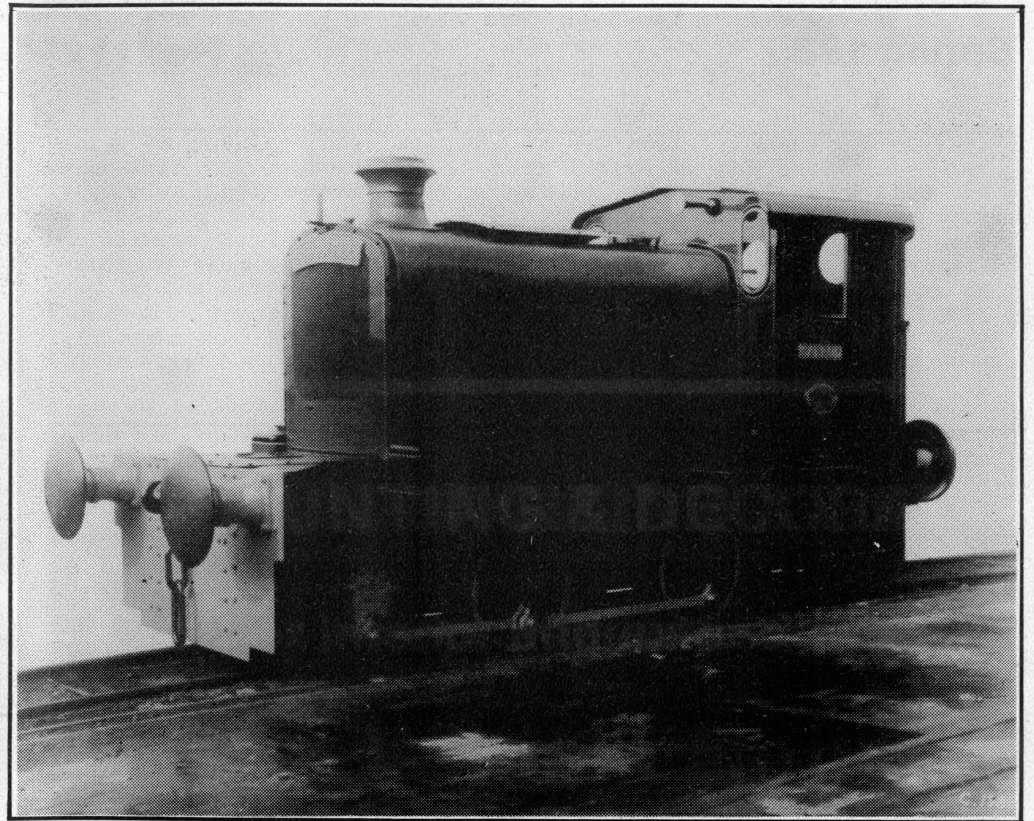


THE OLD RUN



**JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS**

Spring 1985

50p

THE OLD RUN

Spring 1985

No. 112

Editorial Address:

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Belle Isle
Leeds LS10 4QA

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

All articles for the next issue should reach the Editor by 31st May 1985.

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

COVER PICTURE. The official works photograph of our Hudswell, Clarke 0-4-0 diesel mechanical locomotive "CARROLL" (No. D631/46) taken before dispatch to Keighley Gas Works. It was later to be transferred to Laisterdyke Gasworks at Bradford before coming to the Middleton Railway. [R. Redman collection.]

EDITORIAL

True to British Rail traditions, 'OLD RUN' has of late been appearing later and later due to all sorts of reasons. Not least of these reasons has been the sad fact that both myself and co-producer Stephen Roberts have been somewhat busier in our respective jobs than originally planned. That said, it is hoped that my forthcoming move back up north will at least assist in getting our mag out a little more punctually than hitherto. I hope members will forgive the lateness of the past few issues and bear with us until life becomes rather less hectic!

This year, we celebrate our Silver Jubilee. In the past 25 years, many things have happened to our society, some noteworthy, some not. Throughout our history one thing has survived - our individuality. There are a number of similar outfits in existence, but nowhere is there a society quite like the Middleton Railway. We are a very small society and have struggled from year to year, trying to keep our head above water. Now, in our Silver Jubilee year, we can at long last see light at the end of the tunnel. We have a locoshed in use for the first time ever, and it has already proved invaluable despite not being fully fitted out and lacking doors. The fact that we have been able to work on the Danish loco plus the CCT conversion under limited cover has improved matters considerably over the past three months. We could not possibly have been able to paint 385 as quickly as we have done without the shed - the weather in January would have prevented that.

We also have our new coach this season. This has been converted from the PMV over the past months, and an article by Chris Rogers in this issue details some of the work involved. The coach seats 32, and along with the Van will provide a fully covered train for the first time.

Along with other improvements to the site, including a new water tower, oil store and coal pile, plus a newly paved platform, the railway should enter its 25th season in a very good position indeed.

As might be expected, the Society is planning a number of special events for this year, including all line tours in June and a Gala in September. I hope members will give these events the support they deserve and help to make our Silver Jubilee Year a memorable one.

Ian Smith

NOTES & NEWS

MEMBERSHIP

Most of you whose membership fell due for renewal at the end of December have now paid, for which many thanks! The few who, I hope, are just forgetful will receive a final reminder with this issue. I do hope that you'll renew as we have very much appreciated your help, whether as an active or an armchair supporter, in the last year. June renewals will not be sent out until the next Old Run but if you feel like jumping the gun and sending your subs in now, then so much the better!

Many thanks to those of you who have sent stamped addressed envelopes with your renewals, this helps the Railway considerably in keeping down its expenses.

Many thanks also to the considerable number of you who "top up" their subscription with a donation. You will see from the accounts that you were very generous last year. Keep up the good work!

Life membership is a means of helping the Railway today and guaranteeing your continued involvement in the future. However, one of the problems with Life membership is that there is no need to communicate with the Trust each year and we have to assume that you still exist at your last address! It would be nice to hear from our life members occasionally, especially those of long standing, just to let me know that you're alive and well and still happy with our service to you!

Finally, thanks to a kind offer of member Keith Parkin, we intend to enter the world of high technology and computerise our membership records. The main purpose of this is to eliminate the laborious hand addressing of Old Run envelopes but it will no doubt have other advantages. I know that there are people who object to their names and addresses being stored in this way, so if you have any objections please let me know and we will ensure that your records are only maintained on manual records. I can assure you that these records will be treated confidentially and used for no other purpose than to record your Name, Address and Membership Number.

Ann Roberts

HAPPY BIRTHDAY - 1

Another of our locos passes a milestone in its history this year. 'Swanscombe No. 6' was built by Hawthorn Leslie & Co., Newcastle in 1935, as works no. 3860. Unfortunately that's about all the loco has to celebrate as another, more melancholy, anniversary for this loco is that she has now spent about 10 years out of use, being withdrawn from service at the end of the 1975 passenger season for "overhaul".

Since that time, the loco has been languishing at Dartmouth and now Moor Road awaiting overhaul. As with the 'static' exhibits mentioned in the last issue, all No. 6 wants is people to come and work on her. Now we have much better facilities, how about more members coming down to help?

HAPPY BIRTHDAY - 2

The other Middleton loco celebrating a 50th birthday this year is HE1786/45 'Courage', our ex-Courage brewery loco. This loco is still in full working order and has just had a replica 'Hunslet' plate cast. Perhaps we can include a suitable birthday celebration for this loco on our Diesel Day this July.

STEAM ROBOTS?

Noticed on BBC Schools TV a few weeks ago, in a programme about Italian towns which featured the ultra modern, highly automated Fiat car factory in Turin - something which provokes a change to the corny car-window sticker:

Designed by Computer, Built by Robots, but shunted down the factory yard by a good old-fashioned STEAM ENGINE!

VICTORIAN WEEKEND

Following the success of last year's Victorian Day, the event is being repeated on an enlarged scale this year. The Victorian weekend will be held over 18/19th May and it is hoped that as many people as possible will turn up dressed in period costume. Prizes will be offered for the best male and female costumes on each day. Additional entertainments are being laid on and sandwiches and cakes are being provided. It is hoped that the

lady members will help with the catering for the day and any offers for this should be to Mrs Brampton (Tel. Wakefield 374630) as soon as possible so that she can finalise arrangements.

It is hoped that the Danish HS loco will be complete enough to be in steam on these days so that we will have a true representative of the 'Victorian era'.

GALA DAY

Because of work on the site at Moor Road there was no gala day last year. However, it is hoped that later this year we will be in a position to hold a gala day and Sunday, September 15th has been booked for this. Whilst this date must initially be provisional, organisation is going ahead for this event.

As many locos as possible will be operating and various other attractions will be present. Mark the date in your diary now, and if you wish to help contact Andy McKenna either at the railway most weekends or by writing to him at the Railway.

DIESEL DAY

Diesel days are becoming increasingly popular on other railways, and we have decided to try one ourselves. July 6th is the chosen date and as many diesel locos as possible (hopefully six) will be in operation during the day, commencing at 11.00 a.m.

A BEASTLY STAMP?

A newspaper called 'Signal' was delivered to the Railway the other week. The official paper of the Railway Philatelic Society, it is full of interesting news items.

What really caught our eye, however, was the centre spread, which was all about how a stamp is designed. The first photo in the sequence was instantly familiar, as it showed our very own 'Windle' being measured up by two people from the society!

What a thought! Not content with being a film star, the 'Beast' wants to break into the philatelic world! We'll keep members posted(!) on developments.

25TH ANNIVERSARY

Many of you will realise that 1985 is the 25th Anniversary of the re-opening of the Railway by the then Middleton Railway Preservation Society. To commemorate this event, we are organising a weekend of our ever popular all line tours. Initially, it is planned to run three tours, at 11.00 a.m. and 12.30 p.m. on Saturday 15th June and 11.00 a.m. on Sunday 16th June, circumstances permitting. Final details have not yet been completed, but anybody interested in participating should write initially to the Trust at the Moor Road address marking the envelope '25th Anniversary'.

SCHOOL DAYS

As usual, we will be holding special school days during the summer term when we encourage visits from school parties. The dates this year are Thursday, 16th May and Tuesday 18th June. Help is always required on these days, so if you have time to spare why not come and join us? Any offers of help to Steve Roberts or Vernon Smith.

RAGS

An appeal that has appeared several times before, but one that bears repeating is our ever present need for rags. The next time you look at a torn sheet or a worn out shirt, instead of throwing it away remember the needs of your Railway, put it in a bag with anything else you consider has had its day and bring it down to the line! Virtually anything is of use but cotton items are the best. If you can do so, it helps tremendously if such things as zips and buttons are removed first.

LATHE

It seems our quest for a suitable lathe must still continue. The one we had arranged to obtain from the N.Y.M.R. is, apparently, to be retained by them. Ideally we require a gap bed screw cutting lathe, about 5ft between centres with single or 3 phase motor, but we will consider anything. Rumour has it we might even pay something for one!

THE LOCO NOW FIRING

As work on DSB 385 finally nears completion, a member's casual comment springs to mind. It is well known that the loco has been the subject of much work, most of which has never been straightforward enough to make the perennial 'OLD RUN' loconews prophecy of "It is hoped the loco will see service next season" come true. On hearing that 385 is scheduled to run on Victorian Day on 17th May, one member commented that this had been stated since 1974. In fact, the first reference to this loco being used "soon" was made, not in OLD RUN, but in 'Railway World' in March 1973! A small item states "the well tank will be running before the end of the season, after an overhaul".

Well I reckon even BR would have to concede that 385's arrival on the scene, 12 years late, must be an unenviable record not wanted anywhere!!

STEAM IN THE BLOOD

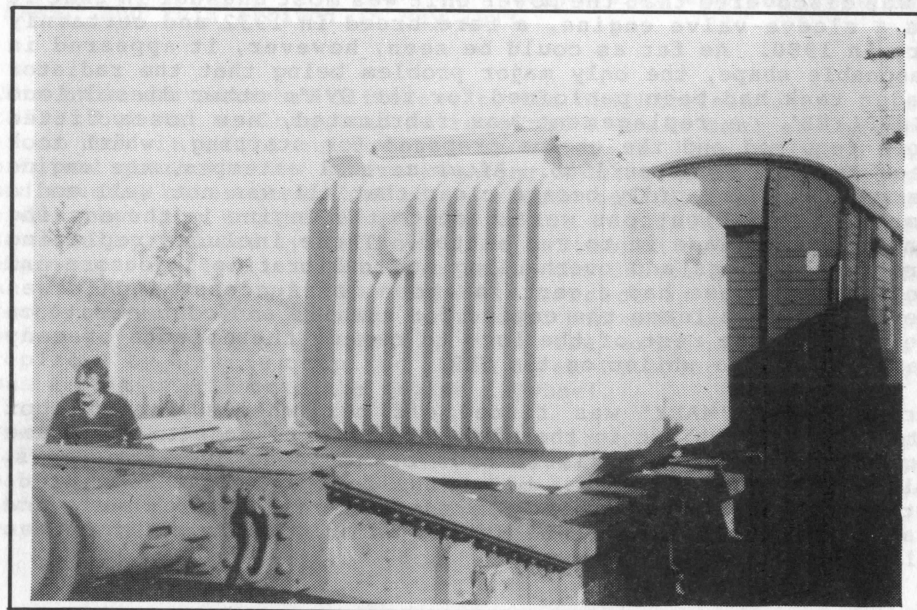
The steam engine has often been referred to as the nearest thing man has created to himself. Someone with a sense of humour (perhaps even a computer!) in the Blood Transfusion Service is obviously convinced of this fact as we have recently started receiving postcards from that establishment addressed to:-

Mr.T.T.Ankengine,
The Engine Sheds,
Middleton Railway

requesting his attendance at the Regional Transfusion Centre! We have, as yet, been unable to discover what blood group Mr.T.T.Ankengine belongs to, but wondered whether this was a cunning move by some group to speed restoration of a Barry engine with fresh blood! Anyone any other ideas?

FACING PAGE - TOP. The wooden horse takes shape. Fowler diesels 4220029 and 4220038, together with Hunslet 1786 slowly take on the appearance of a B.R. class 31 before the start of the B.B.C. filming, last October.

FACING PAGE - BOTTOM. A convincing looking plywood mock-up of the nuclear flask. Two of these were made by the B.B.C. for mounting on Lowmacs.



MARY - The first four years

Graham Parkin

As most members will be aware, one of our diesel locomotives has undergone extensive work since arrival in 1980. I am, of course, referring to 'MARY', and this is the story of her transformation from scrap condition to a working locomotive.

The story commences in the winter of 1979 when I was invited by Ian Smith to visit the Severn Valley Railway in order to inspect a locomotive which he was considering buying for use at Middleton. The visit took place on Saturday 22nd December when the two of us, along with Steve Roberts and Peter Nettleton, arrived at Highley to inspect the loco. Although externally very dilapidated the loco, on closer inspection, did not appear to be in as bad a condition as was originally thought, and a decision was made to purchase, the cost being shared equally between myself and Ian. After preliminary work in June of 1980, the loco finally arrived at Middleton amid much publicity on Saturday 4th October of that year, since when much work has been carried out on her.

The first job to be tackled was the freeing of the controls as these had seized due to a number of years of disuse. Following this, attention was concentrated on the small petrol driven compressor system. Once that was made to perform successfully, attention was turned to the main unit itself.

It was discovered that the power unit was most unusual in that it was a sleeve-valve engine, a rare breed in 1932 and certainly rare in 1980. As far as could be seen, however, it appeared in reasonable shape, the only major problem being that the radiator header tank had been purloined for the SVR's other diesel loco 'HIGHFLYER'. A replacement was fabricated, new hoses fitted where required and the engine prepared for starting, which took place on 27th December 1980. After several attempts, the engine started, and it rapidly became clear that all was not well and a number of modifications were made to the engine in the ensuing months to persuade it to run better. These included replacing worn piston rings and overhauling and calibrating injectors and fuel pump. These had a certain amount of success, and it was then decided to leave the engine for a while and concentrate on overhauling the rest of the loco to remedy the effects of many years out of use whilst on the SVR.

During 1981, 'MARY' was lifted off her wheels for axlebox attention, and whilst in the air, repairs were made to the frame stretchers where some rivets had worked loose over the years. Following this, all metal below the footplate was repainted, between the frames becoming Signal Red, whilst the wheels and frames outside became lined Maroon as originally built - that yellow line took some painting!

During the year, Ian had been working on a 'Fifty Years of the Diesel' event for 1982 and it became obvious that 'MARY' was to play a leading role in this. Thus work was concentrated in a major repaint to make her presentable for her forthcoming renaming. The engine was still running rather roughly, although it was certainly better than when first started in 1980, but disaster was about to strike. On 29th August 1982, only 13 days before the event, 'MARY' was shunting in Dartmouth Yard when a loud knocking was heard from the engine. It was obvious that something was very wrong, and the engine was shut down instantly. Inspection revealed that one of the sleeve valves had fused itself to the cylinder head of its affected cylinder and then smashed. Repairs were impossible and so the affected cylinder was isolated from the rest of the engine which then ran as a five cylinder unit.

The loco participated in the 'Fifty Years of the Diesel' event on 5 cylinders only, and we attempted to find a way to repair the damaged cylinder. There was a repair which could be affected, but at a cost of £200 per cylinder with no guarantee of success, this was discounted.

Fortunately, one of the two men who had renamed the loco in September was Mr. Norman Fletcher of Mirrlees Diesels, the original manufacturers of the engine. He informed us that the engine was quite possibly unique in the western world and offered to find a suitable replacement power unit if we would allow the old unit to be displayed at Liverpool Road Museum, Manchester. This we obviously agreed to and in due course Mr. Fletcher located a Gardner 4L3 engine of 102hp, which was suitable for 'MARY,' and this arrived in May 1983.

This unit was somewhat different to the old Mirrlees unit, being taller but not as long, and it required a great deal of thought as to how it could be mounted in order to line up with the original gearbox. New engine mounting brackets were manufactured and several other items had to be either modified or designed in order that the engine could sit in the required place. After some delay, caused by the move from Dartmouth to Moor Road, the engine was lifted into position using the diesel crane. All the measuring and calculating had been correct as the engine was gently lowered into just the position I had envisaged some months before. The clutch assembly from the original engine was replaced by a fluid coupling (from an ex-BR 204hp diesel) which was a bolt on fit onto the engine flywheel.

The task of connecting up the engine then came to a complete halt, as attention had to be turned to moving all our stock from Dartmouth Yard to Moor Road, which took some considerable time and labour to achieve. Once the Moor Road site was operational, work recommenced on 'MARY's' rebuild.

Middleton Incline

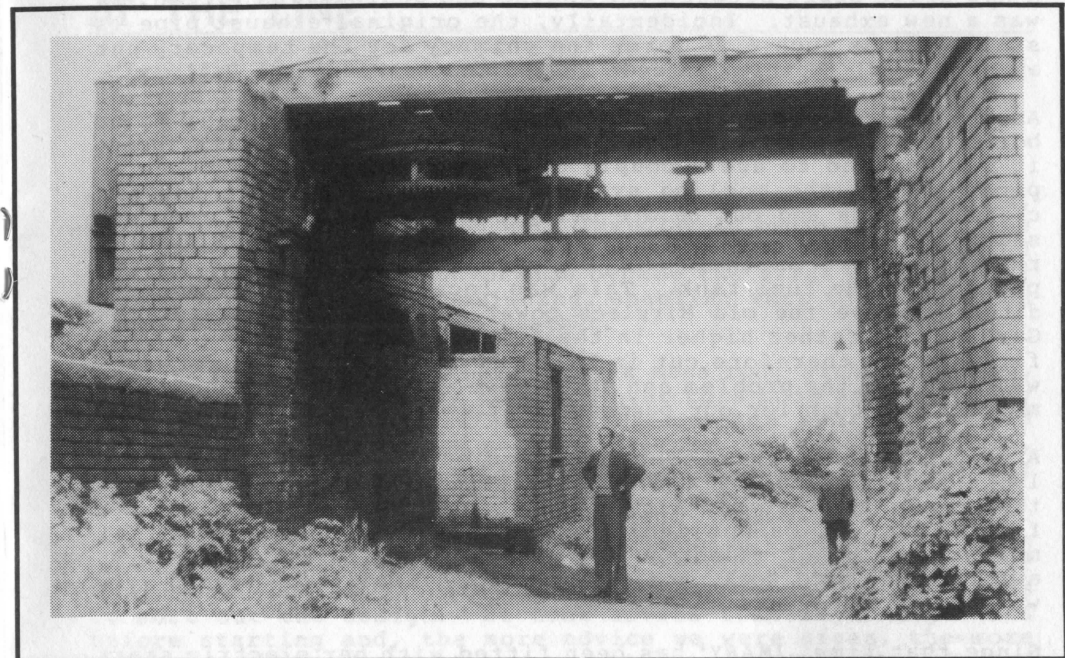
The photographs on these pages were taken by member R. Redman in 1958 and show the, by then, derelict incline to Middleton Town Street.



RIGHT. The winding drum at the top of the incline by means of which the loaded wagons of coal were wound up the incline.

LEFT. A simple wooden slotted post signal existed at the top of the incline. Does anybody know what this signal was used for?

BOTTOM RIGHT. The passing place at the halfway point on the incline, looking up the gradient. Whilst the bottom half of the run was single track, that above the loop was a three rail layout - necessary to keep the ascending and descending ropes apart.



A new drive shaft between the engine and gearbox was fitted, as was a new exhaust. Incidentally, the original exhaust pipe is still used as such - it forms the chimney for the temporary hut at Moor Road! Nothing is ever wasted on the Middleton Railway!

As the Bagnall locomotive, 'MATTHEW MURRAY' was undergoing major boiler repairs entailing the removal of her copper boiler tubes, it was decided to use a couple of the otherwise scrap tubes as pipework for the cooling system. The tubes were thoroughly cleaned inside and out before being cut and bent to the required sizes and shapes for the jobs, connections being provided by rubber hoses. Another problem encountered was the size and position of the fuel tank. This was located inside the bonnet, directly above the old Mirrlees power unit. Unfortunately, the Gardner sat rather higher in the frames, and the tank wouldn't fit. It was therefore cut in half and mounted further forward, which solved the problem and still gave a capacity of 40 gallons, more than enough for our purposes.

A number of other minor jobs were carried out and by 15th January 1984 all was ready for a trial run. The loco was tow-started as the 'electrics' were not fitted and with a great roar she started first time. I cannot begin to describe my feelings at that moment as a major milestone in 'MARY's' overhaul was passed. An awful lot of hard work, and occasionally frustration, seemed very worthwhile now.

Since that time, 'MARY' has been fitted with her electric start system and has seen service on the passenger trains on Summer Saturdays. Some modification is required to the transmission brake, which enables the driver to select a gear and this is currently being undertaken. Further work in prospect is the fitting of power brakes and a full repaint to Hudswell Clarke specification, which will result in the loco looking very similar in livery to 'HENRY DE LACY II'.

The locomotive has provided us with a lot of work, and cost a fair amount of cash, but the end result has been well worth the effort. I would like to end this article by saying "Thank you" to the many people who have given their assistance in this project because without that help the task would have been virtually impossible. It is hoped that 'MARY' will see service again in 1985 and who knows - she might still be running on her hundredth birthday in 2032!

A.G.M.

Dont forget that the Annual General Meeting will be held on THURSDAY JUNE 6th. at 7.30 pm. at the A.T.C. Headquarters, off Dewsbury Road. This is your opportunity to have a say in what we do and to ask any questions on policy and events.

AT THE LINE

LOCO SHED

Members completed the roof to the shed, apart from minor details, at the end of November, and work immediately began on laying the track through the building. As soon as this job was completed No. 385 and our coach conversion became the first occupants of the partially completed building, enabling work to go ahead on these even during inclement weather.

The C.P. scheme employees have built a mess room within the shed, some 11'6" x 11'0" and, by flooring over this room and extending another bay along, a 22'0" x 11'6" storage space has been provided at one end of the shed. Access, at the time of writing, is by ladder, but a suitable stairway will be provided as time allows.

The main doors to the shed have been the source of much discussion over the preceding months. Having decided that, for economy, we would fabricate them ourselves, the first problem was to sort out the design. We took advice from several joiners before starting and, the more advice we were given, the more complex the job seemed. Large doors have a traditional method of construction but this did not entirely suit our purpose, and in the end a compromise solution, which was more suited to manufacture on site by amateurs, was arrived at. Chris Rogers did the necessary drawings and Pete Nettleton masterminded the construction. At the present moment, the south end doors are complete and fitted with work in progress on the two for the north end.

*** *****

PLATFORM

The hot dry summer of 1984 meant that the ash filled surface of the platform at Moor Road became a source of considerable dust and we received several complaints to this effect. Accordingly, the Trust's Council decided that re-surfacing of the platform should be carried out before the commencement of the 1985 season. The Community Programme agreed to take on the task and, following discussion and consultation, it was decided that the best solution would be to pave the platform with concrete flags. Work on this started in the middle of February and will be completed before Easter. The cost of this work (about £500) is being met from the W.Y.M.C.C. grant.

WATER TOWER

At the start of the New Year, the Community Programme employees started work on the building of a water tower. This consists of two brick piers on a concrete raft foundation atop of which will be placed the 1800 gallon tank that came from the La Porte acid tank wagon. The water tower will be a big help to us as the water supply at Moor Road is only through a 3/4" meter and filling loco tanks is presently a very slow operation. The tank will also enable us to install proper washing out facilities for loco boilers, something that we have been asked to provide by the Railway Inspectorate.

The space between the two brick piers is being utilised to form a covered oil and paint store enabling these flammable materials to be kept away from the main building. We are presently trying to obtain a suitable tank (about 200 - 400 gal.) for storage of diesel oil as our old tank had to be scrapped when we left Clayton's Yard.

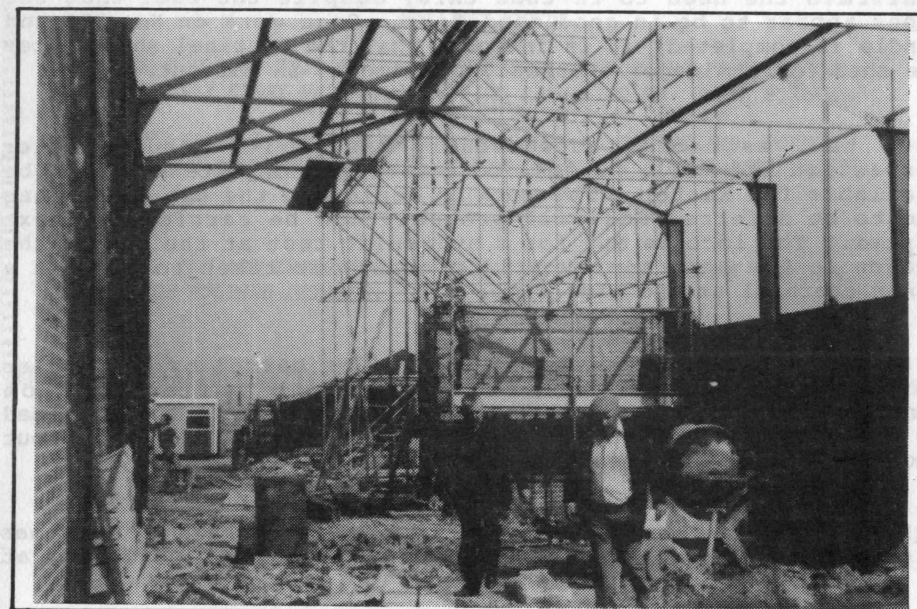
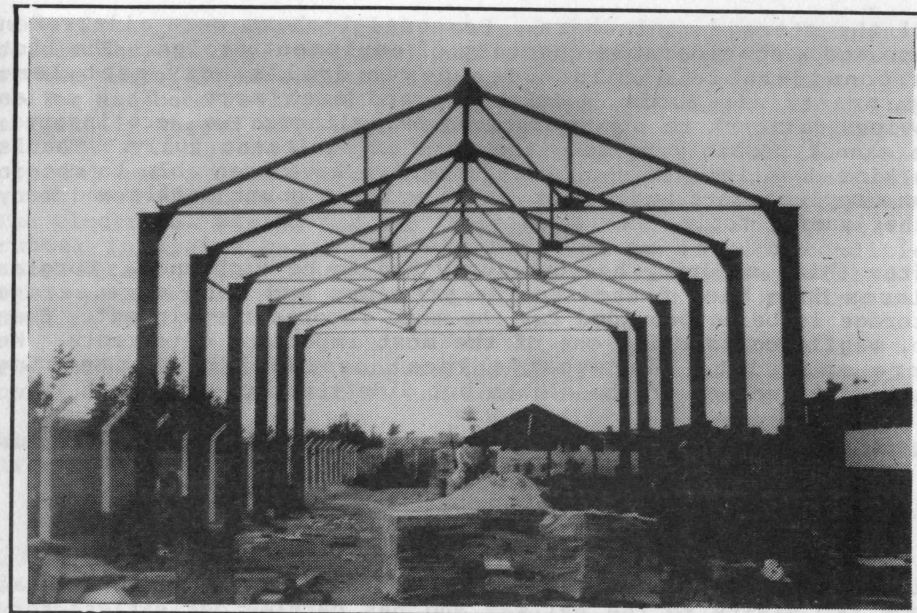
Whilst the foundations for the water tower were being laid, the opportunity was taken to provide an area of concrete hard standing adjacent to it for our coal stocks. The eventual intention is to lay in an additional siding, complete with ashpit, on the opposite side of the water tower to the running line to form an engine servicing road where locomotives can be conveniently prepared and disposed.

BREAK IN'S

One of the improvements that we thought had occurred with our setting up base at Moor Road was the absence of any break-in's to our premises. However on the night of February 28th, our illusions were sadly shattered when the shop was broken into by persons as yet unknown. Access was gained by forcing the padlocks on the steel window shutters and prizing open the quarter lights. Fortunately, on this occasion the loss was limited to sweets, pop and petty cash.

This minor intrusion was unfortunately only the forerunner of a worse attack on the night of 3rd March when not only was the shop broken into again by identical means but also the workshop and

FACING PAGE. The shed takes shape. Two views taken during 1984, showing [ABOVE] the steelwork during erection and [BELOW] the brick walls partially completed in September. The scaffolding in the background was a lighting tower for the B.B.C. filming.



all the storage containers. Personal lockers were all broken into and a considerable quantity of equipment stolen. The list is considerable and includes power drills, oxy-acetylene equipment, air tools, hand tools and much more. This is an obvious set-back to our operations as, although we were insured, we cannot possibly re-coup the loss of equipment fully. Thanks to kind donations from a benefactor, we have been able to obtain some replacements but we are still without power drills and many other useful tools.

After this, security has obviously had to be tightened. Burglar alarms have been fitted to the premises and much more secure storage is being provided for the more important equipment. Even so, vigilance is still one of the most important deterrents. We were amazed to hear that a local resident saw something suspicious on one of the nights but didn't bother to report it!

LOCO NOTES

Since the last issue of the Old Run, the Boiler inspector has made two visits to the Railway and has carried out satisfactory examinations on the boilers on No. 2003 and No. 385 and the air tanks on diesel locos. numbers D631 and 4220029.

59 A simple hydraulic test of the Sentinel's firebox has confirmed the need to re-tube this, despite the fact that the tubes appear to be in good condition. Once work on No. 385 and Windle is completed, it is intended that the Sentinel shall enter the shed for its major overhaul to commence in earnest.

2003 has, as noted, successfully passed its annual boiler inspection and will, subject to a satisfactory steam trial, be available for Easter. The work on replating the cab bunker has had to be deferred and will probably now be carried out next winter. The loco is due for a hydraulic test at the end of the season so the opportunity will probably be taken to give it a minor overhaul at the same time.

2702 An initial inspection of the boiler barrel by the boiler inspector has indicated that, although suffering from considerable pitting of the lower half, the barrel is not as bad as was thought. A more thorough examination will be carried out once the barrel has been thoroughly descaled.

385 The majority of the work on the steam locos since Christmas has been concentrated on the Danish HS Class No. 385 which, at

long last, has successfully passed its visual and hydraulic boiler inspections. The work has mainly been one of re-assembly as the loco appears to be in good mechanical condition. The boiler has been re-lagged with new foil backed fibreglass (it was originally lagged with blue asbestos) and the cladding plates re-fitted. The removal of the many years of paint has been a slow process using a combination of needle gun, disc sander and wire brush, but the loco is slowly taking on a transformed appearance. The electrical wiring for the lighting system was in lead-covered rubber insulated cable and was found to be in poor condition necessitating its renewal. We were somewhat disappointed to find, on removing the steam generator, that it was nothing more than an empty casting!

The cab roof, which is constructed of timber with a roofing felt cover, is in poor condition and some renewal is necessary.

Whilst its entry into service cannot yet be confirmed, it seems likely that its first steaming will be around Easter.

Join the Wednesday Crowd!!

FEELING BORED?

DO YOU KNOW THAT THERE IS AN ORGANISED WORKING PARTY AT THE RAILWAY EVERY WEDNESDAY EVENING FROM 6.00 PM. UNTIL 8.30 PM.

WHY NOT RELIEVE SOME OF THAT BOREDOM BY COMING AND JOINING FELLOW MEMBERS [AND PERHAPS EVEN COME FOR A PINT AFTERWARDS]

IF YOU ARE INTERESTED, PHONE STEVE ROBERTS [LEEDS 813626] FOR FURTHER DETAILS.

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EXIT THE P.M.V. - ENTER THE COACH! C.Rogers

Work has continued to progress on the conversion of our P.M.V. to such an extent that it now, at least, resembles a coach in outline. On the sides, a plywood skin has been attached to the skeleton framework, four large panels of 3/8" ply together with twelve assorted smaller ones making up each side's outer skin. The inside of these panels were liberally coated with bituminous paint for protection before fixing with a coat of aluminium wood primer on the outside.

Once the outer panelling was complete, it was intended to manufacture the window frames, but because of a delay in the delivery of the specially-shaped timber, work was transferred to the internal partitions. These are to divide the coach into a guard's compartment, a passenger compartment (seating 32 persons) and a large verandah, somewhat similar to the present brake van. Once the partitions were in place, the internal physical appearance of the vehicle became apparent for the first time. The inner skin panelling was then fitted using 6mm plywood. Getting the most out of the 8' x 4' sheets that we had, has involved much head-scratching and juggling, but the end result has been virtually no wastage.

With the delivery of the timber for the side window frames, out came the mitre block, a very necessary piece of equipment for this sort of work. With some thirty one windows in the finished vehicle, each requiring eight pieces cutting to size, this was a job that could not be completed overnight! Building the body around the existing steel framework has also meant that there is no such thing as a standard window and each one has to be individually measured and cut.

After the window frames had been made and fitted, attention was turned once more to the paintwork. Externally, a coat of aluminium primer and two coats of grey undercoat have been applied with appropriate sanding down inbetween each coat. This sound base has been followed by a coat of maroon gloss to provide initial protection. Additional coats will be applied when the vehicle is physically completed. Internally, a slightly less rigorous treatment has produced a two colour scheme of chocolate brown to waist level and cream above, including the roof.

A prototype seat has been built and, after trial sittings, approved. The seats will be of wooden construction. Consideration was initially given to the provision of upholstered seating, but this was ruled out as it was felt to be impracticable to keep them dry and respectable in our conditions. It was originally intended to build the seats off site at members' homes but the inability to get the complete seat through the door has led to a revision of plans, and they will now be kit built, and assembled and varnished on site.

This first coach (another is planned) will have a guard's compartment, thus a suitable handbrake is required. This has entailed modification to the existing brake linkage and the provision of a brake column in the guard's compartment. A suitable handbrake column and vacuum brake 'setter' was obtained for this purpose from a scrapyards some while ago, the equipment originally being fitted in a goods brake van. The 'setter' is a valve to enable the guard to apply the vacuum brake if necessary, although it does not enable a controlled application to be made.

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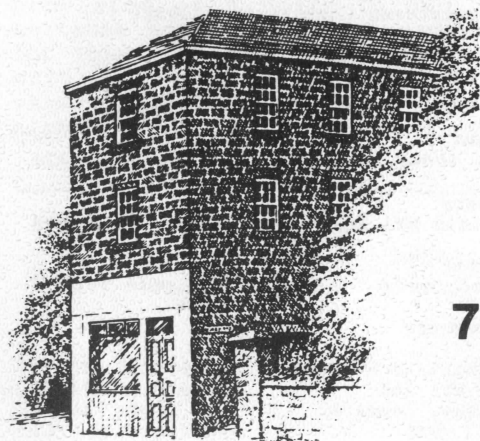
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