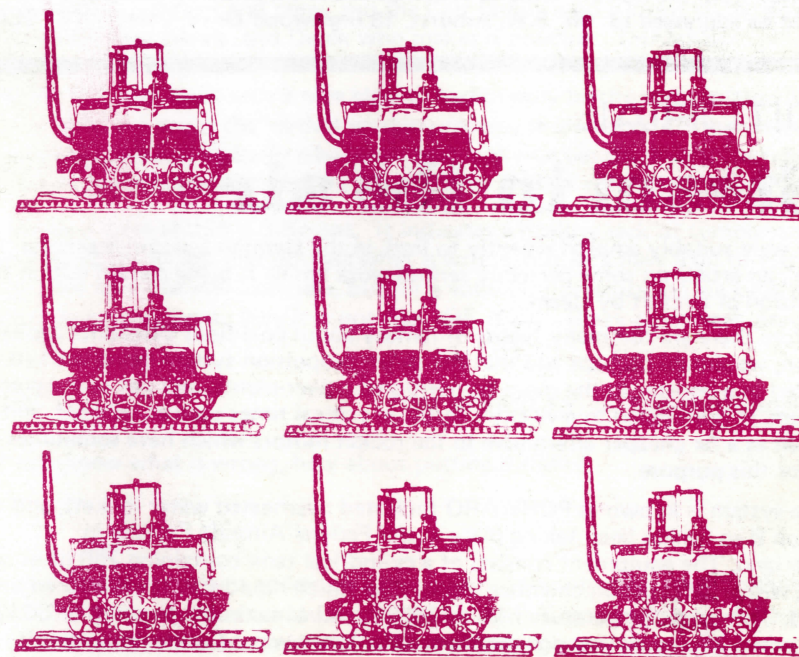


# THE OLD RUN

WINTER  
1973



JOURNAL OF  
THE 1758 MIDDLETON RAILWAY TRUST  
LEEDS

# THE OLD RUN

VOLUME 10 NUMBER 10 WINTER 1973

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

The Editor invites all readers to contribute articles, news items, letters, photographs and drawings. All contributions should include the reader's name and address. Opinions expressed do not necessarily reflect those of the Middleton Railway Trust.

The next issue will appear in March, and all contributions should reach the Editor by February 10th.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor. General enquiries about the Middleton Railway Trust should be addressed to: Mr. B.W. Ashurst, 18 Inglewood Drive, Otley, LS21 3LD.

## EDITORIAL

### Steam in the air

We were suitably amazed recently to find, in the German aviation magazine 'Flug-Revue', an article on some perfectly serious work which is being carried out on the propulsion of aircraft by steam.

Before there are too many flights of fantasy about coal-fired Viscounts appearing at Yeadon, we should perhaps add that the steam propulsion system being worked on is intended as a booster to the more conventional power-plants, and not as a replacement for them. It is intended to give extra thrust at critical times such as take-off, and is foreseen as a far cheaper alternative to the rocket motors which have sometimes been used for this purpose.

The system is known as POHWARO (pulsated overheated water rocket), and the work on it so far has been taking place at the Federal Aircraft Factory in Switzerland. The equipment consists of a cylindrical tank containing 260 litres of water, with a combustion chamber inside, into which liquid fuel is introduced and ignited. The water temperature rises to 300°C, and a maximum pressure of 60 kg/sq cm is generated. (Sorry all you non-metric people, but it was a German magazine!) Releasing this pressure through an exhaust valve produces a thrust which has been measured at 4000kg maximum, and lasts for up to 10 seconds. This has been found sufficient to reduce the runway length needed for take-off by anything up to 60%.

An increase in thrust can, of course, be achieved by firing several units at a time, and a longer duration comes from firing several units in succession. The units have been designed so that they can be jettisoned after firing and reused. The age of steam may not be all it used to be, but these Swiss engineers have shown that it is clearly far from dead and buried. Matthew Murray would have been proud of them!

## LETTERS TO THE EDITOR

Sir,

As a well known pessimist and grouch, may I enter a plea for some appreciation of our membership. (My God — he must have flipped). Out of 26 members of the Association, we have about 20 active. Nobody praises them. They are laughed at, kicked, (metaphorically), sworn at and generally regarded as fumble-fingered dimwits.

No matter what they do, whether they get dirty or stay clean, work with or hide from Jim and Tony, clip tickets or shovel coal, DIG HOLES, or pack ballast, my personal thanks to David and David and small David, Steve, Vernon, Darren, Chris, Ticket clippers anonymous, Tony, the Bareham boys, and all the rest. You do a grand job, and have remarkably thick skins. Some of you may not have stevedore muscles, but you all have real guts. THANKS.

How about a special medal for all the folks who do the hard grind off the line. Like the Bareham family who literally live at traction engine rallies on our behalf: spare a thought for all the legal and other wrangling that keeps us in business, the accounts, the letters, the Old Run editor and crew, and the Carr family who address all the envelopes; the people who man stands, and Derek who makes it possible. THANKS.

At the line you meet such a nice class of dedicatedly bitchy and cantankerous B.....s, who are about the hardest working railway preservationists there are. They refuse to give up what is logically a hopeless task, and woe betide anyone from outside who criticises our muckheap, unless he has a halo or armour plated trousers. THANKS.

Criticism from within is different. It indicates a healthy lack of complacency. Keep writing to the Editor and tell him what is wrong, but let's have a bit of justifiable pride too. We have our idle members, but for a voluntary organisation we keep quite a few people in employment. Pity it is not ALL OF YOU. (Back to normal, praise be to Allah.)

Leeds 13

TOM APPERLEY (in Deputy Chairman's hat)

P.S. If you know what is wrong, how about putting it right?

Sir,

In Ian Smith's excellent article on Birmingham, he omitted to mention the most important exhibit in the Science Museum from the M.R.T. point of view. A necessary reminder that Murray was not primarily a locomotive engineer is provided in the example of his Pumping Engine. I has hypocycloidal straight line motion, a Murray innovation of 1802, and is much more compact than the rival Beam Engine. Few engines of this type were built, the example preserved having spent its life in the Stourbridge — Dudley area.

Leeds 6

JOHN BUSHELL



# MURRAY'S EXPLOSIVE 'EXPERIMENT'

JOHN BUSHELL

With Leeds being seventy miles from the sea, it seems a most unlikely tale to suggest that the city produced a very early steam ship, but this is in fact the case.

The idea of using steam propulsion for boats goes back to 1690, when a Frenchman called Papin suggested the possibility. In 1800, John Fitch inaugurated the first passenger and freight service on the Delaware River in America. It was uneconomic. 1802 saw the introduction of Symington's stern-wheel paddle tug on the Forth and Clyde Canal. It was successful, but as the wash weakened the banks, it did not serve for long.

It was Fulton who, in 1807, produced the "Claremont", a successful flat-bottomed boat which ran on the Hudson River in America, and was followed by many experiments both in America and in Europe. One of these was conducted by Matthew Murray and his team at the Round Foundry, Leeds, the men who produced the first commercially successful steam locomotives, which worked on the Middleton Railway.

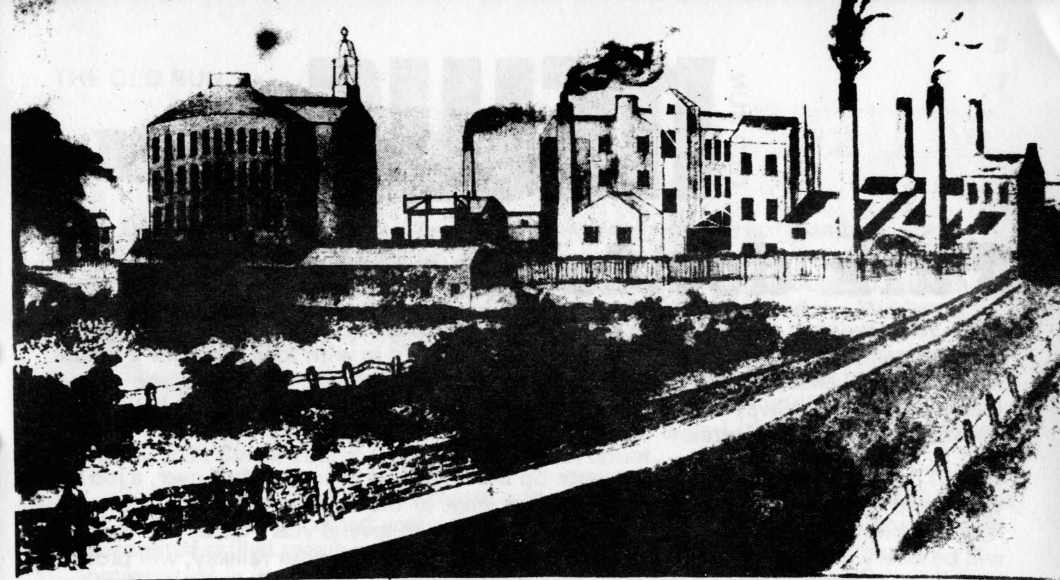
"L'Actif" was a French privateer, purchased in 1813 from the government by John Wright of Great Yarmouth. It was 52 ft long, clinker built for three sails and twenty oars. It was brought to the basin at the end of the Leeds & Liverpool Canal for an engine and boiler to be fitted by Murray. The engine was fitted with a cylinder of 8" diameter by 2'6" length, and rated at 8 hp when working at the "high pressure" of 30 psi!

Newly equipped with paddle wheels, and renamed the "Experiment", the boat was given trials on the River Aire at Leeds Bridge, thereafter voyaging from Leeds to Yarmouth, at a speed of 7 mph, under her own power. It was the first powered boat in the country to make a journey by sea.

The Norwich Chronicle describes local reaction to the vessel thus: "On Tuesday last, the new steam barge left Yarmouth for this City and on its passage excited a considerable degree of curiosity, as numerous people hastened to the River in various places to see it pass, and many awaited its arrival at the Ferry. Its principle of motion is a number of oars, something in the shape of a barn shovel. These are fixed in axis of a sort of water wheel, one on each side of the vessel, which are turned by machinery which is put in motion by a small steam engine. It seems to be a safe and convenient mode of conveyance to and from Yarmouth, and if the Proprietor can get it to act in a manner so as to establish certainty of arrival, little doubt can be entertained that it will establish his purpose, as few people will regard the splashing of oars, or the sound of machinery. (10 August 1813)"

After several short experimental passenger trips, it worked an inaugural passenger service: "On Monday August 9th, the first experiment was tried with the Steam Packet Boat, on which occasion Sir Edmund and Lady Lacon and family went in the boat unto Braydon and expressed themselves highly gratified with their excursion. She afterwards went through the bridge amidst the acclaim of thousands of spectators. The boat has since gone regularly to and from Norwich and answers every expectation, and we have no doubt that she will reward the exertions of her spirited proprietor and projector." The service was apparently an "all-jetties" trip, for the fare structure was as follows: 6 miles for 1/-; 12 miles for 2/-; 18 miles for 3/-; 24 miles for 4/-. After room half price.

R Kilburn Scott, in "Matthew Murray", records that the engine and boiler were later removed from "Experiment", and used on "The Telegraph", which maintained a



*Round Foundry, home of the Fenton, Murray & Wood engineering concern, from an old print.*

service on the Medway between Sheerness and Chatham. Further research into the story reveals a much sadder end, however. The Norfolk Chronicle of 5 April 1817 states: "It is our painful task to state the occurrence of a most dreadful and fatal accident that took place in the City yesterday morning. At about nine o'clock, as the Wrights Norwich and Yarmouth Steam Packet had just started from the Foundry Bridge, the boiler of the engine burst with a tremendous noise, and by the irresistible force of the explosion, the vessel was literally blown to atoms. There were eighteen persons on board, including two children." (The names of the eight killed instantly and the six taken to hospital are listed.)

Shortly afterwards, the local magistrates held a Court of Mayoralty, and heard the opinions of a certain Mr Donkin and other engineers relating to the proper construction and management of steam boilers. They somewhat pessimistically suggest that the only safe course is to place the steersman and stoker in a separate boat with the steam engine. Wrights seem to have had enough of steam, for shortly afterwards they are recorded as introducing a vessel propelled by a horse on a kind of treadmill!

Murray, however, continued to be a practical advocate of steam for navigational purposes. In 1816 he had built a steam engine for a boat used on the Mississippi River, the owner of which, Ogden, patented in the USA the design, which shows some relationship with Murray's pioneer work on steam locomotives. On 17 June 1815, Murray wrote to Simon Goodrich advocating the use of steam on naval vessels: "Two 20 or 30 horse power engines could be applied on board a Gun Brigg . . . as these will be adopted sooner or later in the British Navy." He mentions in the same letter the use of one of his engines on a vessel plying between Hull and Gainsborough.

All this serves to illustrate once again the remarkable foresight and ingenuity of Matthew Murray, father of Leeds engineering, who, after all, is still to many people just an obscure textile engineer.

## Park developments

When we stop running at the end of October, it is expected that the Corporation will begin to realign the top 100 yards of track, in order to fit in with their plans for a leisure area which will extend eventually from the old colliery site to the GN bridge, and incorporating the railway as one of the amenities. The new alignment will probably terminate near the Park gates.

The unsightly and smelly Beatwaste tip is being filled in and earthed over, a job to be completed by the end of the year, and the first stage of the landscaping, at the colliery site, is due to begin before the new year. When completed in several years' time, the leisure area will be a very pleasant extension to Middleton Park, and besides our railway, will probably have such exciting diversions as a cycle-racing track, a permanent restaurant and (would you believe?) a ski run down the pit heap! At last, Middleton may have a chance of joining the league of 'picturesque' lines, and we hope for an increasing volume of traffic on the visitors' services.

SHEILA YOUNG

## Sales talk

Now in stock are 1974 diaries at 12½p, and the fifth edition of the History of the Middleton Railway, also 12½p to members. New members please note that the last few of the present batch of MRT ties and badges are still available at 87½p and 20p respectively. New stocks of both will be much pricier. Orders to, and full stock list from, Shylock, c/o 29 Poplar rise, Leeds LS13 4SQ. Please add postage to all prices quoted.

The sales stand attracted custom to the tune of £119.44½ during the four days of the Sheffield Model Railway Show on August 18 - 21; Thanks to all those who helped make this such a real success — Derek Plummer, Malcolm Hinds, Dr Barnett, Sheila Young, Bill Barraclough, David Watson, Robin Taylor, Ian Smith, Vernon Smith, Adrian Caltieri, Stephen Dufton, Tony Richmond, Keith Dowell, Charles Barnett, and the rest. Several of those named are not Middleton members, and their help was much appreciated.

We had enough staff on this occasion, but it would be nice to see a few unfamiliar faces as well. Come and join us — it's quite a nice atmosphere usually, and a chance for folks unable to get to the line in the running sessions to meet a few other members. Middleton stands are planned for the following events in the near future:

- 17/18 November: Exhibition at the Wool Exchange, Bradford.
- 24/25 November: York O—Gauge Group exhibition at 49 Vine Street (off Bishopthorpe Rd), York.
- 1/2 December: Exhibition at Unity Hall, Smyth St, Wakefield (near Westgate station).
- 28/29 December: York MRS exhibition, at York Railway Institute, between the station and the Railway Museum (which incidentally closes on 31 December). Exhibition open in the afternoon only on 28 December.

Please contact Tom Apperley (address earlier) or Derek Plummer (44 South Broadgate Lane, Horsforth, Leeds LS18 4AG) if you can help out with any of these.

## Membership

Difficulty is still being experienced in maintaining numbers of members — let alone improving them — and I am afraid that, unless many more of you show a greater sense of responsibility when renewal time comes round, we shall soon end up with the quietly decaying track and slowly rusting relics which characterised the Middleton Railway when we took it over in 1960!

There has apparently been a problem in reminding members whose subscriptions expired in June. If you should have received a renewal notice but didn't, please don't wait for me to write to you — send your sub without delay! It's £1.50 (full) and 75p (under 18). Check your membership card if in doubt.

Sorry to have such a gloomy message this issue, but I am beginning to doubt if some of you are at all concerned about the world's oldest railway and its problems. We still need more skilled members, and we hope to forge stronger ties with our nearest organisation in interest, the Industrial Railway Society. A programme of advertising in their journal is under way, and a visit by a small IRS party to the line took place on 13 October, with a more extensive visit promised for some time next year.

Despite my introduction, we have recently enrolled some new members, and a warm welcome is extended to the following: Anthony Howell, Leeds 12; Donald Horsfield, York; Janet Knott, Leeds 10; Peter Jones, Leeds 11; Malabon Hartley, Leeds 11; David Rushworth, Leeds 14; Chris Townend, Leeds 13; Ray Edwards, Otley; Stephen Fawcett, Leeds 11; David Greaves, Menston; Christopher Nicholson, Leeds 6; Martyn Burke, Leeds 10; Neil Brooks, Leeds 10.

BRIAN ASHURST

## More fund raisers

The Philosopher's Stone has been discovered at Middleton (thrown at the engine one Saturday by the Travelling People). Unfortunately, age [or the impact with No. 6] appears to have dimmed its powers and it no longer turns base metals into gold, sadly thwarting our dreams of putting a solid gold Avonside on the Shop counter. In the hands of M.R. A. member Nicholas Beckwith, however, it has proved potent enough to turn old books into bricks. You don't believe me?

A large assortment of books surplus to the Beckwith family requirements was brought to the line, and a rack fixed up in the brake-van. Selling at quarter to half of the original cost, the books made almost £4.50 for the Depot Fund in only four weekends. Not much, but every little helps and it costs the railway no outlay. With more stock we could make more money. Several members (and some visitors) have given us books, and we also sell back numbers of 'Old Run'. PLEASE will you remember us when you turn out your bookcase to make room for Christmas presents? All contributions will be gratefully received at the line at the beginning of the 1974 season. Unwanted railway and model railway magazines and books are also very profitable when sold half-price at exhibitions and rallies — over £6 was made in this way at the Sheffield M.R. Exhibition.

Stamps — even the 'ordinary' kind — can be converted into hard cash by Roger Bareham. Why not spend a few minutes cutting the stamps off your Christmas card envelopes, leaving a small border, and send them to Roger at 15 Park Mount, Old Pool



Bank, Pool-in-Wharfedale, LS21 3BS, or bring them to the Railway when next you visit, and leave them at the Shop. Better still, why not also ask your friends and workmates to save their stamps, and what about the post delivered to your factory or office every day, sometimes from other countries. Please mark your envelope 'For Middleton Railway' if you send stamps to Roger.

At around £10,000, the proposed depot building is going to take a lot of working for, but even your unwanted books, magazines and stamps can become a small portion of it.

SHEILA YOUNG

## LUURTS meetings

Members of the Middleton Railway Trust and the Middleton Railway Association are warmly invited to attend the regular meetings of the Leeds University Union Railway and Transport Society, which take place in Lecture Theatre C of the Houldsworth School of Applied Science in Clarendon Road, Leeds 2. The programme arranged for the first part of the 1973/4 session is as follows:

- 16 November: 'Air Traffic Control at Yeadon Airport', Mr G Dennison, Airport Operations Officer, Yeadon Airport.
- 23 November: 'The Joys and Pitfalls of Bus Preservation' [illustrated], Mr D S Beilby.
- 30 November: 'Great Eastern Miscellany' [illustrated], Dr R F Youell.
- 7 December: To be arranged, but probably on transport tickets.
- 18 January: Talk by Mr M G Howerd.
- 25 January: To be arranged.
- 1 February: 'Latest Developments on Freight Stock' [illustrated], Mr R Chorley, of CM & EE Dept, Derby.
- 8 February: Members' Evening.

## On the line

The diesel engine of HE1697 has been satisfactorily tested after completion of the overhaul and repair work. Modifications to the compressor and renewal of the cross member rivets are now in progress on this locomotive. Mechanical work on WB2702 is completed, and the engine has been successfully tested. It will return to service after the repaint which is at present in hand. The cab and side-tanks have been refitted to 1310, leaving Windle as the only substantially incomplete locomotive in Dartmouth Yard. Joinery work continues to be concentrated on the new brake, van, and p.w. work has recently been directed to re-sleepering and drainage, and reclamation of serviceable disused track.

The bridge which carried the Middleton Railway across the Midland main line close to Jack Lane was demolished on 23 September (see photo on centre pages). When the last train ran from Hunslet Moor to Leeds in 1947, the bridge was left with track intact, and it continued in use carrying a gas main.

Demolition of the ex-GNR viaduct over the Middleton Light Railway route was completed in September, but the span across the Trust's line remained intact. At that time, construction work was in progress on a new concrete level crossing between the former Acme's and Beza St crossings, replacing both.

JIM LODGE

JOHN BUSHELL

## Briefly...

Long associated with the Middleton Railway, the last surviving N7 0-6-2T, No. 69621, has for many years languished in the old steam roundhouses at Neville Hill shed, Leeds. The locomotive was purchased by the Trust's founder and first Chairman, Dr R F Youell, with the hopes of running it on Middleton metals. Over the years it has become apparent that it was really unsuited to our line, and it is good to hear that it has returned to Great Eastern territory — the Stour Valley Preservation Society in Essex. The locomotive was hauled by rail from Leeds ("not to exceed 20 mph") via Doncaster, the GN-GE joint line through Lincoln to March, thence via Ely, Bury St Edmunds, Ipswich and Colchester. Departure from Neville Hill was on 3 September.

• •

A Dutch enthusiast group has taken over all National Railways (NS) freight activity on the Hoorn-Medemblik line in north-west Holland. Previously, the passenger side, operated by steam trams, had shared NS tracks with the weekday NS freight trains. Middleton remains unique in the UK as far as enthusiast-operated goods trains are concerned but there is said to be a similar operation in the USA.

• •

A new Middleton Railway Stockbook is planned to burst upon an unsuspecting public around the beginning of next season, which means a bit of hard work in the meantime for a certain well-known Editor. You, however, can help things out by sending him any reasonable photographs you may have of our stock — any published will, of course, be credited with the photographer's name, so here's your chance for a bit of cheap fame! Prints should ideally be of postcard/enprint or half-plate size, and should have good contrast and sharpness, so as to give good reproduction. We are also looking out for a striking photograph to put on the cover, and any candidates for this should be of full-plate size. All photographs should reach the Old Run Editor by early January.

• •

David Ware, MRT Treasurer, moved to Kent recently, and his post was taken over temporarily by George Taylor, our Goods Agent. However, as this issue went to press it was expected that new member Ray Edwards, who is an accountant by profession, would be approved as David's permanent successor. He can be contacted at: 9 St Clair Road, Otley, LS21 1DE.

It was announced in October that our Chairman, Joe Lee, had been appointed Schools Liaison Officer of Leeds City Police.

The post of Traffic Manager became vacant when Dr Crapper left Leeds recently, and has not yet been filled. Tony Cowling's address for correspondence is now: The Senior Common Room, Earnshaw Hall, Endcliffe Crescent, Sheffield S10 3EG.

# OLD RUN NEWS



1

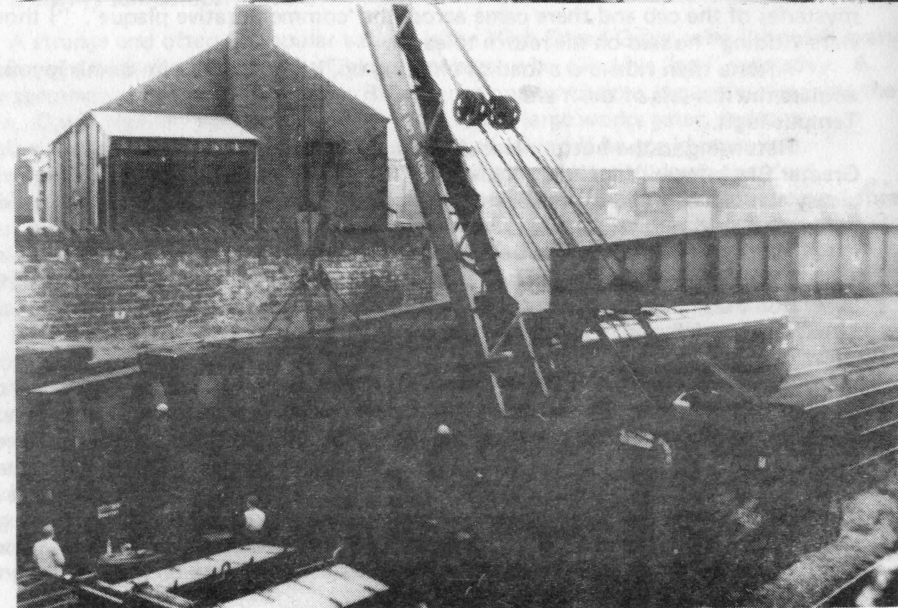


2



3

4



1. A welcome sign — during the summer, official direction boards were put up at the Dewsbury Road/Tunstall Road junction, pointing the way to the railway.

2. A view of the Park Gates terminus during August, with Peckett and train in attendance. As recorded elsewhere, track realignment in this area is due to take place during the winter, as part of the colliery landscaping project.

3. A happy face for No 6 on 16 June, as it takes water in the yard prior to being named 'Percy' by the Rev. W Awdrey.

4. Demolition in progress on 23 September, as a section of the Middleton Railway bridge over the Midland main line near Jack Lane is removed by steam crane and lowered on to a flat wagon.

PHOTOGRAPHS BY SHEILA YOUNG AND TOM APPERLEY



# CONFESSIONS OF A GRICE-HUNTER

SHEILA YOUNG

Some gricers are, perforce, observed from a distance: one is more likely to see them dotted like sheep about the pit heaps and motorway embankments, or lurking behind the piggeries wall, than to see them at close quarters actually on the train, for the folk-anthem of many of their kind is undoubtedly that venerable pop-song containing the line "The best things in life are free". This is a study of some interesting varieties of the species *Homo Gricus* as observed on the train and Clayton's Yard during the 1973 "shooting" season.

The Gricer of the Year Award was voted before the season began, to a middle-aged lady who smiled sweetly at the guard on the Rail-Road-Canal event train and asked "Do you mind, love?" "Not at all" was the apprehensive reply, upon which the lady adjusted her gricing kit and zoomed in on the guard's personnel badge.

The Award might have been held back if there had been any inkling of the other strange varieties to be encountered during the ensuing months.

The Enthusiastic Beginner (would you believe it — he didn't even have a camera!) arrived one spring afternoon, swearing that he'd heard the Peckett's whistle 2 miles away, well maybe only 1½ miles but no less. "It's marvellous!" he cried, throwing his arms out in rapture at the sight of 2003 in steam. This immediately endeared him to me. "Tell me all about it" he begged Barry Wood. "I've a huge model railway at home but I don't know a thing about real engines." Barry explained she was an 0-4-0 saddle-tank and this appeared to satisfy our gricer's curiosity. "It's marvellous!" he repeated. "I feel I want to buy it!" "Not my half you can't" I said firmly. He moved on to view the inner mysteries of the cab and there came across the 'commemorative plaque'. "I thought you were kidding" he said on his return to earth.

After a train ride and a load of chatting-up, I despatched him on his joyous way to witness the marvels of the Yard. *Tempus fugit*.

Returning to the bottom Halt after the next trip, I was confronted by a flock of Greater Black-faced Yardfolk. "Now then" said their leader, a large specimen whose greasy flat cap denoted his rank among the flock, "We want to know what you've been telling that gricer".

"Which gricer?" It had been a very grice afternoon.

"You know which: the one that came round to the Yard, looked at us lot and said 'Now don't tell me — you must be the blokes who work for Sheila!' " I knew just which one he meant!

Completely juxtaposed to this fine extrovert specimen was the Shy Grice observed by Vernon Smith and I one afternoon in the summer holidays. He was busily worshipping No. 6 when we sighted him, but on seeing us he hurried towards the far end of the Yard. As it was Clayton's holiday, when our brases are particularly vulnerable, we pursued him all the way to the bottom Halt, but he finally escaped in a mini-traveller. Returning to the Yard, we discovered our prey sitting in his vehicle near King's gate, but as we were plainly spying on him, he soon reversed and was last seen heading north down

## THE OLD RUN

Garnet Road. Closely related to the Shy Grice is the Voyeur, who spends ages closely examining the loco and the Shop notices, but is either too nervous or too stingy to take a ride.

A most exotic variety appeared one summer's afternoon. "I say, can you help me?" he hissed urgently across the wagon. "I'll try" — really, the things we do for Middleton! "I wonder —" he began, nodding roughly in the direction of Old Run Road. Ah! a History Gricer. But no! "I wonder if you could tell me the name of those flowering weeds?" And he motioned towards the scruffy ranks of rose-bay willowherb going to seed along the line-side. I told him their name. His eyes gleamed like any other gricer's would on encountering a hitherto uncharted *Borrows*, *R. Stephenson*, etc., and he produced a notebook and ballpoint, and eagerly copied down the facts. Surely our Trackside Weed Gricer was a unique specimen himself?

The sub-species "Ticket Gricer" has frequently caused amusement, with requests coming from as far away as Australia for tickets produced with the aid of the Fish Friers' duplicator and a stamp carved from a rubber shoe heel. A typical specimen of Ticket Gricer watched me selling Adult Single tickets to some passengers from the Park. He had just left the train, having intended making a single journey only, but now he bought a second ticket. I turned to attend to someone else, but he touched my arm. "Excuse me" he whispered, "can you explain why these are different colours?" I begged his pardon. "They're different colours!" he insisted, brandishing a light green ticket and a slightly-lighter light green ticket. "So they are", it hadn't occurred to me before. "Mine must be from a different batch of duplicating card I suppose." He seemed somewhat aggravated. "And I do wish they had the issuing station printed on them" was his parting shot as he turned and disappeared up the pit road in a cloud of blue gabardine. It was only then that I realised he'd only bought the second ticket as a 'variation' from that sold him at the Tunstall Road Emporium. (Incidentally, before sympathisers of this specimen get out pads and pens, his last wish will be considered when ticket styles change for the new season.)

Observed at the line and at the Sheffield M.R. Exhibition was the Model Railway Gricer, a dwarf species. He seems relatively harmless, but do not be deceived by his plumage — although very workmanlike in appearance, his slate-blue gabardine bib-and-brace is always scrupulously clean.

A strange and often unpopular variety is the High Speed Grice, who "shoots" every thing in sight with the rapidity of a Chicago mobster who oiled his "gat" yesterday. A prime specimen called over the Garnet Road fence one lunchtime, urgently enquiring the way in. David Hebden pointed down the Yard to the large works gates, and our specimen shot back to his car (notice his neglect of asking if he could come in!). A minute later, the enquirer and two others of the variety hurried down the Yard. Reaching the back-road, they split up to speed the business further, and for the next three or four minutes they rushed around in ever-decreasing circles, sparks flying from camera shutters as the Yard fell victim to their celluloid. Nothing was spared, not even the guard sweeping the back verandah of the brake-van. They vanished as swiftly as they appeared and, needless to say, were not found later clutching tickets on the platform.

Akin to this variety is the Cheeky Grice, generally to be found in noisy flocks of four or five, usually between 17 and 21, and more often than not visiting from another railway society. He quickly ensures that we all know he's only here for the sneer, and boasts in a loud voice of his own society's umpteenth 'Black 5', or their grandiose plans to buy 'Flying Scotsman' to steam on their 30ft. track. He usually pays for a ride, but only so he can criticise our *modus operandi* from closer quarters, and thereafter he considers that his ticket has entitled him to clamber all over Clayton's stock, crowd into all the engine cabs pulling levers and turning wheels, and generally make a loud-mouthed nuisance of himself. I do hope that Middleton members are better-mannered when visiting other lines, however inferior to our own they are.

Mention of the Yard reminds me of the Parking Gricers, who, having been directed to Garnet Road gates, decided to drive right up to the locos (perhaps they were still weakened after their train ride). Unfortunately, while they happily griced, the Clayton's men went home and locked the gates. I still don't know how they got their car out.

A slightly different, miniature variety of Cheeky Grice has been noted. After completely exhausting the guard's fund of knowledge about the Railway, thereby avoiding buying a history and a stockbook, he was observed at the shop counter busily copying our stocklist from the display copy of "Steam '73' ". Showing such enterprise at about 12 years of age, this variety should go far — preferably to Embsay!

A far more likeable variety was the Inventive Gricer who, after riding on the train, spending money in the shop, asking intelligent questions, and spending a long time taking still and movie shots of 'Sentinel', was observed providing his movie with ready-made titles by filming all the railway signboards.

And lastly, not experienced at first hand but heard of from their victim, were the Refreshment Room Gricers who, having seen the locos from the Motorway, invaded Dartmouth Yard one evening, and asked Clayton's night-foreman to make them some tea . . . . . Those of you acquainted with their victim will understand why I sub-title these the Kamikazi Gricers!

These, then, were a small proportion of the gricers who have visited us this year, and only those in the High Speed Grice, Cheeky Grice and Kamikazi categories brought discredit to Homo Gricus. Most of them were nice folk, as were the unmentioned hundreds paying for a ride and showing genuine interest in our work.

So what else could I say after taking 26 photo's and 15 colour slides on the M.R.A.'s Quanton trip?!

## TEN YEARS AFTER

From The Old Run, October 1963:

Relations between the Central Electricity Generating Board (Leeds Area) and the Middleton Railway have at last been put on a normal footing after two breathtaking episodes. The first occurred in 1961, when the Board dug up a cable under the railway and did not reinstate the track firmly enough to hold up a freight train, which became derailed. Then, on October 23rd, the Board again dug up a cable under the railway — fortunately without causing a derailment.

Dr Youell raced to the Board's Skelton Grange engineer's office and explained the position. The engineer in charge produced the large-scale map showing the route of the new cable — and there, in large black capitals, was the explanation of the misunderstanding. The Middleton Railway was shown on the map, and beside it the words 'MINERAL RAILWAY — DISUSED'. There followed a full and frank exchange of views, after which the engineer rang up the Board's sub-contractors, British Insulated Callender's Cables Ltd., and asked them to hold everything up to avoid having their workmen run over by a 'disused' train.

The day's train crew were also alerted, and when the risk of derailment was reduced, they proceeded at snail pace and crossed the spot with a load of 13 wagons in each direction without difficulty. To end on a more cheerful note, a very black pencil was worn out at Skelton Grange demolishing that momentous word 'DISUSED'.

## A THREE-WAY SUCCESS

This season, the M.R.T. has engaged in a new experiment, the combined Rail-Road-River tour. After much discussion, due to the doubts of some Committee members, it was finally decided to arrange the event for the first weekend in April. The concept behind the scheme was to offer a novel kind of See-Your-City tour, attracting a kind of person who would not otherwise be a potential M.R.T. passenger.

Our original plans ran into difficulty when the charter boat that we had hoped to use was delayed in the course of refitting. We were fortunate enough to be able to hire the 'Fair Maiden', owned by British Waterways, at a late date. The plan was to use each vehicle intensively to timetable. From Water Lane, the boat ran beneath Leeds Bridge, through locks to Thwaite Gate. A connecting L.C.T. bus took passengers over the newest section of Motorway to the railway, where a steam train ride was available. The bus then conveyed passengers back to the starting point. It was possible to take the trip in either direction.

The demand for tickets was so great that we had to withdraw press advertising. Ken Mellor of the Turntable shop, and the Carr family were inundated with requests for tickets. There was a particularly high demand from schools, for whom we could easily have filled another weekend.



When the day dawned cold and breezy, little did we expect the problems that were to reduce our timetables to chaos. The first bitter blow was the reduction of the length of our train journey by half. A large hole had been dug alongside the line by the waste disposal merchants, and all the efforts of Joe couldn't get the line made safe for the day. The boat arrived almost an hour late, having waited at the main B.W.B. depot instead of Victoria Bridge. The crew confessed to having no idea that it existed, as they had never navigated north of Leeds Bridge! As was to be expected, the timetable was disrupted beyond the point of repair, and to crown everything the boat was similarly late on the second day. A financially remunerative and popular experiment, however provided an idea to others.

The British Waterways Board, Leeds City Transport, and M.R.T. met to arrange a joint venture on a profit sharing basis. The timetable was revised, and a second bus employed. The fare was increased from 50 to 60p. and the booking system was abandoned. After modest publicity by L.C.T. the trip operated on three August Sundays, and was generally well patronised, apart from certain off-peak workings. With a booking system to ensure places a further attempt in term time would enable off-peak workings to be filled with school groups. The potential indeed exists, and it is to be hoped that this will continue to provide a boost to M.R.T. visitors' trains.

JOHN BUSHELL



## DOWN AT TRACK ROOTS-4



## STEPHEN DUFTON

A junior member who has put in a lot of time at the railway is Stephen Dufton. Stephen joined in October 1969 after saving up from one of the MRT steam galas. He first worked on the passenger service, clipping tickets, and later helped out with sales. Lately he has been helping with various jobs in the yard, and taking part in track work organised by the MRA.

"Working the hydraulic pump and getting saturated" was the job he was up to his neck in (literally) when I spoke to him. Matthew Murray, being painstakingly got ready for service by John Foster, was having its boiler tested, and Stephen volunteered to man the pump. No wonder he was looking forward to seeing the engine in service, shortly!

His long-term aim is to be a driver, and he has already assisted on the footplate firing on occasions. However, he modestly admits that it may be some time before he can qualify!

Stephen's other chief interest in life is music, which he one day hopes to teach. He can already wrest some passable sounds from a piano (watch your fingers with that keying hammer, Stephen!) and also plays the recorder. When he started at Leeds College of Music in September he was hoping to learn a brass instrument. The music college is only part-time for the present, but with O-levels coming up soon he will have a lot on this year.

His favourite composer is Tchaikovsky, whose famous overture was appropriately written to celebrate the steaming of Salamanca in 1812. His favourite instrument, which he also wants to play, is the classical organ. Stephen is a keen member of the Air Training Corps, to which he was introduced by the MRT Chairman, Joe Lee. "I've been in a flight simulator, learning to fire a plane," he quipped.

BRIAN ASHURST

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## Railquiz 3

DEvised BY DAVID BUSHELL

1. Which Middleton locomotive is: (a) the oldest; (b) the most modern; (c) the first conventional steam to arrive; (d) named after a famous 19th century personality?
2. What do the following initials stand for: (a) LCDR; (b) GNSR; (c) LT & SR; (d) ScR?
3. Which two locomotives were the Royal Giants?
4. Which BR classes did the following locomotives subsequently become: (a) LMS No 6115; (b) LNER No 103 (an early Gresley Pacific); (c) SR No 21C1 'Channel Packet'; (d) GWR No 6998; (e) LMS No 3924?
5. Where were the principal workshops of the following Railways: (a) London & North Western; (b) Lancashire & Yorkshire; (c) Caledonian; (d) Great Northern; (e) Great Eastern; (f) Midland?
6. Which Railway(s) produced the following classes of locomotive: (a) M7 0-4-4T; (b) Q10-6-0; (c) N7 0-6-2T; (d) A3 4-6-2; (e) Q6 0-8-0; (f) 4F 0-6-0; (g) B1 4-6-0; (h) 'Patriot' 4-6-0; (i) 8F 2-8-0; (j) 'Crab' 2-6-0?

## MRA News

## Rent a Newsletter

As from this issue of Association Advertiser, due to extra demand, the MRA Secretary is running an experimental newsletter service to members of both societies. The newsletter is needed to give up-to-date information on trips & lectures organised by the Association, and attendance at all Traction Engine Rallies, Model Exhibitions etc, for sales recruiting purposes. Spare space will be used for giving news of happenings down at the line. If you wish to receive such a newsletter, you will unfortunately have to pay 3p postage for each one, but since they are likely to be limited to around 4 or 5 per year it should not break the bank of even the poorest junior member. All those wishing to receive the first newsletter, due out in December, should send 15p to the address below.

### Talks

The Association is again hoping to run a series of talks on other preserved railways this winter. These will be held in the Polytechnic, Room B10, as last year, from 7 p.m. We hope to include talks on Carnforth, NYMR, Quainton, and the Midland Rly Project Group.

### New Editor

As from this issue, I am leaving the Association Advertiser to concentrate on the new newsletter scheme, and MRA matters in general. The new Editor to send all your articles letters, puzzles, etc, to is: STEPHEN DUFTON, 4, PRESTON PARADE, BEESTON, LEEDS 11.

### Secretary's new address

My new address as from now is: A/Wtr SMITH, Captains Office, HMS Ganges, Shotley Gate, Ipswich, Suffolk. Please send your contributions to the newsletter scheme to that address, along with any other correspondence regarding the Middleton Railway Association.

IAN SMITH

## A DAY DOWN SOUTH

Despite (again) last minute hitches regarding the transport, the Quainton trip was a huge success. Seventeen members set out from Leeds at 0830 on Saturday 17th June, headed for Leighton Buzzard and Quainton Rd to view the steam locos there. The trip to Leighton Buzzard was uneventful until we reached that fair town, but, despite directions from the editor, we lost our way, ending up at the wrong end of the line. However by a stroke of good fortune, one of their members happened to be at the station, and he ferried two of our party to where we should have been. Hurried consultations with our guide, Mervyn Leah, produced transport from Pages Park to our train, our coach driver having disappeared in the direction of the local cafe.

Once the party was all assembled, Mervyn gave us all an excellent guided tour of the depot, showing us all the locos: and items of interest. These included CHALONER, An 0-4-0 vertical-boilered tank loco built in 1877 by De Winton & Co, and a small Lister diesel loco which made Middleton's COURAGE look huge. We were then informed that we couldn't have steam that day since regular engine, PIXIE, a 1922 Kerr Stuart, was banned from running the line because she had no ashpan, and had set fire to the track because of this. The only other steamable loco available was a Baguley 0-4-0T, RISHRA, which was unable to pull trains due to defective valve-gear although she was in steam for photos that day.

The highlight of the trip was the train ride to Pages Park. This was quite an experience, since in parts, the vegetation seemed to be trying to devour us, so close was it to the train. Indeed, one of the party commented that it was more like a jungle than rural Bedfordshire. Our thanks to Leighton Buzzard for such an interesting time. They are not unlike Middleton with their problems, so spare them a thought when things go wrong at the Yard!

After Leighton, we headed for Quainton Road, now 2½ hours late, due to our late arrival at Leighton. There we met Mrs. Anthea Hanscombe, who had made us feel old friends in our correspondence with her. True to her written form, she made us very warmly welcome, and provided us with an excellent guide in the form of Mr. Scott, who began to show us round. First stop was the "down" yard, which contained several interesting locos. These included an ex-LSWR Beattie-designed 2-4-OWT, built in 1874, and an 0-6-OPT, built by the GWR in 1930. (Sales Manager please note!). Also interesting was No. 3, sister loco to our No. 6. This one is HL 3717/28, and was in far better external condition than ours having undergone a repaint before entering service. Mr. Scott then showed us his own loco, a small Bagnall, before we went to sample the delights of travelling behind steam, Quainton style.

The loco in steam was Sentinel No. 11 (9366/46) specially steamed for us by kind permission of her owner, Mr. A. Bolton. The train was a Middleton style one that the wagon had seats. We had an enjoyable trip up the ¾ mile long track before proceeding to the "up" yard to view the big engines there. First were 46447, a 2-6-0, and 41298, a 2-6-2T, both ex-LMS designs. Then came the largest loco there, 34016 BODMI N, a West Country class Pacific built in 1946 by the S.R. Although recently acquired from Barry, it was expected to steam test her by the end of this year although she would not enter service before 1975. Next, and last of the big engines was (apologies to her owners) what at first sight appeared to be about 100 tons of GWR scrap! This proved to be 6024 "KING EDWARD V11", which was fresh from Barry and in need of extensive restoration. The last exhibit was another Sentinel, ex-GWR No. 2, named ISEBROOK. This was very similar to our No 54, the only external difference being the bunker which slopes from front to rear, towards the ground.

By this time it was almost time to leave, the remainder of the time being taken up with photo taking. (One well-known half-Peckett owner was seen photographing all of Quainton's Pecketts from every angle possible!. Our thanks go to Mrs. Hanscombe for making our visit so enjoyable, and we hope to visit Quainton again in the future. So ended our most succesful trip to date.

ARTICLE EDITED FROM THOSE SUBMITTED BY D BUSHELL, S DUFTON & I B SMITH

### RAILQUIZ: HOW DID YOU RATE ?

1. (a) 1310 [1891]; (b) 'Carroll' [1946]; (c) 'Windie'; (d) 'Matthew Murray'.
2. (a) London Chatham & Dover Rly; (b) Great North of Scotland Rly; (c) London Tilbury & Southend Rly; (d) Scottish Region [BR].
3. 'King George V' and 'Black Prince', on a railtour earlier in the year.
4. [a] Royal Scot (7P); [b] A3 (the loco was 'Flying Scotsman'); [c] Merchant Navy; [d] Hall; [e] 4F.
5. (a) Crewe; (b) Horwich; (c) St Rollox, Glasgow; (d) Doncaster; (e) Stratford.
6. (a) LSWR; (b) SR; (c) GER; (d) LNER; (e) NER; (f) MR or LMS; (g) LNER; (h) LMS; (i) LMS; (j) LMS.



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