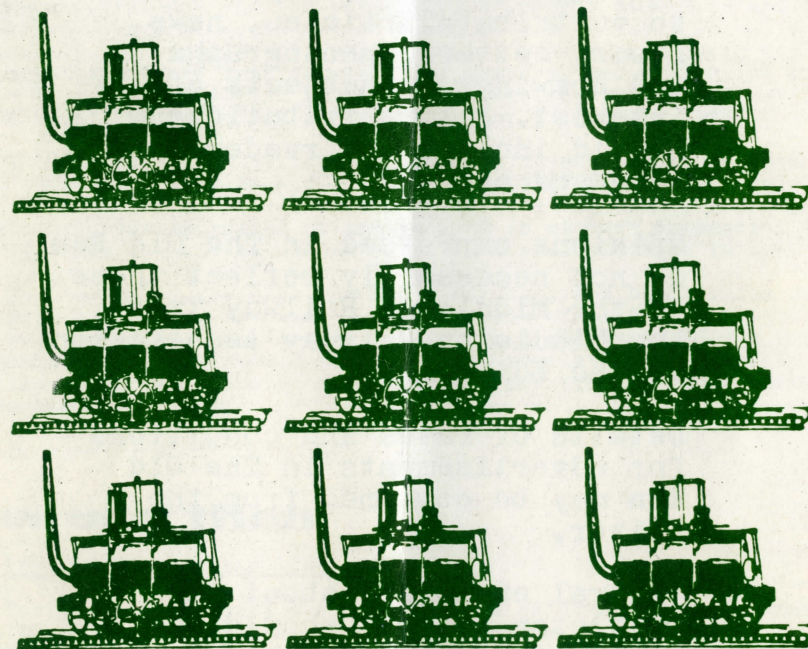


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS

SPRING 1979

THE OLD RUN

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

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

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

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

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

DEADLINE FOR MATERIAL FOR THE NEXT ISSUE: 30TH JUNE.

EDITORIAL

Every few years the Trust seems to go through a kind of "let's do something about" syndrome. It may be publicity, it may be sales, it may be the whole future direction of the railway that is thrown up for consideration. This year it is the turn of The Old Run to come under the microscope, to judge from some of the discussion at the recent AGM. This is a development which your Editor welcomes, but in order that the debate may continue to be constructive, a restatement of editorial policy on what your magazine is intended to achieve may be in order.

The Old Run is intended primarily as a medium of information, debate and entertainment for the membership as a whole, providing a hard record, for now and for posterity, of recent events on and around the railway, informing, as far as possible within the inevitable time constraints, of significant future events, providing a forum for discussion of topics of interest to other members, and publishing photographs of relevance to the railway and articles, preferably original and relevant, which inform or entertain, or preferably both.

How far The Old Run succeeds in these objectives is for its readers to decide, but it should be made clear that the contents are aimed as much (if not more) at the 80% of the membership whose participation in the operation of the railway is at best spasmodic, as at the dedicated few without whose efforts we would have no railway at all.

The dedicated few have now had their say, and both praise and criticism are noted. Now what about the rest of you? What do you want from your magazine, and are you getting what you want? Do you want a magazine at all, or would a more modest newsletter suffice? Or would you like both? The columns of The Old Run are open to your comments and suggestions!

Now and then

From The Old Run, Spring 1969:

Early in our career, the Leeds Police safety officer recommended a TRAINS CROSS HERE sign at Moor Road crossing. Unfortunately local twiddleomaniacs tended to interfere with the poles, with the result that the signs faced anywhere but the oncoming motorist. Not long ago the Highways Department refixed the signs to the concrete lamp-posts, which are untwiddleable, so that the warning to road users was unmistakable. Fairly recently we had a number of cases of motorists beating the red flags and parking on Beza Road in such a way as to endanger safety on both rail and road. Our Traffic Manager read the riot act to one offender with professional skill, and Leeds City Police safety officer, Sergeant Jones, found that the signs were completely out of date. So we have a new set of Level Crossing No Gates and diagonal red crosses now at both Burton Road and Beza Road. The only trouble seems to be that whereas "Trains Cross Here" is a fair warning, few people seem to understand the new continental equivalent.

We're going to build an engine shed!

TONY COWLING

At a recent Council meeting, the subject of building an engine shed at the Hunslet Moor end of the line was discussed--not, it should be added, for the first time, since the subject has been under discussions on and off since about 1971. Looking back through the Council minutes since then, the course of these discussions can be traced, roughly, as follows: we want an engine shed; we haven't got the available manpower to build one; how much would it cost to have one built? (current answer, around £15,000); how can we raise that much money? The significance of this particular discussion of the subject was that it filled in the next stage of the argument, viz. we can't. That may sound unduly pessimistic, but it was inspired by the fact that the two bodies from whom we had had most hope of financial assistance, namely the Yorkshire Tourist Board and the Leeds Civic Lottery, had both written within a couple of days to say that they were sorry, but....

Which left us back at square one, and so we took the decision (or accepted the situation, whichever way you like to look at it) that if we were ever going to get an engine shed built, then it would be by building it ourselves. In one sense, that is all that we can decide at this stage, since we have no idea of either how long it will take or how much it will cost, although it is obvious that the answers to these questions will be at least three to five years, and, at least several thousand pounds.

To a certain extent, the time taken will depend on how fast we can afford to spend money on the project, and since we are already committed to a major programme of reballasting track, and then the construction of run-round loops, that is not likely to be very fast--to say nothing of the rate at which the stuff comes in in the first place. This in turn depends very largely on how many people come to ride on our passenger trains, although money-raising efforts such as the waste paper collections which will be taking place later in the year will obviously help.

However, we are able to do a certain amount of planning for the shed. It has so far been decided that it will be between 28 and 32 feet wide (and yes, we do know that it will have to be designed in metres!), approximately 100 feet long, and 14 feet high to the eaves of the roof. It will be built on a steel frame, with the first six to eight feet of the walls in some form of building block, or possibly brick, and the roof and the rest of the walls in some suitable cladding material, probably coated steel.

We have not yet decided whether the frame will be constructed as truss girders or as portals, and for the benefit of those readers who are not structural engineers, I will try to explain the difference. Imagine the outline of two uprights, and then two sloping girders to hold up the two sides of the roof (which will have its ridge running down the length of the building). If you then think of what happens to this outline as a result of the weight of the roof (plus snow, etc) pushing down on it, then since the joints between the girders are the weakest part of the structure, the two sides of the roof will tend to fold down from the tops of the uprights, which will be pushed apart.

To prevent this, one can either add a girder to hold the tops of the uprights together, and the triangular assembly which sits on top of the uprights is then known as a truss, or one can fill in the corners at the tops of the uprights to stop the joints folding, and the end result (which functions rather like an arch) is then known as a portal frame. One factor which may decide this point for us is that sometimes trusses can be bought second hand, which would be both easier and cheaper than making new ones ourselves. So if anybody knows of a building containing trusses of the right size (we need between six and ten, which must be between 28 and 32 feet long) which is going to be demolished, then please let a member of Council know, and we can follow it up.

*

Otherwise, when we have done the design and made the decision, then we shall get planning permission and so on on that basis, and at that point the design is effectively fixed. Once that is done, we can start digging for the foundations, which is a sufficiently big job for it to be advantageous for us to get hold of an excavator from somewhere--to say nothing of the effort it would save us in the trackwork. So if anybody knows where we can obtain a JCB with a back-actor cheap (or better still free), then again please let somebody know.

Once we have dug the foundations, then we tip lots of concrete (which it will probably be better to buy ready mixed, rather than trying to obtain a concrete mixer and make our own, although suitable offers of concrete mixers will be seriously considered), erect the steel frame (after making it, of course--offers of a power hacksaw to join the collection of machine tools in the workshop will be gratefully received), and build the walls. Once we have got to that stage, it is feasible to lay the two sidings into it, and treat it as a compound where rolling stock can be stored if need be; in the meantime, the cladding for the top part of the walls and for the roof can be put on.

So there you are! We are going to build an engine shed. All it needs now is some more volunteers to come and help, since we do have a railway to run at the same time!

Hubert Nettleton adds: One member has already acquired, admittedly somewhat prematurely, a quantity of fluorescent lighting fittings, which would otherwise have cost the Trust over £100.

OLD RUN NEWS

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

ALL SET FOR THE SUMMER SEASON

The 1979 Summer passenger service gets under way as usual on Easter Saturday, 14th April, and will run each Saturday and Sunday and on all Bank Holiday Mondays until the end of September. The Council has decided that the fares for 1979 will remain the same as for 1978.

Members will know from the Council's Report presented at the Annual General Meeting that, although the revenue from the passenger service increased in 1978, the surplus over operating costs was substantially down. Since there is little hope of operating costs being reduced in 1979, the only way to produce a more satisfactory surplus is by a substantial increase in the number of passengers, and the Council look to all members to publicise the service in every way possible.

STEAM GALA DATES FIXED

This year we shall once again be having a Steam Gala on May Day Bank Holiday weekend, Sunday 6th and Monday 7th May. Three locos will be in steam and others on display, and there will be lots of other attractions for all ages. Make a note of the dates, bring the family and tell your friends. Let's make this event even more successful than last year's!

COME AND HELP US COLLECT PAPER!

We now have more information about the city-wide waste paper collections which are to be held this year. Instead of the collections from one day being for the benefit of MRT, with the risk of a poor response if the weather was bad, it is understood that we shall share with other local charities the proceeds of three separate collections. The potential for raising a substantial sum for our funds is really great, but we must be prepared to put people at the collection points on each of the dates if this potential is to be maximised.

We do need your help! Can YOU spare an odd Saturday morning and/or early afternoon? Even if you are not normally able to work at the line, this is something that everyone can do. So lots of volunteers, please, to: Chris Rogers, 90 Spen Lane, Leeds 16 (Tel. 743108), who will supply further details.

CADGING SECTION

We have a great demand at Middleton for a supply of rags, mainly for engine-cleaning purposes, so the next time you have a clear-out at home, bring unwanted clothes down to the line instead of giving them to the rag and bone man. Ideally, rags should be clean and free from buttons, zips, or other hard items which could scratch paintwork. Cotton is of course the best material, but wool and man-made fibres will not be refused.

If anyone has any tools that they no longer require, and would like to donate (or even loan) them to the Trust, we would be very grateful. Especially welcome would be spanners, files, taps and dies, drills and precision measuring equipment such as micrometers and vernier calipers.

JOHN ALCOCK'S RIDE TO YORK (with apologies to the highwayman!)

It wasn't a dark and stormy night, and the rain wasn't coming down in torrents, but the night of 11th January 1979 was a night of sub-zero temperatures and freezing fog when, at the bewitching hour of midnight, Steve Roberts groped his way into BR's Balm Road sidings and found our veteran diesel, 'John Alcock', patiently waiting, having been driven down under its own power from Claytons' Yard the previous evening. 'John Alcock', which had always appeared such a giant alongside the other Middleton diesels, appeared diminutive beside the modern BR 350hp diesel shunter in the sidings.

After oiling and other preparations, our locomotive was hitched to a BR Class 37, and, with a brake van behind, the journey to the National Railway Museum started at a little after 02.00. Steve elected to ride in the cab of 'John Alcock' to keep an eye on things during the journey, but as things turned out, he probably didn't realise what he was letting himself in for!

After a brief stop at Engine Shed Junction, where the Leeds conductor was dropped, leaving the York crew to complete the journey, the train then pulled into Platform 12 at Leeds City station for a quick examination to check that all the axle-boxes were cold. It is a pity that, at this ungodly hour, so few people were about to witness the event. There was an hour's delay before a path became available, but eventually the train was released, and was on its way at a steady 25mph.

The next stop was at Church Fenton, where everything was found to be in working order, except Steve, who was frozen stiff in the cab, and almost poisoned by the exhaust fumes from the towing Class 37. Since the journey had so far been accomplished without trouble, Steve abandoned the cab, and retired to the warmth and comparative comfort of the brake van.

The train arrived at York at about 04.00, and was shunted into a siding. The brake van was left attached for Steve's benefit, so that he could try to get some sleep--a rather forlorn hope, if you have never tried it! Clearly the BR method-study staff have been involved

to ensure that BR goods train staff do not sleep on the job.

When the National Railway Museum staff arrived at 09.00, arrangements were made for our loco to be taken to the museum annexe by a York pilot locomotive. This journey took nearly as long as the one from Leeds to York, and involved the shunting of 'Evening Star', a T9 and an M7. Eventually, 'JA' was stabled in a shed alongside 'Green Arrow', and Steve went gratefully home to bed.

Some odds and ends still remained to be done to 'John Alcock', such as fitting nameplates and worksplates and cab spectacles, and Steve and some colleagues went over to York on 3rd March to complete these jobs.

MECHANICAL MATTERS AND OTHER HAPPENINGS

At the beginning of the new season of operational activity, it is perhaps helpful and, we hope, inspiring to take a look at our locomotive stock to see what needs to be done to preserve it and keep it running.

The Sentinel locomotive, No 59, is currently out of service awaiting retubing of the firebox, and also some minor repairs. Partial stripping has been done.

Borrows loco, 'Windle', will be available for the 1979 summer passenger service, but does require a major overhaul of the valve gear, which is badly worn and gives rise to the pronounced "off-beat" sound when working. Consideration is being given to fitting a second injector, to relieve the anxiety caused by the temperamental Giffard injector which is at present fitted.

The Bagnall locomotive, 'Matthew Murray', will also be doing passenger service duty this summer after extensive examination and repainting. The boiler is in fair condition although the tubes are thinned, but it should give many years of service if it is treated with care. The axleboxes are worn and one is cracked, but otherwise the loco is mechanically sound. A new smokebox door will be required in the fairly near future.

The Hudswell Clarke, 'Henry de Lacy', is, as mentioned in the last issue of The Old Run, the main source of worry to the mechanical engineering staff. Although the locomotive is usable, the state of the firebox and tubeplate does not augur well for the future, and the loco's active life must be considered as limited unless very major repairs are carried out.

Hawthorn Leslie locomotive, No 6, is presently stored out of use. The boiler is in good condition, although it requires retubing, and tubes have already been obtained for this purpose. The major work required on this loco is on the chassis, where the cylinders and frame stretchers are loose.

The Peckett loco is available for traffic and is generally in good condition, but will require retubing before much longer. A set of tubes has already been obtained in anticipation. The Y7 and the Danish 0-4-OWT, the Steam Power Trust's locos, are both presently stored out of use. Boiler inspections were satisfactorily carried out on 15th January 1979 on 'Matthew Murray', 'Windle' and the Peckett.

The diesel stock is in good shape, but the Hudswell Clarke, 'Carroll', is presently out of service awaiting hydraulic tests on the two air reservoirs and the fitting of a new exhaust pipe. The

locomotive will be repainted before returning to service. The Fowler loco fractured a main oil feed pipe, but this has been repaired and the loco is now serviceable.

In the hut, work is under way to provide an improved and enclosed area for use as a mess room. The alterations will also result in an increase in shelf space for parts storage, which might increase the amount of working space in the workshop, which is becoming rather cramped.

The new oil store now has a roof, and a steel door is being fabricated. The 250 gallon fuel tank has been repainted, and can be put into use as soon as it can be located in the oil store.

ALL THINGS BRIGHT AND BEAUTIFUL

There is no doubt that when MRT enthusiasts become enthusiastic, their enthusiasm knows no bounds, and this is very apparent in the Trust's 'Paint Team', Michael and Angelo (known for membership records purposes as Ian Smith and Graham Parkin). Hardly was the paint dry on 'John Alcock' than they turned their attention to the Bagnall loco, 'Matthew Murray', which will be one of the locos hauling the 1979 Summer passenger service. Ian had three weeks' leave at the beginning of March, and hoped to complete the repainting of the Bagnall during this time. He would welcome help from anyone who has time to spare. Also scheduled to receive attention during his leave was the derusting and painting of the saddletank of the Swanscombe loco, No 6.

The next locomotive in need of a complete repaint is our Hudswell Clarke 0-4-0 diesel, 'Carroll'. Present proposals are to paint her blue, with yellow wasp-stripe buffer beams front and back, and red rods. The existing white stripe will be retained. It is also proposed to give the loco a number, D2, and when the Fowler comes around to be repainted, this loco would be renumbered D1. Between times, the saddletank and smokebox of the Peckett locomotive, which is looking rather weather-worn after the ravages of Winter, are to be repainted.

Ian and Graham are grateful for the assistance they have received from members, and, with such a busy Spring and Summer programme ahead, they hope for even more volunteers in this arduous but very rewarding task.

RALLY AND EXHIBITION NOTES

Although Winter is the 'close season' for rallies and exhibitions, there is no close season for the work of the Publicity Sub-Committee in keeping the name of the Middleton Railway before enthusiasts and the general public.

We have been invited to participate in the Harrogate Exhibition on 14th, 16th and 17th April, and our display and sales stands will be there. We shall also be paying our usual visits to the Masham Traction Engine Rally on 21st and 22nd July, and to the Bramham Rally on 25th 26th and 27th August. We also hope that we can be on show at the Ryhill Traction Engine Rally on 30th June and 1st July. There will be 'Metro 79' events during the Summer, but our attendance at these, and indeed at all the events, is going to depend on dates and the availability of transport. As usual, any offers of help to Derek Plummer.

The Leeds & Holbeck Building Society has asked us to prepare a display for showing in turn in the windows of their branch offices

in the area from Easter onwards. One of the branches is in Leeds City Square, where it will be seen by many thousands of people, and this is an example of the most excellent form of publicity.

Radio Leeds put out a fifteen-minute live broadcast on the morning of 24th February from the line, where our Chairman, Joe Lee, and others were able to talk about our preparations for the 1979 Summer passenger service.

Ian Smith hopes to be able to take his model of the Middleton Railway back to Gosport, so that he can rebuild it to represent the Middleton Railway as it will be in a few years' time (complete with engine shed!). He has on order scale models of all the MRT locomotives, plus the LNER K4 and N7, to operate the new layout. When it is completed, Ian hopes to show the layout at some exhibitions in the Gosport area before returning it to Leeds for use in our own exhibition stand.

MEMBERSHIP MATTERS

Apologies for omitting an inclusion in the Winter 'Old Run', but here goes with the process of welcoming new members:

Leslie Caves, Barnsley; Barrie Lawson, Leeds 10; Richard Gidman, Skelmanthorpe; Ronald Dyer, Batley; Christopher Jepson, Leeds 14; Michael Ledger, Leeds 10; Reginald Fitzjohn, Leeds 10; John Thornton, Leeds 6; Paul Gilliam, Chigwell; Martin Gilliam, Chigwell; Anne Norcliffe, Kimberworth; Anthony Rickwood, Mirfield; Andrew Beales, Leeds 10; Michael Grayson, Leeds 12; Robert McLoud, Leeds 13; Paul Weaver, Leeds 9.

We are delighted to welcome Malcolm Hindes as a Life Member. Malcolm is also a hard worker on the Welsh Highland line.

Congratulations to Stephen and Annie Roberts on the birth of their baby daughter--a potential member, perhaps!

Now some news from a member abroad. Members will remember Professor Korting, of Karlsruhe, who did some research on the Blenkinsop family for an article which was referred to in the Winter 1971 issue of The Old Run, and he was mentioned again in the Summer 1973 issue writing about our Danish loco, No 385. Now we are corresponding again! He has this time forwarded a very generous donation, and included a piece of very interesting history. He made his first visit to Hull 46 years ago, and as the Railway Hotel was closed he approached the commissionaire of the Grosvenor Hotel, who turned out to have been one of his adversaries in the Battle of Loos in September 1915! They shook hands, and the gentleman kindly helped him to obtain lodgings for the night. Professor Korting asked to be remembered to John Bushell and his other friends at Middleton.

Will all members who have not renewed this year please let me have their subscriptions as soon as possible. Your membership is very valuable in helping to preserve our historic railway, which provides a great deal of pleasure to visitors throughout the year. Council have suggested that only six months' grace should be given before striking off members who do not renew.

Elizabeth Lee

CHAT FROM THE CHAIRMAN

School steam days have been arranged for 16th May, 20th June and 8th August (playgroups), and assistance would be appreciated on any of these days. Operations commence at 10.00, and continue until around 15.00.

We still need more practical help at the line at other times, especially train crews and sales staff during the operating season. Contact Stephen Roberts (operating) and John Chaplin (sales).

Council have supported a suggestion that all members corresponding with officers of the railway should consider enclosing a stamped addressed envelope, in an effort to reduce our annual postage bill of over £50. This applies particularly to membership renewals.

Any member requiring the latest colour poster should contact me, and one will be dispatched by return. They are ideal for public buildings, libraries, etc.

A representative of Yorkshire Television is considering preparing a series of programmes entitled 'Railways of Yorkshire', commencing with ourselves as an example of a railway with a string of historical 'firsts'.

One or two members may perhaps be interested in enhancing the appearance of the line by bringing along one or two species of shrubs or flowers. These would look nice in small barrels on the platform.

Thumbing through an old Old Run recently, I noticed that we held an Annual Dinner a number of years ago. Would the membership like to indicate whether one in the future would be desirable? Personally, I think it could be a winner, especially if followed by a general illustrated talk and stories!

Another suggestion which has been made is for a weekend of period costume in keeping with the historical importance of the railway, when all the staff would be dressed in c1700 costume, with granddad shirts, neckerchieves and the like. Ladies would wear long dresses and aprons, with children in suitable attire, similar in essence to an Old Tyme Music Hall. Perhaps August Bank Holiday would be an ideal time for this. What do members think?

An important point to consider is the identification of operating officials--guards, sales staff, etc. Perhaps we could introduce a basic uniformity in this matter, with a jacket, cap or other identification, so that visitors may easily identify those on duty. This would help to inspire confidence, and give the visitor the impression that we know what we are about.

Finally, to those members who, for various reasons, cannot visit the line very often, I would be pleased to welcome original ideas which may help the railway progress more effectively.

I can be contacted at: 71 Knightsway, Whitkirk, Leeds LS15 7BL (Telephone Leeds 645424).

Joe Lee

ASSOCIATION ADVERTISER

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

EDITORIAL

This issue sees a few small changes in format, the main one being the abolition of the news features. This has been done mainly because, with the introduction of Association News, we can give far more accurate information to members every two months, and can concentrate our efforts in the Advertiser on publishing your letters, quizzes and articles, all of which I'm happy to say are coming in to me. Keep on sending your contributions, though, because I've got even more space to fill now!

This issue, Clive Langston writes giving his first impressions of the Middleton Railway. What do other members think of the railway? I'll be happy to print your letters and articles on the subject of the railway and its future as you see it.

Finally, a reminder that the new season will have started by the time the Advertiser is published, so if you've got a spare Saturday or Sunday in the near future, how about spending it with us at the line? We can guarantee plenty to do!

REFLECTIONS ON THE MIDDLETON RAILWAY

It was a cold, wet October day as my parents and I, plus a friend, set out for Leeds from Pickering on the NYMR, intent on visiting the Middleton Railway.

We were visiting the line at the invitation of Ian Smith, whom we knew from trainspotting at Reading on the Western Region, and his instructions said we would find a blue tank wagon at the Tuhstall Road end of the line. Unfortunately, all we found was a rather desolate looking siding and a platform, and we wondered what to do then. Help was at hand, however, as Dad noticed a thick, black cloud of smoke floating over some buildings in the distance, and so we followed that as it indicated steam-raising activity. Sure enough, as we entered Dartmouth Yard, a green loco was seen at the far end, smothered in steam and smoke, with much more smoke than steam!

As we walked down towards the loco and the group of people gathered round, I was struck by the enormous amount of junk littering the yard, as if waiting to maim the unwary. As it is at the moment, Middleton seems to be more attractive to the gricer than to the general public, and I think more effort needs to be spent on tidying up the yard, so that the engines can be examined in safety.

On reaching the loco, I discovered it to be 'Windle' with Ian firing, saying that Middleton engines don't make smoke! He could have fooled me!

Whilst waiting for 'Windle' to make enough steam to move, Ian gave us a guided tour of all the engines, which I found very interesting. The difference in size between locos, ranging from the tiny 'Pea' (HE1786 'Courage') to the huge No 6 weighing over 33 tons, was quite fascinating. I think that the best looking loco is 'Henry de Lacy II', which looks great in its new coat of paint, whilst I think the prize for the best motion work I've ever seen must go to DSB 385, and I can see why it has the nickname 'Bacon Slicer'! Also on view were various steam cranes in states of decay, but Ian told us that only one belonged to Middleton, and that was to be restored to working order in due course.

By this time, 'Windle' was in steam, and, having oiled round, the driver was going to do some shunting. 'John Alcock' was being painted prior to going to York, and Ian and Graham Parkin wanted the loco putting in the dead end to make it easier to paint, and so it had to be shunted about. Also, 'Windle' needed coal and water, and had to shunt the passenger train about too, and so the loco crew got to work, and we watched the proceedings with great interest. We noticed that in a number of places the track had several inches of lift, and it seemed to be only a matter of time before something was derailed.

Dad and I thought that the passenger train was a novel way of doing things, and the neat air brake and bell systems were fascinating to see and hear working. Unfortunately, though, because we had over 200 miles to travel home, we couldn't have a ride in the train because services started far too late, but the next time we are in Leeds, a brake van ride is a must.

I enjoyed my visit to Middleton very much, and I'm hoping to visit again in 1979.

Clive Langston (14)

Editor's note: This is a very good little article, and I hope that it will set others writing about THEIR impressions of Middleton. I am bound (being heavily biased) to say, though, that 'Windle' is the only really smoky engine on the railway, and I repeat the statement that Middleton engines don't make smoke! **THE OLD RUN' EDITOR ADDS:** The yard and the stock contained in it are not normally open to public access, partly for safety reasons, since much of the "junk" lying around is not ours to move.

WHAT LOCO?

The quiz this issue is a little different. It was sent in by 15 year-old Richard Armstrong, of York, and is a mystery question. Richard has listed a few clues, and what you have to do is identify the type of loco in question, and then give an example which is preserved. The prize for the correct answer is a £2 postal order, and this is now the standard prize for all future quizzes (subject to inflation, of course!).

Designer: R E L Maunsell, of the SECR.

Introduced 1922, as a development of an earlier type.

Weight in working order: 64tons 5cwt.

Boiler pressure: 200psi.

Driving wheel diameter: 5' 6".

Tractive effort: 27,695 lb at 80% pressure.

The loco has three cylinders, with Walschaerts valve gear.

What class of loco is this? How many were in the class? What was the number series? One member of the earlier class is preserved in Hampshire. What is this loco's number?

LOCOQUIZ 2: RESULTS

The winner of Locoquiz 2 is 14 year-old Clive Langston, of High Wycombe, Bucks, who wins £2, as he already has a copy of the Deltic book. Well done, Clive. The correct answers were as follows:

- 1.(a) 60800; (b) 61994; (c) 33001 (C1 was Bulleid's new locomotive classification, C meaning 3 driving wheels, and 1 being the first of the class); (d) 3440 (this was its original GWR number, to which the loco was restored during its period of BR operation from Didcot depot); (e) 47357 (16440 was its original LMS number).
2. They were both experimental high-pressure locomotives, attempting to use the high-pressure marine boiler. Neither locomotive was particularly successful, although 10000 lasted for a number of years in its original form. Both locos were rebuilt, 'Fury' becoming the prototype 'Rebuilt Scot' No 6170 'British Legion', and 10000 becoming Britain's only 4-6-4 tender loco, No 60700.
3. (a) 2-6-2; (b) 4-4-0; (c) 0-4-0 or 4w; (d) 2-6-0; (e) 2-4-2.
4. They were all diesel prototypes built to secure contracts for main line diesel types. Of the four mentioned, only DP2 was produced as a standard BR type, becoming the much-modified Class 50 'Warship'. Despite the different body used in the production machines (DP2 had a 'Deltic' body), the engine unit is exactly the same in both cases.
5. Both locos were built for the LBSCR, and were, in order of building: Unrebuilt 'Terrier' Class A1 0-6-OT No 82 'Boxhill', built in 1880; and B4 Class 0-4-2 No 214 'Gladstone', built in 1881.
6. HE 1697 'John Alcock', which is preserved by the Middleton Railway Trust. This loco worked a special passenger train to mark the reopening of the line in June 1960, and pushed Swansea & Mumbles coach No 2 up and down the line as far as the old Parkside bridge. This loco recently went to the National Railway Museum for display.
7. LMS 6100 'Royal Scot' in 1932; LMS 6233 'Duchess of Sutherland' (as 6220 'Coronation') from 1939-42; LNER 4772 'Flying Scotsman' from 1969-73.
8. These were Stanier's Class 5XP 4-6-0s, which carried an identical boiler to the 'Black Fives', but had three cylinders and 6'9" driving wheels, instead of two cylinders and 6'0" driving wheels. They were later named the 'Jubilee' class, after No 5552 'Silver Jubilee'.
9. Liverpool & Manchester Railway 0-4-2 'Lion', built by Todd Kitson & Laird of Leeds in 1842.
10. These were a development of one of the Hunslet Engine Company's standard 0-6-OSTs, specially designed for the War Department in 1943. At the end of the war, some were sold to the LNER as their Class J94. One of these is preserved on the KWVR. Many were built by firms other than Hunslet, including Hudswell Clarke of Leeds, and some remain in industrial service today.

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