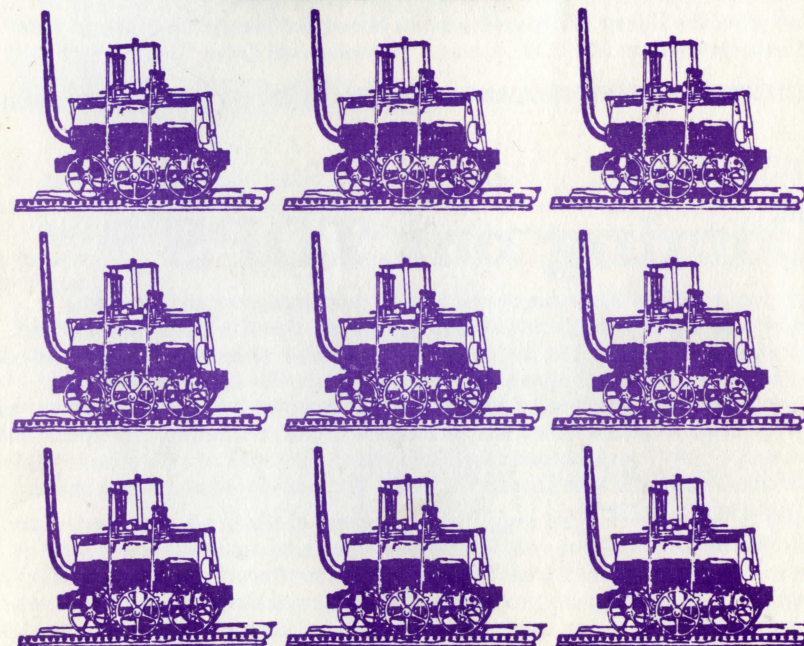


THE OLD RUN

SUMMER
1972



JOURNAL OF
THE 1758 MIDDLETON RAILWAY TRUST
LEEDS

THE OLD RUN

VOLUME 10 NUMBER 6

SUMMER 1972

EDITOR: Mervyn Leah, 134 Frobisher Road, Bilton, Rugby, Warwicks.

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

The next issue of The Old Run will appear in November, and contributions should reach the Editor not later than October 7th.

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

Coming out TOPS ?

Once upon a time there was a wise Doctor who was given an ultimately impossible job, which was to make the railways earn a profit. He tried very hard, and did some good things, but in the end he discovered what other people had been telling him for a long time, namely that 'profit' in a public service is of itself meaningless, since the ruthless pursuit of a book - keeping surplus in one sector can produce quite disproportionate costs on the rest of the community, for whom the profit is supposedly being earned. Unable to widen his terms of reference to include such considerations, the wise Doctor departed, and was last seen making bricks.

Many things have changed since then, and some of the brave new ideas of the abrasive new breed of railway managers have come to be modified in the light of experience. One such modification has been on the matter of wagonload traffic. At the height of the Beeching era there seemed to be a considerable question - mark over the future of this sector, and the impression was given that whatever could not be containerised or lumped into trainloads would ultimately be dispensed with. It seemed that things would be so much tidier without all those wagons cluttering up the place.

One of the happier post - Beeching developments, however, has been the realisation that an essential part of running a business, whether in the public or private sector, is adapting one's services to the demands of the market. And a very strong market clearly still existed for less-than-trainload transits between private sidings - the very sector which railway managers had so recently been actively discouraging.

The forthcoming £10 million investment in a Total Operations

Processing System (TOPS), which will record and monitor the movements and profitable employment of every locomotive and freight wagon on BR, is an indication of the future potential which is now seen for wagonload traffic, and of the intention not to opt out of this sector completely.

Since our own freight revenue depends to a large extent on the policies and goodwill of our larger neighbour, this development should be welcomed by the Trust. It could now be possible to think in terms of discussions with BR and Robinsons & Birdsell - and Claytons if possible - with a view to working out ways of maximising the convenience and economic return of the various parties to the MRT service under the new system. Now that BR clearly regards wagonload as something other than an archaic pain in the neck, it may be possible for us all to do some forward planning.

LETTERS TO THE EDITOR

Jobs vacant

Sir,

We write to express our disapproval of a statement published in the Spring 1972 'Old Run'. In an item entitled 'Jobs Vacant', the former LUURTS Co-ordinator claims that "During University vacations, ordinary MRT members take over the task, and this involves stretching the safety rules as far as they can be stretched, due to lack of staff."

For a rule to be effective it must be obeyed to the letter. One cannot "stretch" a rule, only obey it or disobey it. Since last September, most goods trains (and all goods trains worked during University vacation) have had one of the undersigned in the crew. We wish to categorically deny that rules have been "stretched" when we have been present.

J.P.G. ROWE,

J.A. LODGE,

P. NETTLETON,

A.J. COWLING,

LUURTS-MRT Co-ordinator

Mechanical Engineer

Deputy Mechanical Engineer

Civil Engineer.

Faulty PR

Sir,

May I appeal through your columns for a determined effort by officers and members to put Middleton on the map? For too long we have been regarded in preservation circles as 'also-rans' rather than as pioneers. What can lose us both publicity and reputation is failure to respond to requests and offers from outside.

A large society from London, of national repute, wrote to me recently stating that they had written repeatedly to officers of Middleton asking for a large visiting party to be accommodated, but that although Worth Valley, Yorkshire Dales and North Yorkshire Moors had responded at once, they hadn't had a whisper from Middleton.

A national stamp society, who wanted to promote a special issue for the 160th anniversary of our first steam run in 1812, had difficulty in getting any response although their request had been passed on to two officers. Nothing gets a society a bad name more than simply leaving interested enquirers in mid-air.

University of Leeds.

DR. R. F. YOUELL

Not the last

Sir,

I have recently received my copy of the Spring 1972 Old Run containing the new Middleton Railway stockbook. I beg to draw your attention to the note on page 10, to the effect that 'Matthew Murray' was the last standard-gauge engine to be fitted with Bagnall-Price valve gear. To quote but one example, 'Alfred' of English China Clays, Port of Par (Bagnall's No. 3058 of 1953) is also so fitted. This can clearly be seen from the frontispiece of the book 'Industrial Steam Album' by M.J. Fox and G.D. King (Ian Allan, 1970).

Great Sutton, Wirral.

R. H. ROBERTS

TEN YEARS AFTER

From The Old Run, July 1962:

Early in June, the locomotive 'John Alcock' was inspected by an engineer from the Hunslet Engine Company, in view of the repairs which were urgently needed, and he informed us that the work would take about four weeks. Accordingly, the loco. was transferred from the Middleton line to Hunslet's works on the 21st. of June.

Meanwhile the railway had to continue working, and as the Sentinel was still not in complete working order, we had to ask British Railways if we could hire a suitable diesel locomotive. A 204 h.p. 0-6-0 Drewry was provided, and this has been in use about three days a week, having been returned to B.R. when not in use to keep the hire cost down to the absolute minimum. Although this engine was thirteen tons heavier than 'John Alcock', the track stood up to it surprisingly well. The Sentinel made its first revenue-earning journey on Saturday 4th August.

Sales talk

Articles available on a commission basis.

By dint of much hard work and bargaining by various members of this organisation, the following are available, with generous commission to the Association, through your own, your very own, me :-

Tom Apperley, 29 Poplar Rise, Leeds LS13 4SQ.

- 1) Severn Valley Steam, by Sir Gerald Nabarro (Publications) Ltd.
Price: £1.35 (paperback), and £2.40 (hardback).
- 2) Glass fibre replicas of Middleton engine nameplates, maker's plates, and wagon plates, in full colour and indistinguishable from the originals, as those who have visited the railway lately (it is in Hunslet) will know. These are made by Alan Turner of Scawby Brook, and are very reasonably priced, e.g.

"John Alcock" (37" x 6½") - £3.50.

"Matthew Murray" (23" x 4") - £2.25.

On this subject, I would be pleased if anyone can loan me negatives of our engines with Mr. Turner's plates *in situ* to prepare photographs for the August Harrogate M.R.E. These will be returned with a postcard-sized photograph (FREE), and my sincere thanks.

- 3) GWR miniature cabside number plates (with your house number) cast to order. Delivery takes about three weeks to your home address by N.R. Burton.
Price £4.20 each (9 3/8" x 4 3/8", in gun metal, painted in authentic GWR colours, with polished numerals and surround).

All the above items will be ordered on receipt of your remittance for delivery, post free, to your home address.

Other Good Stuff

We have a large number of indispensable goods in stock; besides, I need the space.

Like: Improved pattern key fobs at reduced price of 6p. Address books and shopping lists at 12p. Most of the guides (Light Rly. Timetable and Guide - 20p., Steam and Organ Yearbook - 20p., Leithead's 1972 Stockbook - 45p., Transrail Light Railway Guide and Timetable 1972 - 25p.).

Our own publications are a little sparse, but we do have stocks of the Stockbook - 10p., and back-numbers of The Old Run at give-away prices. New members will need ties - 87½p., and member's badges - 20p.

Please add postage and packing costs to the 'Good Stuff' prices.

We have framed Prescott-Pickup Supercards as a very attractive picture, transparent against soiling, complete with hanging cord - 50p. cheap, any picture. (If we haven't it in stock, we'll do it to special order at no extra cost). But miracles take time,

like about 14 days time. Framed and behind glass, no less, Denis Caton's superb drawing of the 1870 to 1970 railway - £1.25, in either black or varnished frames, also 14 days delivery.

Help wanted

The Association's sales stand Mk. IV and model railway layout can only be manned if responsible people are available. Last year we made a lot of friends, and quite a lot of cash. This year, unless the Exhibition Manager gets **your help**, we shall not repeat that success story.

People are wanted to man the stand at:-

- 1) Masham Traction Engine Rally — July 15th and 16th.
- 2) Harewood Traction Engine Rally — August 26th, 27th, and 28th.
(Contact Roger Bareham in connection with this one).
- 3) Harrogate Model Railway Exhibition — August 26th, 28th, and 29th.

Also needed is help in weekend selling down at the line (it's in Hunslet, remember?). Sales are up, but so is the work involved. If you have a van, or capacious car, or ten ton lorry, we need your help to collect food and drink from Budgett's Warehouse (Wellington Bridge) on either Monday or Thursday evenings, or even Saturday mornings, **or over 50% of our sales will stop immediately.** If you can assist me in any way, ring Leeds 639420, please!

TOM APPERLEY

Membership

We extend a warm welcome to the following new members: Mrs. B. and David Jepson, Leeds 14; Dr. S. McDougald, Coventry; Graham Parkin, Leeds 10; David Sanders, Leeds 10; David Barnsdale, Leeds 11; Anthony Medlock, Batley Carr; Peter Wilson, Batley Carr; Rev. Harold Mason, Bolton; Mark Burton, Leeds 11; Susan Leah, Coventry; Mark Walker, Leeds 10; Geoffrey & Carole Appleyard, Leeds 5; James Sugden, Leeds 6; David Lambert, Bridlington; David Richardson, Leeds 11.

BRIAN ASHURST

On the line

HE 1697 has been completely repainted black, with signal red rods and bufferbeams. HC D631 is receiving a thorough clutch overhaul. Fowler 3900002 has had its springs adjusted, the redistribution of weight giving improved riding qualities. Work continues on WB 2702, and HC 1309 has been lifted to permit fitting of new axleboxes; work on these and on the motion brasses is now in progress. The engine is also to be repainted.

Engine failures so far this year have involved HL 3860 (broken safety-valve spring: Sentinel was lit up and worked train) and the Sentinel (burst superheater coil: train

worked by diesel for one day). Both are now repaired, and other running repairs on the Sentinel have included a new steam-brake valve, and new rings on the steam-brake piston.

The joinery team are engaged in fitting shuttered windows to both yard containers, and a new front to the painters' container. Both these and the Tunstall Road platform container have been broken into in recent weeks, the loss involved being about £10-worth of stock from the shop, plus the value of the locks.

Permanent-way work has concentrated on the reclamation of good rail and sleepers for the next relaying works, but has also included relevelling the 'ramp' at the end of the end of the motorway relaying, varying amounts of resleepering, and provision of point clamp, lock and switch lever gear at Whittaker's turnout.

Among the local developments in connection with the motorway construction have been the closing of Burton Road and opening of the Tunstall Road bridge and roundabout, and the diversion, surfacing and fencing of the footpaths leading from Moor Road to Parkside football ground.

JIM LODGE

Notice

Will all operating staff please note. In order to facilitate shunting movements between Dartmouth yard and the Robinson & Birdsell branch, the commencement of the single-line token section has been moved from the R & B branch turnout to a point immediately north of the pedestrian crossing linking the motorway pedestrian underpass and the Parkside football ground car-park. A suitably-worded notice board will be erected at this point. By order of the Committee.

Briefly...

Clayton, Son & Co. have recently been awarded a £600,000 contract for a 100,000 cubic meter waterless gas holder for the Solmer steelworks, Marseille.

* * *

By the time this appears in print, the Editor hopes to have moved house, and all future communications should be addressed to him at: 134 Frobisher Road, Bilton, Rugby, Warwickshire.

NEW LIGHT ON AN OLD NEIGHBOUR

Recent research into the origins of our one-time neighbour, the Middleton Light Railway, in connection with an article published in the June issue of *Modern Tramway*, has revealed a number of tantalising gaps in our knowledge of the two lines in the early 1920's.

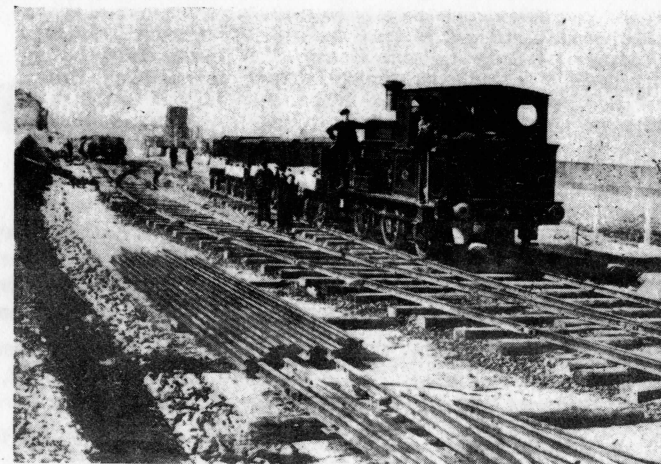
The article, 'Leeds Trams 1939 - 1959' by Andrew D Young, goes back, in spite of its title, to 1919 in order to trace the translation of the original street tramway system into the modern rapid-transit system it almost became in its final period. (The author makes a very pertinent comparison between the financial obstructions to the extension of the Middleton Light Railway's reserved track any nearer the city centre, and the current expensive havoc being wrought to the same area by urban motorway construction.)

The massive municipal slum clearance programmes in the years immediately following the Great War, the Middleton estate being one example, brought with them the need for a modern, efficient means of mass transportation over comparatively long distances. This was the impetus which led to the construction of the Middleton Light Railway and other reserved-track extensions to the Leeds system.

Construction of the Middleton estate began in 1919, and in the period 1921 - 24 a contractor's railway was believed to have been used for transporting building materials, over the alignment which was later to be used by the tramway, from Hunslet Carr to Middleton Park Road. This information was taken from the March 1922 issue of *Tramway & Railway World*, which also contained the photograph, reproduced elsewhere, of a works train on this line. Permanent way materials and overhead electrical equipment for the tramway were ordered in December 1923, and, the foundations having been built to double-track width to begin with, it was simply a question of replacing one set of rails with another, which task was carried out in 1925 by Corporation direct labour. Services commenced on 12 November 1925.

The article also goes into other aspects of the foundation of the Middleton estate and its rail connections, and goes on to look at other similar developments elsewhere in the city. As far as we are concerned, the article takes us a lot further into the early days of the Middleton Light Railway than does our own official history, but nonetheless some intriguing questions have still to be answered.

Firstly, who were the contractors who operated this railway, and was it used for building materials; for the estate, as the contemporary report suggests, or simply for construction of the Light Railway? We have evidence that building materials — mainly bricks from the Fireclay Company works — were in fact delivered over the tracks of the



*The view of the contractor's train on the Middleton Light Railway, which was published in the March 1922 issue of *Tramway & Railway World*. No further identifying details are given, and readers' comments on the scene are invited.*

colliery railway, by way of the incline to Town Street, but none suggesting similar deliveries over the Light Railway route. This does not, of course, mean that no such deliveries took place.

Secondly, what happened to the contractor's line at the Hunslet Carr end? Suggestions that it may have formed a temporary connection with the colliery railway are discounted by former colliery employees, but this would perhaps have been the logical thing to do if large quantities of material were to be moved up to Middleton by this route. Current evidence suggests that the contractor's line connected from the start with the Dewsbury Road tram route, by way of Moor Road, and building materials would therefore have to be either trundled through the streets in railway wagons, or transhipped from lorries or carts in the Hunslet Moor area. The former colliery employees maintain that rail for the tramway was actually delivered over the colliery railway, arriving via Parkside Junction.

Thirdly, what is the identity of the locomotive in the photograph? The former employees recall steam operation over the Light Railway route, but reference is made to a 4'7½" gauge locomotive which was used solely for tramway construction, and was said to have been used on other L.C.T. extensions of the period. As the final tramway construction was carried out by direct labour, was there a different locomotive then from the one photographed in 1922?

There is, then, a need for further information and research. These events may have taken place in the comparatively recent past, but it is clear that much has been forgotten, or simply gone unrecorded. We should be very interested, therefore, to hear from anyone who can shed further light on these questions, whether through documentary research, through questioning relatives or neighbours who might remember the period, or through racking their own memories. And some day perhaps someone will take on the task of producing a proper full-length history of the railways in the Middleton area

MERVYN LEAH

DOWN AT TRACK ROOTS-2

Ian Smith

It will come as a shock to many to learn that our hero this month has only been a member of the Middleton Railway Trust for three years. "What!" they will exclaim, "Do you mean to tell me that there was a time in the Middleton Railway history – and so recently at that – when it did not enjoy the ubiquitous services of Ian Smith?"

"When I first joined I used to think Middleton was perfect," Ian confided. "Now I have discovered our many weaknesses. But in the three years since I joined, the railway has really made some great strides forward – real improvements."

"I like to think," he added modestly, "that this was not entirely coincidence."

No indeed. A characteristic of Ian is his tremendous zeal – he has energetically thrown himself into practically every job the line offers. At present he concentrates on being a passenger train guard and relief shunter, with occasional turns as trainee fireman. "I hope eventually to be a qualified driver," he confesses. He also concentrates on the construction of the two model railways for exhibition purposes and on publicity matters (he is a member of the publicity committee).

But his range of activities has not always been so limited. Formerly he has done track work and odd jobs. Even now he does his bit on the loco maintenance side when his 'official' jobs permit.



Ian was born 18 years ago on Gasholder Street, and so grew up in sight of the Middleton Railway. His introduction to the Trust did not come until 1969 however, after he had moved to Belle Isle. One day he was cycling down Moor Road when he met 'Sweet Pea' stuck on the level crossing. That convinced him. "These people need me," he decided, and not long afterwards persuaded an indulgent Granny to pay his first subscription. "Since then I have paid it myself," he added.

At the time of our interview Ian was changing jobs from Yorkshire Chemicals to – he hoped – the signals and telegraph department of BR at York.

A firm advocate of improving the passenger service, Ian would like to see someone appointed to be passenger manager to supervise all aspects of the service and whip up support and enthusiasm. "Let's show the public something really worth seeing. We need a depot to show our locomotives at their best and keep them in good condition. Eventually I want to see us big enough to handle a real passenger train, perhaps using a converted diesel m.u. trailer behind No. 6. I know that means a lot of work, but I am convinced we can do it if we can provide the facilities for members," he declared.

Ian's current project is a sheet of questions handed to passengers to tell the Trust the weak points about its service and provide information about the sources of traffic. No doubt the results of the survey will make interesting reading in a forthcoming issue of The Old Run.

STOP PRESS: With the formation of the Middleton Railway Association for those under 18, Ian has been elected its first secretary.

BRIAN ASHURST

SLEUTHING
AROUND SWANSEA

JIM LODGE

Recently the histories and principal dimensions of our locomotives and other vehicles have been thoroughly checked in connection with the production of the new edition of the Stockbook. A feature of this research has been the apparent lack of substantial evidence in support of certain statements that have been made about some of our stock, in particular the supposed connection between our Avonside 0-6-OST, No. 1569 of 1910, and the Swansea & Mumbles Railway.

The earliest mention of this connection I can find is in an article in the January 1961 Old Run, which states: "The Middleton Railway has just missed acquiring the last Mumbles Railway steam locomotive! The locomotive in question was 'Tirdonkin No. 2', built in 1922 by the Yorkshire Engine Co., at Meadow Hall, Sheffield (works No. 1788). She was an 0-6-0 saddle tank for use at the Tirdonkin Colliery, near Swansea was sold to the Mumbles Railway where she worked on passenger trains went to the Grovesend steelworks at Gorseinon, near Swansea and Llanelly. . . . The existence of a Mumbles loco. surprised everyone. . . . A local Swansea enthusiast has informed us that Mumbles Railway loco. 'Swansea', built by Avonside in 1910, was still running at Bynea steelworks, Llanelly. This loco., has lost its nameplates but retains the bell, characteristic of Mumbles practice. It worked first on the Mumbles Railway, and then appears to have gone to Tirdonkin colliery before going to Bynea. She is Avonside No. 1569"



An article in the July 1961 Old Run repeats some of the previous information, but adds that the engine was loaned to the Swansea & Mumbles during the summer months to pull passenger trains. The May 1962 Old Run states: "It was the last steam engine to run on the world's first passenger railway, the Swansea and Mumbles line". The Old Run for July - August 1963 contains a picture of Avonside 1543 and some notes on the type in general, ending with: " the engines were normally fitted with steam brake only, but in the case of 'Swansea' automatic vacuum brakes were fitted to comply with the law on passenger train operation." Passing on to the March 1964 Old Run, an article appears entitled 'Mumbles Mystery', which summarises the information contained in R. W. Kidner's 'Light Railway Handbook', and in a memo. from the Hunslet Engine Co.

Our file on 1569 contains the Hunslet Engine Co. Memo., and a letter written by the Joint Commercial Manager of Bynea Steel Ltd., dated 14th January 1962. This letter states: " we purchased the locomotive from the Tirdonkin Colliery Co., in April 1917, and it is thought she may have worked on the Mumbles Railway during summer rush periods on hire or loan from the Tirdonkin Co., between 1910 and 1917."

The Hunslet internal memo., is dated 22 - 2 - 63, and contains the following information:

"The Avonside B3 class of 0-6-0 type saddle tank locomotive, to which engine 1569 belongs, was in production throughout the years from 1906 to 1926, a total of 59 locomotives being built during this time. No less than 21 were supplied to the

Mersey Docks & Harbour Board. The design is a slightly enlarged development of the Avonside B2 class which was built from 1893 to 1905."

"A photostat copy of the specification issued for engine No. 1569 is attached, as well as a photograph of engine No. 1543, an identical locomotive, to which the specification makes reference. Later engines of the class, however, had a different design of wheel centre and were not fitted with 6" thick wooden buffer beams."

"Engine No. 1569 was supplied new to Bynea steelworks in April 1910, and according to our records remained under their ownership until it was acquired by the Middleton Railway Preservation Society. The attached list gives the items of spares ordered by Bynea steelworks for this locomotive from 1935 to 1960."

This list includes new boiler, saddletank, axleboxes, coupling and connecting rods, eccentrics and straps, buffers, tubes, steam brake and blower valves, complete water gauges, manifold, injectors, main steam pipes, and a complete set of bearing brasses.

Published references to the locomotive stock of the Swansea & Mumbles are few. R. W. Kidner's 'Light Railway Handbook No. 1' gives locos., 1 to 5, which are of no relevance to these notes, and also:

Swansea	0-6-OST	Avonside
Crumlin (sic)	0-6-OST	Exchanged with GWR for 'Swansea'
Hampshire	0-6-OST	Avonside (hired c1918 - 19).

Charles E. Lee's book, 'The Swansea and Mumbles Railway', contains surprisingly little on the locomotive stock of the line, the only information of interest being: "..... an 0-6-0 type Avonside saddle tank named 'Swansea', obtained second hand in replacement of an 0-6-0 outside-cylinder engine called 'Crumlyn'. The engines carried a bell..... At the time of electrification, two locomotives were retained temporarily to handle the goods traffic, but these were disposed of in 1929.."



Several photographs showing Avonsides on the Swansea & Mumbles must now be considered. R. W. Kidner's 'Light Railway Handbook No. 1' contains a photograph entitled "Mumbles train in steam days, with Avonside locomotive 'Hampshire' on loan". Several details of construction are of interest. The engine is fitted with nameplates, vacuum brake, screw couplings, works plate on the bunker rather than in the standard B3 position on the cabside, and a handrail over the top of the tank. The cylinder castings are of the alternative B3 pattern.

There is a grab-rail on the running plate over the centre driving wheels. The wheels have crescent-shaped balance weights and oval section spokes, as opposed to the segment balance weights and H- section spokes carried by 1543, 1569, and the other early B3's. (This is the difference in driving wheels mentioned in the Hunslet Engine Co., memo.) The engine is fitted with a tool-box in front of the right-hand sandbox, and there is no sign of the usual steel strips linking the bunker top, the lower edges of the cab cutouts and the cab entrance grab-rails, with which most B3's were fitted. Most unusually, the smokebox has a pronounced "waist".

Several of these features, including the toolbox, "waisted" smokebox, vacuum brakes, screw (AND loose!) couplings, and handrail over the tank top, appear on the left-hand locomotive in the top photograph of Plate VI in Lee's book. The caption reads: "The locomotive shed at Rutland Street in August 1928, and the engine is almost certainly the same as the one in the Kidner handbook. In view of the

mechanical differences, it is inconceivable that the locomotive shown in these photos., could be 1569, and it is probably AE 1520/06 'Hampshire', which was built for the Longmoor Military Railway, and appears to have worked on the S. & M., at some period, after passing through several other hands. It should be noted, however, that the date given for the Rutland Street shed photo., August 1928, is inconsistent with the date of 1918-19 given by Kidner.

The next photograph to be considered appears at the top of Plate III in Lee's book, and shows "..... train at the Rutland Street terminus..... in August 1928. (The locomotive is the 0-6-0 Avonside saddle tank 'Swansea'.)" This engine has nameplates, a horizontal grab-rail on the cabside beneath the lookout cutout, a bell on the tank top, a handrail on the r-h front running plate, and straight-sided slidebar brackets. Examination of 1569 at Middleton shows that the slidebar brackets are both of the curved-sided pattern, and new ones do not appear in the list of spares supplied by Hunslet. There is no sign of holes in the cab sides or in the footplate valance which could have held the handrails mentioned and although the running plate has been renewed with chequer plate on 1569, the valance angle is probably original.

The loco., in the photograph can be identified as AE 1506/06, similar to 1569, but with 3'4" wheels. The history of 1506, taken from primary sources, is that it was despatched on 21-3-06 to Topham, Jones & Railton, of Crymlyn Burrows, Swansea, painted indian red, and with 'Swansea' nameplates. It remained in their ownership until at least May 1914, but by May 1916 it was working on the Swansea & Mumbles, and it was still there in 1923. Further information from other sources suggests that the engine was scrapped when the S & M was electrified in 1929.



The history of 1569 as taken from primary sources is that it was ordered (with 1568) for stock on 18-12-08, and had 3'3" wheels. On 26-4-10 it was despatched to P. Baker & Co., of Cardiff, contractors. In December 1910 it was in use on a Rhymney Railway contract at Caerphilly, and by April 1911 it was at High Street station, Newport. 1569 was back in Cardiff in August and December 1912, but by March 1913 it had been sold to Powesland & Mason, Swansea, becoming their No. 2. There are references confirming the engine's presence at P & M up to 17-8-16, but by 21-8-16 it had been sold to Tirdonkin Collieries Ltd. During October and November of 1916 it was overhauled at British Wagon Co., Swansea, and in the December it was at Bynea steelworks as No. 2 in their fleet, although the actual purchase may have taken place some months later. And there 1569 remained until coming to Middleton in April 1962.

From the evidence here assembled, the overwhelming impression is that the only connection between 1569 and "the world's first passenger railway" is confusion with engine 1506, and that 1569 has been in contracting and industrial use all its life. The engine has never carried the name 'Swansea' as far as can be ascertained, and although it is just possible that it was loaned to the S & M by Baker & Co. or Tirdonkin, this is so unlikely as to be discounted until properly documented evidence is discovered. It is also apparent that the Hunslet Engine Co. memo., is at fault in giving Bynea as 1569's first owners.

Concerning the mysterious 'Crumlin/Crumlyn' mentioned by Lee and Kidner, there was an Avonside B3, No. 1518 of 1907, named 'Crymlyn', first owned by Topham, Jones & Railton Ltd., Crymlyn Burrows (hence the name), but sold some time between February 1919 and June 1922 to S. Pearson & Son. In the late 1920's the engine passed through the hands of Messrs., G. Cohen & Sons, being sold by them

to the Ely Beet Sugar Factory Ltd. In April 1960 or thereabouts it was sold to Lees of Grantham for scrap.

(EDITOR'S NOTE: The Industrial Railway Society pocketbook for the area shows AE 1518 arriving at Ely in 1927, and being stored out of use by 1956.)

It will be noticed that the first owners of 1518 were also the original owners of 'Swansea' (AE 1506/06), and it is just conceivable that Topham, Jones & Railton Ltd., contracted to supply an 0-6-OST to the S & M, and sent 'Crymlyn', which could then have been replaced for some reason by 'Swansea' 1506. Alternatively, the presence of two Avonsides at T. J. & R., could have caused an identity confusion. All this, however, is pure speculation, and there is no documentary evidence to connect AE 1518 with the Swansea & Mumbles, and no other locomotive of similar name can be found.

With regard to the reported presence of YE 1788/22 on the Swansea & Mumbles, there appears to be no evidence of a connection here either, but as AE 1569 was No. 2 at Powesland & Mason from March 1913 to August 1916, and No. 2 at Bynea from December 1916 onwards, it is possible that in the intervening months it was also No. 2 at Tirdonkin, thus raising suspicions of yet another case of mistaken identity, but this time at second or even third remove.

This article must be concluded with an acknowledgement of the debt owed to Mr. K.P. Plant, Joint Hon. Editor of 'The Industrial Railway Record', who supplied a copy of notes compiled by himself and Mr. R.T. Russell, from primary sources, on engines AE 1506 and AE 1569, as well as a great deal of other useful information.

Stamp for money

My interest in railways and my interest in stamps first came together when I saw Salamanca in a window of a stamp shop. Not the real thing, or even a model, but a San Marino 1 lire stamp, which depicted the Murray locomotive in very accurate detail. This was part of a set showing other famous locos., such as Puffing Billy, Locomotion, Rocket, Lion, and others. This started me collecting other railway stamps and covers, and by now my accumulation totals over 500 stamps, plus many covers. As well as stamps of railway subjects, there is a small field of bus and tram stamps. I have quite a few spares for sale if anyone wishes to build up a collection of stamps in these fields.

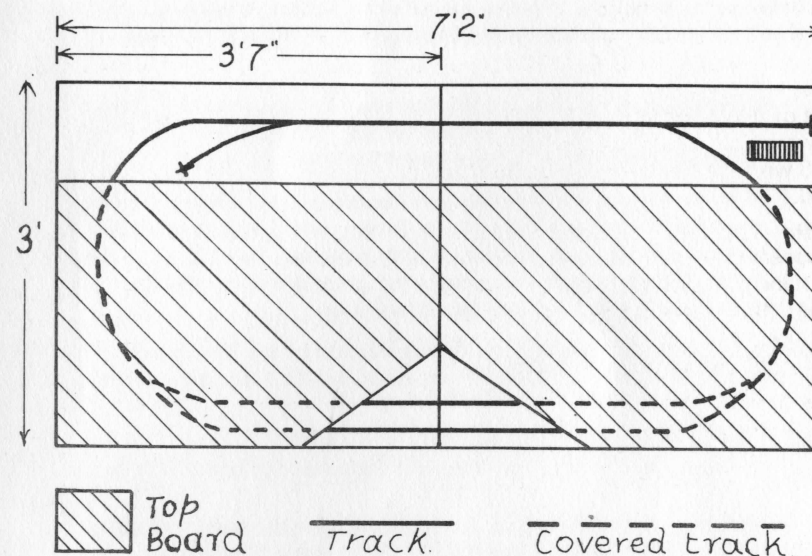
But stamps — ordinary everyday stamps — can also be a source of income for the Middleton Railway. For over four years now, members and friends have been saving used postage stamps for me off parcels and letters, and in the first two years we raised over £30 by reselling them. Recently, however, the supply of stamps, and therefore the income from their sale, has dropped.

When I receive the used stamps, I sort them out into categories. The picture issues I sell in hundreds, sorted and soaked off the paper, and the rest of the common ones I sell in bulk at around 20p per lb. — and that is a lot of stamps! However, most money is made from the better stamps which I can mount in books and sell by approval to other collectors and friends, and at railway exhibitions. My stocks of good saleable stamps are now getting low, so please look around and send any suitable stamps and covers to me at: 1 Hillcrest, Harrogate Road, Bramhope, Leeds LS16 9HX.

That way we can continue to boost funds for the railway.

ROGER BAREHAM

PLAN OF LAYOUT



THE MRT MODEL MAKERS

The original model railway was built for us by the Wakefield Model Railway Group a number of years ago. Though of extremely sturdy construction, storage and transport over the years have taken their toll, and the layout became so warped and twisted as to be unusable. In addition, the layout portrayed the line as it was in 1962, and therefore had no resemblance to the line as it is today. As a temporary measure, however, this layout was renovated to a degree between Bank Holiday 1970 and Easter 1971, and was displayed for the first time in that form at the Easter Harrogate Exhibition.

Something a little better was clearly needed, and in June 1971 the six members of the Model Railway Group decided on a new layout design. Money was obtained, and the project got under way immediately. Constructed of 2" x 1" timber and 1/4" plywood, the layout measures 3' x 7'2" erected, dismantling into two parts with folding legs for ease of handling and transportation. The two halves are joined with three bolts, to ensure correct alignment, and are supported at the joint by a folding trestle.

Trackwork is Peco 'Streamline', and the section of the line modelled is that from Whittaker's to the motor way tunnel. A certain amount of modeller's license has been used, however, since part of Dennison's siding has been included for the

parking of locomotives not in use. The tunnel mouth and the sleeper platform are both represented faithfully on the model.

Behind the screens, as before, a loop has been constructed, though much of this is open overhead, the actual running level not being cut - away as it has been previously.

The group possesses three working locomotives and one static exhibit, this being a model of Windle, the only prototypical model on the layout. A working Sentinel is at present being constructed, and a Y7 is planned for later in the year.

Rolling stock on the layout is in a deplorable condition, there being nothing proto typical at the time of the formation of the Group, and precious little that would even run properly. Even now, the Group only possesses five 16 ton mineral wagons, two 'wooden - sided' trucks, and a brake van, that are at all passable. All other stock has been loaned, mostly from the same person.

If our new layout is to be a really good representation of the line, much is needed in the way of rolling stock. Please, if you have any 'OO' equipment that you no longer need, send it to :-

Mr. Robin Taylor, 14 St James Terrace, Horsforth, Leeds.

or give it to anyone down at the line, and they will forward it to one of the group.

Anyone who wishes to join the group in its modelling activities is invited to contact me at: 8 Manor Farm Drive, Leeds LS10 3RW (phone 701083), or see me down at the line, where I can be found most weekends.

Lastly, the Group wish to thank all those who have helped with the layout in the past, and hope for their continued support and enthusiasm in the future.

Ian SMITH, M.R.G. Secretary.

PAINTING & DECORATING?

For interior and exterior work contact:

William Holliday & Co

**27 High Ridge Park, Rothwell,
Leeds, LS26 0NL.**

PHONE ROTHWELL 6701 after 6pm