used on 'Santa' specials in December and remains available for traffic, with only minor running repairs having been required.

EB53 The firebox mouthpiece rivets on 'The Beast' were severely corroded and have now been drilled out ready for replacements to be fitted. Once this has been done, "WINDLE" will be available for traffic.

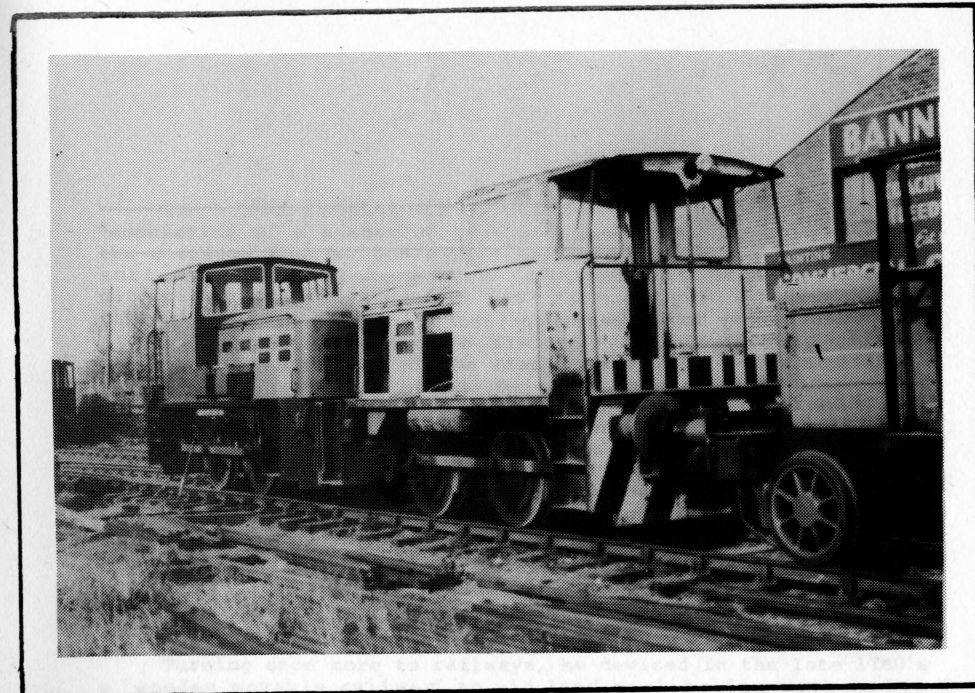
All other steam locos are stored unserviceable with no work being undertaken on them at present.

Of the diesels, HE1786, HCD631 and JF4220038 are available for traffic and see service as and when required. The other three diesels have had attention as follows:

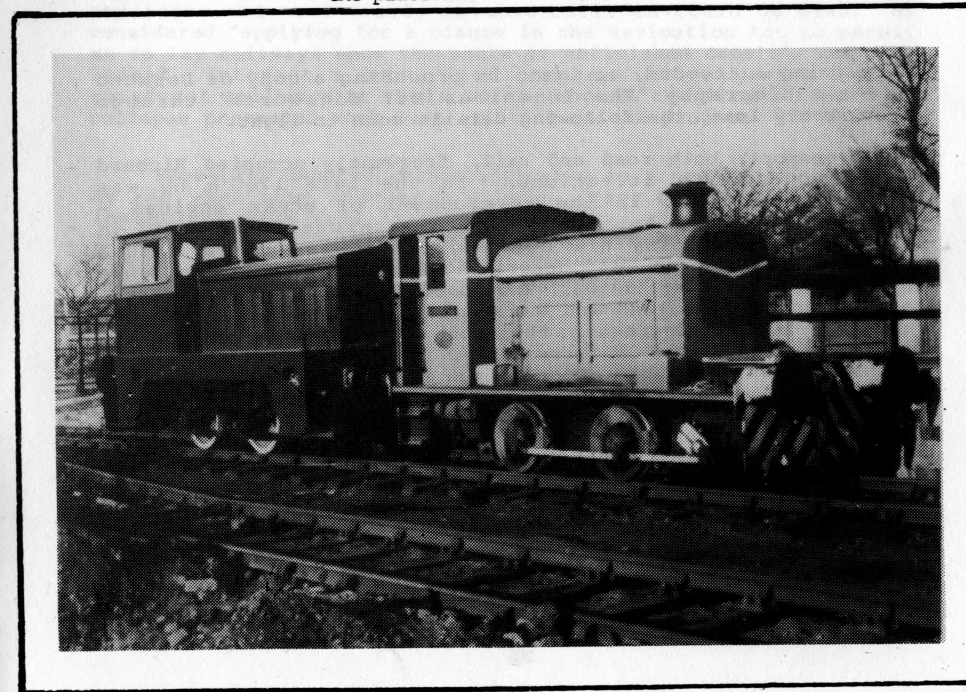
JF4220029 Has had a number of test run but requires a new set of batteries before entering regular service.

TH138C Has had a new set of batteries purchased by her owner, Peter Nettleton. She remains available for traffic as required.

HCD577 After several months of hard work by half owner Graham Parkin, "MARY" was able to move under her own power for the first time on Sunday 15th January. The Gardner 4L3 engine performed well but transmission problems were experienced. These were overcome and a further test took place on 4th February, which proved very successful. The loco requires batteries and electric start provided to overcome the problem of starting another loco to bump start "MARY". A further barrier against the loco's entry to regular traffic is its lack of power brakes, quite a drawback on shunting duties. The owners have purchased the necessary parts from a number of six-coupled Hudswell diesels being scrapped by the NCB, and these will be fitted in due course.



DIESELS ON PARADE ABOVE Fowler diesels No.4220029 (nearest camera) and No.4220038 stand in the headshunt during shunting.
BELOW Thomas Hill No.138C and Hudswell, Clarke No.D631 pose by the platform.



A.G.M

Members may have been surprised to receive at short notice details of a change in the date of the A.G.M. Company Law requires that we give three weeks notice of the A.G.M. and this notice should have been included in the last issue of the Old Run, together with the agenda and venue. However, due to a misunderstanding this wasn't done correctly and it was not until the Old Run had been sent out that the error was realised. It is also a requirement to send out the accounts at this time but it became apparent that they would not be available for the Auditors in time. After due consideration it was decided that the only correct thing to do was to postpone the A.G.M. to give everyone the correct and proper notice. We apologise for any inconvenience caused.

MR. EDGEWORTH (part III)

S.Bye

Having succeeded, at last, in procuring a copy of Desmond Clarke's biography 'The Ingenious Mr. Edgeworth' through interlibrary loan, the following details come to light.

Transport, both road and rail, frequently occupied Richard Lovell Edgeworth's attentions. In the late 1760's he was interesting himself in the development of steam engines - stationary it might be expected, as Watt himself was still in process of perfecting his own engines. However, a mutual acquaintance wrote to Watt describing Edgeworth as "a gentleman of fortune, young, mechanical, and indefatigable, who has taken a resolution to move land and water carriages by steam, and has made considerable progress in the short space of time that he has devoted to the study." Unfortunately, nothing further appears to be known about his work, and although Edgeworth might have been working on some form of locomotive steam power, the letter could also refer, perhaps, to some early work on his plan for using stationary engines set at intervals to draw along 'trains' of wagons or carriages, a system which could also have been applied to use with canal barges.

In 1770, Edgeworth patented a 'portable railway', "consisting of a number of separate platforms, laid down before the carriage wheels, and picked up after they had passed by some sort of lever arrangement". Perhaps a forerunner of the caterpillar track? About the same time, he also devised a wagon divided into two parts, each with four wheels, which spread the weight of heavy loads and so made the wagon less likely to damage the road surfaces or become "bogged down" most important considerations where 18th century roads were concerned. He also invented a form of carriage spring as a means of lightening the load transferred to road surfaces as well as to make passenger transport more comfortable. On the subject of road-building, his ideas were similar to the contemporary work by MacAdam, but whereas MacAdam left a surface of 1 to 2 inch stones to be crushed and compacted by the passage of wheels and hooves, Edgeworth advocated the addition of gravel to provide an immediately perfect surface.

Turning once more to railways, he devised in the late 1780's a 'wooden movable railway' to aid land reclamation work on his Irish estate. Small, horse-drawn carriages with cast-iron wheels were described as being supported on friction rollers moving over a level wooden track. As with the road wagon, the small carriages spread the 'train's' weight, placing less stress on the rails than a larger container would have done, so that a less expensive and more easily movable railroad could be used. He considered "applying for a clause in the Navigation Act to permit me to lay railways upon the banks of unfinished canals", and did, indeed, interest a local iron company into allowing him to construct railways at their works, though the firm's financial collapse prevented work ever starting on the project.

Edgeworth dabbled enthusiastically in a great many subjects as and when they touched his life. Many of his theories and inventions were well in advance of their times, but failed to come into common usage, perhaps because Edgeworth pursued a problem from sheer enjoyment of a challenge rather than a need to make money from patenting and exploiting his solution.

I am indebted to Desmond Clarke's biography for the above details, but one source he lists among Edgeworth's writings and then fails to mention in his text is an 'Essay on Rail-Road', published in Nicholson's Journal, Vol. I, 1801 the mention of which in another book first interested me. If a copy exists in the British Library, this may not be the last of Mr. Edgeworth!

EXCAVATION ON STATION SITE!

Chris Rogers

Roman ?, Middle Ages ?, NO
Saxby and Farmer 1903 ? YES

Members, visitors and even the local populus have seen them, touched them, even bumped into them.

Octagonal pillars, railings, gates and the lever frame with operating wheel, these are all the visible remains of the 1903 Saxby and Farmer crossing gates equipment, however, a mechanical system of rods to operate these heavy gates exist below ground.

In March work started on digging out the lever frame and wheel assembly which is sited to the rear of our new station building. It was mounted over a trench which allowed the mechanism to operate freely and safely out of sight. The trench had in the past been filled with soil, bricks and rubble up to ground level, thereby covering all the rods, levers, guides and cranks etc. When the fill had been removed it was revealed that the trench was some twelve feet long by three feet wide by two feet deep and bricked all the way around but leaving three exits for rodding, one in the end and two along the side. The "rodding" trenches twelve inches wide by nine inches high are also constructed of brick with stone flags across the top, then about twelve inches of soil up to the normal ground level. The trenches are not being uncovered for the present as our resources are being directed at higher priority jobs, but it is hoped that this excavation will serve as an example of what still exists on (or under) this site.

MIDDLETON RAILWAY TRUST LTD

(Limited by guarantee and not having a share capital)

Registered Office: The Station, Moor Road, Leeds LS10 2JU

Registered No. 1165589

Registered Charity No. 230387

President
Lord Garnock

Chairman
J.K.Lee B.E.M., 71,Knightsway, Whitkirk, Leeds LS15 7BL Leeds 645424

Secretary
Mrs.E.Brampton, 81,Bradford Road, Wakefield WF1 2AA Wakefield 374630

Treasurer
C.J.Chaplin, 240,West End Lane, Horsforth, Leeds Leeds 582393

Council Members

A.Bell, 2,Beaumont Crescent,Stanley, Wakefield WF3 4HQ Wakefield 825658
N.Brampton, 81,Bradford Road, Wakefield WF1 2AA Wakefield 374630
J.Bushell, 12,Trelawn Crescent, Headingley, Leeds 6. Leeds 786282
A.J.Cowling, 65,Pinner Road, Sheffield S11 8UG Sheffield 661763
P.Nettleton, 117,Southleigh Road, Leeds LS11 5XG Leeds 707288
S.J.Roberts, 7,Hayton Wood View, Aberford, Leeds LS25 3AN Leeds 813626
C.Rogers, 71,Kirkstall Lane, Leeds LS5 3JZ
I.B.Smith, c/o Sick Bay, HMS Bristol, BFPO Ships, London.

Membership Secretary
Mrs.A.Roberts, 7,Hayton Wood View, Aberford,Leeds LS25 3AN Leeds 813626

Current Subscription Rates

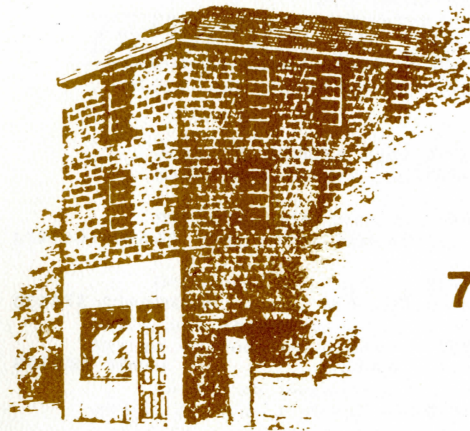
Full Trust Membership	£3.00
O.A.P. Trust Membership	£1.50
Family Associates of Trust Members	£0.50
Junior Associates	£1.50
Life Membership	£50.00

Council Secretary
P.Nettleton,117,Southleigh Road,Leeds LS115XG Leeds 707288

Publicity Officer
J.K.Lee B.E.M.,71,Knightsway,Whitkirk,Leeds LS157BL Leeds 645424

Sales Manager
C.J.Chaplin,240,West End Lane,Horsforth,Leeds Leeds 582393

THE KIRKSTALL PRESS



HI-SPEED
LITHO PRINTING &
DUPLICATING

71 Commercial Road,
Kirkstall,
Leeds LS5 3AT.
Tel. 0532 780616

PAINTING & DECORATING ?

For interior and exterior work contact:

William Holliday

5 LONGFIELD DRIVE,
RODLEY,
LEEDS LS13 1JX.
Tel. PUDSEY 579639