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Journal of the 1758 Middleton Railway Trust, Leeds



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The Old Run

Journal of the 1758 Middleton Railway Trust

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(Tel. Leeds 23424)

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RAILWAY ACCIDENTS FALL

The appalling figures of road accidents which make the headlines (when they are published each year or after holiday sprees) tend to obscure the fact that railway accident figures have been steadily declining in recent years.

Railway accidents are divided into three groups. The first includes train accidents, caused by collisions and derailments. In this group two passengers were killed and 6 seriously injured in 1963, while 25 railway employees and others were killed and 38 injured.

The second group comprises other accidents through movement of railway vehicles. 32 passengers and 109 others lost their lives and 71 passengers and 429 others were seriously injured in this category.

The third group consists of other accidents on railway premises, in which 5 passengers and 12 others were killed and 808 people seriously injured in 1963.

Total railway deaths were 39 passengers (the lowest since 1959) and 146 others (the lowest for many years). 121 passengers were seriously injured (also the lowest for many years) and 1,231 others.

Railways have always been renowned for their safety. The continued decline in accident figures is evidence that much hard work is being done to maintain that reputation.

Meanwhile, 6,922 were killed on the roads last year, and the number of seriously injured was nearly 10% higher than in 1959. If road users showed a little of the responsibility which is evident on the railways, perhaps there would be a little less tragedy.

Where the National Council fails

by
Mervyn Leah

The Beeching Report has brought many loud protests from various quarters, but probably none louder or more sustained than that made by the National Council on Inland Transport, under its chairman, Lord Stonham.

"The National Council," runs the publicity blurb, "is a non-political organisation.....The Council's policy is to fight for a sane, integrated transport system in which every kind of transport can do the job for which it is best fitted." All very well, but too often it appears to the man in the street as a reactionary, "save-our-railways-at-any-cost" group of sentimentalists.

The trouble is that the Council sometimes seems to lose sight of its declared aims, and fights all closures without regard for circumstances. This is plainly ridiculous. The hard fact is that some of the stations and service proposed for closure - though by no means all - have no justification in the 1960's, either economically or socially. To talk of "disastrous consequences" of such closures is somewhat unrealistic.

Over-generalisations

Even where objection is justified, the Council seems to fall over itself to put up as many arguments as possible, and in so doing puts in absurd over-generalisations which tend to cancel out the value of the sound arguments.

For example, Lord Stonham states in his 1962 Memorandum to the Prime Minister that "the rail closures that have already taken place have increased the volume of goods traffic transported by road, with disastrous effects." This is simply not the case. The real reason for the increase in road-hauled goods is the expanding economy which we hear so much of. Although traffic from closed railways makes a small increase in road freight, by far the greater proportion of this increase is new traffic which has never gone by rail, anyway - and which Dr Beeching hopes to win over to his Liner Train network.

War-time role

Another argument beloved of the Council is the supposed role the railways would play in the event of a third world war. "Without a means of carrying oil and coal in bulk", says Lord Stonham, "large parts of the country would be deprived of light and power." As most of the country's power stations would be destroyed in a nuclear attack together with a large proportion of both railways and population, this argument appears to be singularly naive.

Equally unrealistic are the Council's tactics in the pre-election period. To try and slow up the rate of closures is simply to play into the Government's hands, since it is obviously to their advantage to postpone as many as possible until after the election. Until October Mr Marples will try to show the country that he's not really the

big, bad ogre he's made out to be, and when his party wins the election he'll have another five years to emasculate the railway system in complete peace.

'Benevolence' myth

The Council's job is surely to destroy this "Benevolent Marples" myth, and give the public the true facts of the case. Many of their points are impressively sound, but just not widely enough publicised. (After this Whitsun, a great deal of use should be made of the comparative safety of road and rail.) And too often otherwise sound points are lost in a sea of overstatement, generalisation and occasional hysteria.

This is extremely serious, for the fate of many of Britain's railways may depend on how effective is the National Council's propaganda machine between now and October.

If any Council members read these pages I hope they will heed my words - or at least write and tell me how wrong I am!

(Note: These views are not those of the Middleton Railway Trust, or of the editor - Ed.)

THE CRUSHED BONES SCANDAL

The news that import duty on crushed bones is to be drastically reduced this month will come as no surprise to well-informed Middleton members. Few people realise, however, that, while the aim of the measure is, of course, to put an end to the illicit bone smuggling traffic, an important side effect will be to impose a great strain on British Railways' stock of GBVs (General Bone Vans).

This shortage of GBVs is a real skeleton in BR's cupboard. Even Dr Beeching himself, when pressed closely, will admit to a lack of complete knowledge on the number of Boneliners now in operation. "I make no bones about it," he said. "I just don't know. One thing is clear - er ... if I hear of any, I will withdraw them."

Description of van

Railway enthusiasts who specialise in goods rolling stock describe the van as being "somewhat similar to the one in the middle of the long goods train that passes in front of something you are really interested in." Its unassuming colour of dark nondescript, its faded lettering and spoked wheels render it conspicuous only to the initiated.

It is believed the van is relatively new on British Railways. That is, it is not more than 50 years old. Bone vans were originated in Central Europe by the Posthumous Travel Company International and were a familiar sight towards the latter end of the 19th century on lost Paris - Budapest expresses. Originally they were simply open wagons protected by a shroud.

If this potentially lucrative traffic is to be kept on the railways, BR will have to make its GBVs considerably more attractive to bone importers.

The other Middleton Railway

Members of the Middleton Railway Trust probably know better than any other amateur railway workers the care and difficulties involved in running goods trains without continuous brakes.

When the railway's normal route involves falling gradients as steep as 1 in 50 with catch points at the bottom of the slope, only careful handling can ensure the train does not finish a run spread-eagled in front of the Thames-Clyde Express on the Midland Railway. Experienced drivers know that a rail made slightly wet by a shower, or wetted after a long dry period, is far worse than a really wet rail from which the heavy down pour has cleared the oil and grease.

The mathematician would start with the coefficient of friction and calculate how many tons a 23-ton locomotive could carry down 1 in 50 and still be able to brake without skidding; the railwayman plays safe by dropping too many brakes rather than too few, knowing that it is far better to find it difficult to start moving down hill than to find it impossible to stop.

B.R. coal train

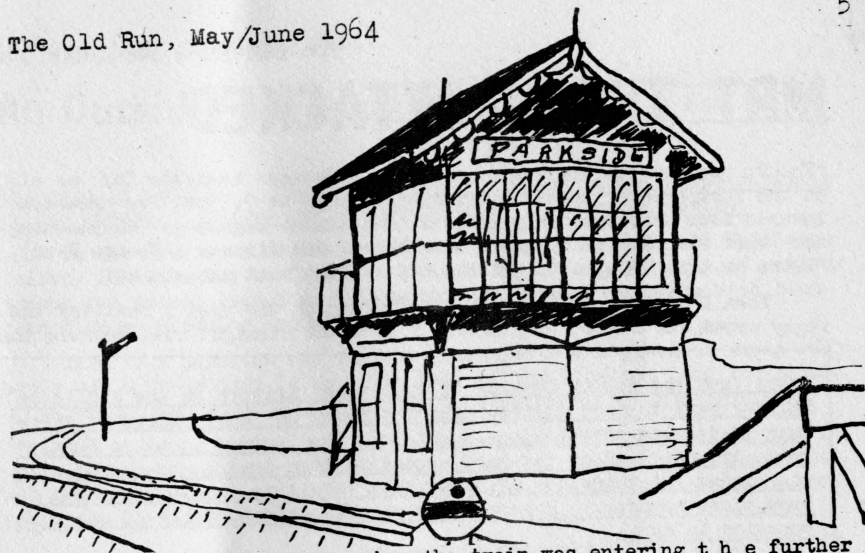
While doing some permanent way inspection at Middleton Parkside in April, an MRT team saw that British Railways, even with a class 4MT 2-6-2T, are just as careful with a coal train. The track in Broom Colliery yard is slightly downhill, but at the point where the 1881 diversion leaves the original route, there is a catch point and then a drop of about 1 in 60 to Parkside Junction. Here there is a sharp right hand turn, a climb up to the box, and a fall averaging 1 in 135 to the Aire swing bridge and Hunslet East Great Northern goods yard.

On a typical train of 25 wagons, the destinations of the coal are places like Woodlesford, Normanton, Shipley and Kirkstall power station - all on the Midland line. Before the 1958 abandonment, these would have come down to Balm Road. In the emergency caused by the liquidation of the Middleton Fireclay Company (the former owners of the Middleton Railway), the shortest possible connexion to BR was relaid to take the 19 locomotives and keep the traffic running, so that today traffic for both GNR and Midland destinations has to go via Parkside Junction.

Twenty-five loaded 16-tonners means a tare weight of between 500 and 600 tons, with only engine and brake van for normal braking power. Twelve wagons were braked hard at the colliery, and the locomotive could only just get the train moving on a dry rail. The catch points were held over and as the train ran on to the downhill section, the loco shut off steam and braked hard. With buffers tight, the train moved at 10mph or less to the Junction.

Normally the loco pulls hard to keep the train moving up to the box, but on this occasion a train for Ardsley was signalled and the Broom Pit train had to stop in the loop. The engine could not get started again even on a dry rail, so the guard had to take off all

(Continued opposite)



brakes, and re-apply them when the train was entering the further downhill section past the box.

And so off to Hunslet East yard. The Midland route trains stop here, the loco runs back to Ardsley with another train, and a North Eastern engine from Neville Hill later takes the coal train up the 1 in 75 to the Leeds and Selby main line. Later on the train is taken via Marsh Lane and Leeds City and is then on the Midland line.

It is an example of the situation resulting from the many pre-grouping companies in the West Riding that this coal train may pass Balm Road Midland Junction en route for Woodlesford, a considerable time after it left Parkside and having gone through at least three operating divisions on the way.

Another roundabout GN to Midland route that is used to avoid unnecessary obstruction at Holbeck or Leeds City is from Ardsley to Laisterdyke, Shipley Windhill and Armley. So we have two cases when trains are literally going round in circles as a regular thing.

For the historically interested, there is a case of two trains leaving a station in opposite directions, passing one another in opposite directions about an hour later, and finally arriving at the same town! This was Plymouth to London by the LSWR and GWR routes.

Other curiosities

There are many more cases of route curiosities. In the London suburban area, many stations had services to the same terminus in both directions. Further afield, Nottingham Midland, Bury St Edmunds, and Huddersfield have had had cases of Both Ways to London.

To return to Middleton coal and its roundabout routes, if the professionals play safe with goods trains even on a dry rail, so should we when going downhill. Many years will elapse before all goods trains are vacuum fitted, so care and skill with the hand brakes are still sine qua non for safety.

MRT TRAIN ATTACKED

"The Up journey to Clayton's was the greatest headache for us all on the footplate. Leaving British Railways at 7.35pm, we proceeded towards Moor Road with only three loaded plate wagons. On reaching the road five minutes later I remarked to the fireman (George Dyer), "We're on time tonight!" Little did we know what was coming!

When I saw two traffic policemen on the road I realised the rugby crowd was coming out. I took the straight road towards the

Apart from the normal hazards of operating, drivers on the Middleton Railway have to face difficulties not found on most railways! For part of its length the line runs along the access road to Hunslet rugby ground, and on the rare occasions when trains co-incide with the exodus of thousands of fans, the resulting tangle can lead to some tense moments. Robert Peel, regular driver, tells of one such occasion in April.

tram crossing at full throttle along a clear line, but slackened off when I saw two rugger fans coming towards me. Soon it was not a few but thousands.

Once over the tram crossing the trouble started. A motorcyclist refused to move off the crossing in spite of the two regulation whistles I gave. I then realised that it was too late to stop or reverse, as the crowd was growing thicker. I reduced speed down to a mere 2mph and told my fireman to look out front and the guard (Howard Bolton) to look back. The whistle was held open most of the time.

Isolate to stop

The crowd was all round the engine now, yelling abuse at us. A stone hit the side of the cab, and another missed me by inches. The crowd would not move. All I could do was to proceed, as I was quite sure that some of them would board us if we stopped. One policeman walked past us and ignored our plight.

The crowd thinned towards the headshunt and as soon as I began to make a brake application I checked the air pressure and found I had lost the lot, apart from 1.5 lbs in the reservoir and 10 in the brakes. The engine ground to a standstill on the headshunt and I found I could not engage reverse gear because of the lack of air pressure. Shutting off the motors I engaged gear manually and went towards Clayton's curve.

Children were swinging on the buffers and following us. George Dyer took over on the curve and I chased away the children.

We reached the yard all rather shaken and annoyed. Our engine was hot due to heavy use of the throttle in an effort to make a noise, the whistle cord broken, and the air pressure only just beginning to build up again. Having a rest before shunting, we all agreed that it had been the most hair-raising experience we had ever had on the footplate.

An Outsider looks at Middleton by Kate Hedley

The gate is rickety. The yard is dusty. Heaps of metal lie untidily on the ground. But no-one is disheartened by this impression.

On the far side of the yard lies the proof that the Middleton Railway is beginning to flourish. A siding is crammed full of railway trucks and beyond that the railway's engines seem to swarm with blue-clad figures cleaning, scraping and making ready.

This is a paradise for railway enthusiasts - a place to enjoy oily hands and dirt-smudged faces. The hiss of the blowlamp and the clank of hammers - all mean relaxation and enjoyment for the faithful few.

The real toil lies not in the renovation of the engines, but in the repair of the track, the clearing away of the rubbish, the vandal battle, and the struggle for orderliness among the forbidding factory land and the Hunslet streets.

Extraordinarily enough, this too is not only a satisfying job, it is an interesting and pleasurable task to see a newly repaired stretch of track, especially when it is compared with the parts of the line still to be tackled. But more than two-thirds of the original track has now been restored and is in good serviceable working order.

Much remains to be done. Rotted sleepers have to be replaced. Chairs holding the lines themselves have to be bolted down. There is a constant battle against weeds and litter.

Perfect playground

Parts of the line serve as a perfect playground for children from nearby houses and as a rubbish dump for heterogeneous objects, ranging from milk bottles to high heeled shoes.

Almost the worst problem is the vandals. Recently a stretch of line was sabotaged. Only one pane of glass remains intact on the Swansea and Mumbles coach. Noisy crowds returning from the rugby ground which adjoins the railway smash when they feel like it. The authorities are not above digging the occasional hole when the need takes them. For some seemingly unknown purpose, a gate appeared recently and was erected on the railway's ground, much too near the line for safety or comfort.

However, all this does nothing to dampen the enthusiasm of the Middleton Railway Trust members. The light of battle comes into their eyes as they discuss the problems.

Goods trains are run regularly to the main line. These have been operating efficiently since 1960. The revenue from this means that the balance sheet now looks healthy. The engines look smarter, the line progresses and the whole picture is tremendously reassuring.

What of the future? A timber yard is opening along the line, which will bring more goods traffic, and Clayton's workshop, destroyed

(Continued on page 10)

An Outsider at Middleton (Continued from page 7)

by fire in January, is to be rebuilt. This also will bring more traffic.

Main need

The main need of the society seems to be for a large engine shed to be built on Clayton's sidings. This could serve as a museum, workshop and headquarters for the society. This is no pipe dream and is something that could happen soon.

In an article about the railway, one could not fail to mention Dr R. F. Youell and his insatiable devotion to the whole scheme. It was he who persuaded the National Trust to give the Middleton Railway its protection. No other place in Leeds has been granted this. So come ring road, motorway, housing estate or business tycoon, the railway itself is safe.

One weekend, visit the railway and spend an afternoon walking over it with Dr Youell or any other society member. The story and interest lies not only in the fascinating old engines but in the history of the line itself and of the ups and downs since the Middleton Railway Trust was formed.

(Note: You can reach the railway on a number 74 bus to Belle Isle from City Square. Book to Moor Road level crossing - 4d.)

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Steam is not doomed

by Lyndon Shearman

Now that steam locomotives are quickly disappearing, railway enthusiasts are becoming divided in their attitudes towards motive power. Some are turning, with a greater or lesser reluctance, to the new forms of traction, while some prefer to remain faithful to steam, reminiscing, going out to see or photograph steam locomotives while the chance remains, and preserving some of the more historic items.

There is, however, no cause for a "fight to the bitter end" by the steam fans, for, as I see it, there will be no "bitter end".

The steam locomotive has a number of advantages over its rivals. First, there is the often quoted case of simplicity, once summed up thus, "with a steam locomotive it takes 10 minutes to find a fault and a month to put it right; with a diesel it takes a month to find the fault and 10 minutes to put it right."

Initial cost

Following from this, there is the question of initial cost, a main line diesel-electric costing about three times as much as a steam engine of comparable size and power. Then there is the case of operational flexibility, often the subject of much debate. Yet I feel that none of these familiar arguments will save the steam engine, for they are all surpassed by an "elixir" so far neglected: that of fuel availability.

There was once a record coffee crop which nearly ruined Brazil. So much coffee was flooding the world's markets that prices were at rock-bottom, and to save the country the Brazilian Government had tons of coffee beans burnt. Some was used as a fuel for steam locomotives and this is the sort of situation where steam could retain its place as king of rail traction.

Wherever a waste product (or a very cheap material) can be used as fuel, it will be cheaper to employ steam traction than to buy oil for diesel locomotives. In Siam, for example, rice husks are burnt in steam locomotives with wide fireboxes. The National Coal Board recently reversed its policy of dieselisation because it was cheaper and easier to provide coal than diesel oil.

An interesting use of this principle is seen in the fireless steam engine, which is charged with hot water and high-pressure steam. The locomotive steams about, and as the pressure falls, the boiling point of the water falls below its actual temperature and more steam is generated. There the hot water and steam are by-products or waste products, as, for example, at power stations where there is steam and hot water to spare.

This is a rather special case, however, but fireless locomotives are now quite a success in their modest way, and the way seems open for a new lease of life for the steam locomotive.

Will the steam engine retain its present form with its new fuels? I mentioned that the Siamese rice husks burning locomotives had wide fireboxes. This is because rice husks have a low calorific value when burnt, so that more husks must be burnt in order to produce the

required heat. The waste products to be used as fuels will probably also have low calorific values, so that wide fireboxes will probably become the rule. Some of the fuels may give off sparks, and spark-arresters may become more common.

The low calorific value of any fuel would necessitate a larger bunker or tender, and if the fuel were less dense than coal, the bunker would have to be further enlarged. Tender-tank locomotives carrying their water in tanks on the engine and their fuel in separate tenders may become more common, thus reversing the present situation whereby the locomotive carries more water than fuel.

I have so far only suggested that the fuels would have low calorific values and low densities. If a waste product had a high calorific value and a high density it is reasonable to suppose that it would already have been exploited.

This does not mean that we have discovered every useful fuel, for it must be remembered that while innumerable developments have taken place in the normal power units, we are still using the same fuels (coal and oil) as ever, and that the new fuels at present under development (atomic power) are of a completely different nature to the fuels we are used to. In short, we must use in steam locomotives fuels of poor quality but extremely low price.

Will this be the steam locomotive of the future - the industrial tender-tank engine with wide firebox and spark arrester? It is an interesting speculation, and it may be worth mentioning that in the Ruhr industrial area of Germany there are plans for refuse burning power stations, and one such power station is already operating economically at Essen.

Should these prophecies fall short of the truth, however, consolation may be seen in Tennyson's words: "The old order changeth, yielding place to new, and God fulfils Himself in many ways, lest one good custom should corrupt the world."

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With THE GREAT MARQUESS to Goathland

For those on the Cross Gates station platform awaiting the arrival of The Great Marquess, the feeling of excitement and anticipation was high. The bright spring sun shone on the tracks and soon great puffs of steam heralded the approach of Middleton's pride and joy. She

"The Great Marquess", the preserved K4 belonging to Lord Garnock, president of the Middleton Railway Trust, was filmed recently by the BBC between York and Whitby, on the Goathland route. Lord Garnock had kindly invited friends and members of the MRT to ride in the train, and one of those who accepted the invitation was former committee member Stephanie Ashurst, an American living in this country.

came round the distant bend from Neville Hill, moving steadily closer with a purposeful and dignified air.

She carried as stock three first class cars. When she'd halted the passengers hurried to inspect the beautifully polished green and black engine, and then to settle themselves for what they knew would be a first rate journey. The Great Marquess pulled away smartly to a magnificent start - a sight and sound that did the heart good!

Special tickets

As the train travelled into the countryside, special tickets were issued. Press reporters began to gather their information, and photographers took pictures of happily ensconced passengers.

At York the BBC team came on board and set up their headquarters at both ends of the train. Soon afterwards everyone was carefully cautioned not to open any windows on the sunny side of the train, as the camera would be working from that angle along the way.

Passing the ruins of an old abbey, we entered some of England's most beautiful countryside. Newton Dale, thickly wooded with a small stream winding through it, was the perfect setting for our special train. The small but nicely kept stations of Newton and Levisham added to the picture, and were especially attractive with arrays of spring flowers.

When Goathland was reached, everyone piled out, only to be asked to remain where they were as Lord Garnock was being filmed and interviewed as he stepped off the footplate. After this, cameramen could be seen climbing the steep hill which towered over the pretty little station. MRT chairman Dr R. F. Youell was carefully oiling the track beneath the wheels of The Marquess, and suddenly the great engine issued a gust of power and her wheels spun violently before she moved forward towards Whitby, while her passengers set out for the village centre and lunch.

Once back at the station, the train was again awaited with expectancy. Sure enough, at precisely the correct minute, The Great Marquess pulled in to the station, just as Lord Garnock trained his

cine-camera on her. Everyone found their seats, and in the afternoon sun our route was retraced amid thanks from the BBC for our co-operation.

In conclusion, I should like to thank our president very much for providing those of us who were lucky enough to be able to spare a Monday off with such an interesting and enjoyable day out.

Why does Industry prefer road?

The reasons why arg industrial and commercial concerns prefer road transport were analysed in a report produced recently by the Institute of Marketing and Sales Management.

70 out of the 82 firms questioned preferred road transport. One important reason given is that of "speed of delivery". This reflects the fact that prompt delivery of a product adds to its value in the eyes of the consumer. Cost of delivery is also a major consideration, although service to the customer sometimes outweighs this.

Detailed analysis of the returns confirms the shift to road transport and provides evidence that plans for railway reorganisation have changed few minds at the present time. The answers to two of the questions are reproduced here:

Q: What are the main reasons for using road transport?

Answers indicate:

Number of answers:

1. Speed of delivery	33
2. Lower cost	32
3. Purely technical reasons	20
4. Greater efficiency of British Road Services or private road hauliers	18
5. "Better service to the customer"	18
6. Less damage to goods in transit	12
7. Door to door delivery	7
8. National coverage available	7
9. Fewer losses or untraceable consignments	4
10. Lower packing costs	1
11. Road service storage facilities	1

Q: Do you think that the railway reorganisation plans will have a substantial effect on your transport policy? If yes, please say for what reason and how.

Answers indicate:

Per cent.

1. Improved image without reservations	0
2. Improved image subject to various reservations and currently unknown quantities	8.5
3. Foresee no change in own transport policy due to railway reorganisation plans	84
4. Cannot yet tell	12
5. Deteriorated image (including anxieties about limitations to be imposed on road haulage)	8.5

MIDDLETON DAY BY DAY

Vacuum brakes for 'J.A.'?

Consideration is being given to the fitting of vacuum brake to the WR diesel, John Alcock. About one third of the wagons used on the railway are so fitted, and the proportion will certainly rise as the rolling stock is modernised.

Parkside is lifted

In May the right-hand turnout at Middleton Parkside was lifted. This junction, just north of the Great Northern bridge, used to lead to a long siding over the top of the "Alps" (the third and northernmost of the Middleton Pit tips). The branch was abandoned many years ago and ran about 15 degrees east of north a long what is now a rough cart track. The junction was kept in as catch points to divert runaway wagons and give them a short sharp shock as they hit a small mountain of pit rubble.

Much of the woodwork is re-usable for other junction repairs. Straight track will replace the junction and will remove a badly defective rail that prevented approach to the BR operated section.

Light Railway Guide & Timetables

The Middleton Railway is one of the 21 railways and 9 preservation societies featured in the 1964 edition of the Light Railway Guide and Timetables (David & Charles, price 2s. 6d.).

This well-illustrated 50 page booklet is a handy reference book for the enthusiast, or anyone holidaying within reach of the lines described. Complete 1964 timetables are given for each railway (except Middleton!) and there are brief descriptive notes, maps and pictures.

The publishers have offered the Middleton Railway Trust a generous discount on any copies sold through it to members. Orders, with a 2s. 9d. postal order, should be sent to the editor within two weeks of receiving The Old Run. The booklet will be sent about ten days after that.

NEW MEMBERSHIP SECRETARY FOR MRT

The MRT membership secretary is N. Straker, 82 Hunningley Lane, Stairfoot, Barnsley, Yorkshire. Subscription is one guinea (junior and student 7s. 6d.). An extra 4s. will bring the quarterly magazine Forum, containing national news on railway preservation.

Trams for Filey?

The possibilities of laying a mile long railway from Filey holiday camp as an attraction and public service are being investigated by Mr G. Parkin, of Hull.

Mr Parkin is at the moment considering bullhead track and tram-type vehicles. He comments, "Middleton is the first society I have come across with both rail and tram experience, and you could no doubt give me some tips." He had a long talk with Dr Youell on the technicalities of running tram tracks and flanges on railway track.

Tram seats for Lincolnshire

The Lincs. Coast Light Railway has purchased 16 Leeds tram seats from Middleton. They are now being used on a renovated Ashover Light Railway coach that came into use at Whitsun.

Historic Picture

A member of the Lincolnshire Coast Light Railway has given the MRT an original 1812 illustration of Salamanca running, with a date "June 24, 1812" in ink. If the writing is genuine, and was not added later, it gives one of the earliest dates for the operation of the world's first commercially successful steam locomotive.

Hayling Island interest

Mr Sloman, of the Hayling Island Light Railway organisation, visited the Middleton Railway in May. His society has undertaken to take over a 4-mile BR line and run it as a light railway, using electric railcars if these can be obtained.

Mr Sloman was very impressed with the track improvements carried out since the MRT took over. He left with much useful information from the first standard gauge line to be operated by amateurs.

Knaresborough exhibition

Once again the MRT will have a stand at the Knaresborough model railway exhibition (August 26-29), to be held in The Castle girls' school. The exhibition was a great success last year, and the Middleton stand this year will be much improved. All members able to help (particularly during the week) are asked to contact the chairman of the MRT exhibition committee, Stuart Rankin, Orchard Croft, Crag Lane, Knaresborough.

NCIT membership

At a recent MRT committee meeting an invitation to join the National Council on Inland Transport was discussed. It was felt that, while the society could not justify the expense of corporate membership, individual members might like to join.

The annual subscription is 1 gn. Further details may be had from the Council's secretary at 4 College Hill, London EC 4.

'Look at Life' feature

The Middleton Railway is the only preserved railway featured in the Rank "Turn of the Wheel" Look at Life film. Also in the film are the Tramway Museum Society, Lord Montagu, and a porter shunting with a horse.

Can you help?

Help is required on the sales and advertising side of The Old Run. The work involves invoicing and record-keeping and basically will take up very little time. There is scope for expansion, however, and the job can be built up rapidly by someone with enthusiasm and a little ability. Volunteers should preferably live in the Leeds area, but offers of sales further afield will be welcomed. Contact the editor.

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