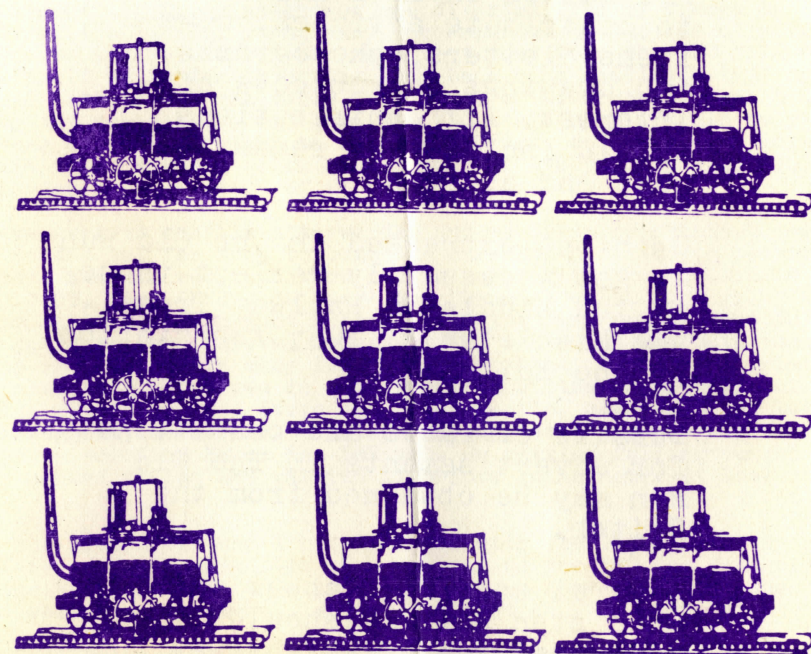


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS

WINTER 1979

THE OLD RUN

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EDITOR: Mervyn Leah, 7 Conrad Close, Rugby, Warwicks.

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

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

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

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

DEADLINE FOR MATERIAL FOR THE
NEXT ISSUE: 29th FEBRUARY

The day the Beeb came

Ian Smith

I read the notes about the Schools Day in the last Old Run with great interest, being fireman for the day. They did not, however, convey the atmosphere of the day, so here is an attempt to remedy that....

The whole thing actually began the day before, when I lit P2003 up for a quick steam test and some shunting duties. Resident loco engineer Steve Roberts wanted to push 'Matthew Murray' up to the tap for refitting the motion, after he and I had spent some time repainting below the footplate in time for the loco to appear in the Lord Mayor's Parade the following weekend, and 2003 was the obvious choice for the job. We also moved the LMS van out of King's siding for use with the BBC special train next day.

At around 17.00, my attention was diverted from my charge by the sight of an attractive looking young lady, accompanied by two casually dressed gentlemen. On arrival, they announced that they were the BBC film crew, and what could we do for them? Fighting back some Middleton-type answers, I informed them of the timetable, which was a 10.00 start, trains until 15.00 for the schoolkids, and then the BBC could have a train to play with. I told them of the intention to use the LMS van, and they were more than happy with this. After a quick guided tour of the yard by your truly, they departed a happy group of TV folk.

Steve arrived shortly afterwards, and we began by shunting the Bagnall up to the hut for work to begin on her. By this time, a number of MRA members had arrived, and were put to work filling coal buckets and cleaning 2003, plus 'Henry de Lacy' and 'Windle' which were going down as static exhibits. Also just arrived, all the way from darkest Barnsley, was our guard for the morrow, Andy Wood. He wanted to oil both vans and make sure they were both okay for the job in hand, so after a brief exchange of news he disappeared in the direction of the vans, with oil cans and an MRA member in tow. Steve and I, meanwhile, continued our battle with the Bagnall, until Andy came up and suggested that we might get free publicity by painting MR on the LMS van. On getting full agreement from us, Andy marked it out and painted it before going home. It looked well, too!

By the time Steve and I had finished with the Bagnall it was getting rather late, so we shunted the yard, releasing the LMS van from its siding at the same time. We then left 2003 in the dead end until the morning, and washed and changed, leaving the yard at 22.00 that night.

The following morning, I was at the yard by 06.00, and set about preparing the loco for lighting up. I was extremely surprised when Jonny Cavell, a newly joined MRA member, turned up at 07.00 to give a hand. His help was much appreciated, especially since I had to fetch and carry coal buckets from the pile to light up with.

By 09.00, Steve Roberts had arrived, along with Andy, and we shunted about, filling the loco with coal and water before departing. Just before we left, the film crew turned up, and we gave them a ride out to the points for filming purposes before the train was besieged by schoolkids. On arrival at the bottom platform, we prepared for the rush to come. The BBC crew wanted to do some filming of the children arriving and riding on the train, and we occasionally had to position the loco to their satisfaction

during the morning. The looks on the children's faces when they realised they were being filmed had to be seen to be believed!

One particular incident stays in my memory. The narrator of the series wanted to talk alongside 2003, giving details of the railway's past history and current role, this being emphasised by groups of children passing in front of him during the "take". Unfortunately, the teachers kept the kids away from the cameras, and being well-disciplined for a change, they stayed away, ruining the take! The crew also took film of a steam locomotive's valve gear and how it worked, using 'Windle' as a model.

By now dinner time was upon us, and so, after leaving the loco in capable hands, Steve and I plus Tony Cowling adjourned to 'The Engine' for a shandy and a couple of sandwiches. I'm not sure how Steve felt, but after being up since 05.00 and firing since 06.30, I was ready for that shandy!

13.00 came all too soon, and it was back to the loco to make ready for the next onslaught at 13.30. We were programmed to run until 15.00, and then start the film sequences. During these afternoon runs, the BBC unit filmed the train from the newly landscaped slopes alongside the railway, and when the children realised this, they all began to wave vigorously in that direction. I also met one of my old teachers from Cockburn, Denis Caton, who did our line drawings some years ago, and has had a success with them too.

After despatching the last children, we went to the yard, detached the train, attached the LMS van and ran down to BR to collect our new train for filming. This consisted of two BR tube wagons, and these plus the van, full of boiler tubes, weighed a fair bit.

We placed ourselves at the disposal of the BBC crew, who asked us to make several runs past in the vicinity of the old bridge. The first one was accomplished in fine style, Steve making the loco work well, and me ensuring that there was plenty of smoke for them to film. (Do I hear cries of "He always does!"?) Unfortunately, Steve whistled at the usual places, which upset the sound recorder, as his needle went off the end and tried to go round the meter twice! I always said 2003 had a loud whistle, and now it has been proved. So we did two more runs, without the whistling, and the TV crew were well satisfied, apart from one request. Could they please film from the footplate? Well, why not?! And so the final run was made with the cameraman filming the loco's progress from the driver's spectacle plate, keeping well out of Steve's way as he drove the loco.

With filming completed, we returned the wagons to BR and the loco to the yard for a well earned rest before the final trip of the day, a special at 19.00. This went particularly well, and the passengers were more than pleased with the ride. By the time the trip was finished, it was turned 19.30, and we were all more than ready to pack up and go home. This was duly done, and the loco's fire was dropped at 20.30, after she had shunted the yard, coaled and watered. Since the loco had retained 10 psi from the previous night, she had been in steam continuously since 18.00 that day, over 24 hours. The loco performed beautifully as always, making me even more sure that she was the best thing the railway has ever purchased--Sheila always was a good judge of character!

All in all, this was a very enjoyable experience, and should be well worth seeing on film. Our programme is No 7 in a series of eight, and will be called 'Steam on the Move', to be screened in April 1980. Finally, thanks are due to the young MRA lads who came down after school both days (and before in one case!), and stayed as late as 22.00 to help out. So thanks to both Jonnies, Steven and Marcus--your efforts were much appreciated, and I hope the film will show everyone's efforts in the best light.

OLD RUN NEWS

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

THE MARK II STEAM GALA

A fine day for late September, which brought over 500 visitors for rides on our trains, enables us to record this event as a satisfactory success. Actual figures for tickets sold were as follows: 307 adult return; 32 adult single; 200 child return; 22 child single. Total revenue from ticket sales was £129.10.

Our distinguished visitor for the day was the Lord Mayor of Leeds, Councillor Mrs Christine Thomas, who was, as is becoming customary on such occasions, presented with honorary membership for one year for herself, her husband, Mr Peter Thomas, and their children, Clive, Fiona, Edwina and Rebecca.

Three steam locos, 'Matthew Murray', Peckett 2003 and the veteran 'Windle', took turns to haul visitors' trains along the line, and all behaved impeccably--only 'Windle', with its limited water capacity, managing to run dry just before commencing another run. Other attractions for our visitors included locos from our stock, sales stands, vintage steam and diesel rollers, and some veteran and vintage cars, a bus and a van. Notable were an immaculate c1937 Austin Seven, still with its original paintwork, and a 1919 Triumph 500cc sidevalve motor-cycle which, the owner claimed, would do over 100mpg, admittedly with a lot of "twiddling of the taps".

No mean achievement was produced by the efforts of our young enthusiasts of the MRA, who helped with the sale of copies of a magnificent programme, and who also set up their own sales stand and raised over £40. No decision has yet been made regarding the disposal of this money, but it is hoped that it may be used for some specific project of benefit to the Trust, but which will be also readily recognisable as originating from the MRA.

Our grateful thanks are also due to the ladies who helped with the refreshments and who organised the loan of crockery from Middleton Methodist Church, namely Joyce Crowther, Ann Roberts, Audrey Caves and her friend Enid, and Dorothy Hebden.

THERE ARE THIEVES ABOUT!

The workshop portion of our hut in Clayton's yard was broken into in July, twice within a few days. On the first occasion, which may have

been something of an exploratory reconnaissance, the only thing apparently taken was an extension lead. Access had been gained by the removal of a metal plate behind the stove. This was immediately made good but a couple of days later another entry was made by the removal of part of a wooden wall section. A check showed that some small items were missing, including a socket set belonging to a member. Then it was noticed that our welding transformer had gone, a serious loss bearing in mind its usefulness and high cost of replacement.

The following day, however, one of our members poking about in the long grass behind the hut found the transformer, apparently abandoned by the thieves because, presumably, it was too heavy to handle further. Being somewhat wiser after the event, we have taken steps to improve our security, and so far as is possible valuable items which cannot be locked away have been bolted down or chained to larger, non-moveable items. However, members should recognise that the hut, by virtue of its construction, is vulnerable, and are advised not to leave personal items of value in there.

S.T.E.P. FORWARD

The S.T.E.P. scheme got under way in late September, with six men, one of them a working foreman, tackling the first of several jobs to be done on and around the line over the following 39 weeks. The first task to be undertaken, whilst the main passenger route is out of use, is the alteration to the track bed and levels at the southern end of the line, where the professionally laid track dating from the motorway tunnel construction joined the original track to the colliery; and work will extend southwards to the terminus. Because of this, it will not be possible to run our Santa Special this coming Christmas.

PAINTERS' PROGRESS (CONTINUED)

Repainting of the Hudswell Clarke Diesel loco, 'Carroll', was sufficiently advanced to enable it to make an impressive appearance at the September Steam Gala. The yellow and black wasp-striped buffer beams looked very good against the main body colour of China Blue, and were very expertly executed. Another coat of blue gloss was required before lining and lettering could be applied to complete a very good job, a credit to all those who have helped in the work. Special thanks are due to those who undertook the dirty and unglamorous job of derusting and degreasing the underparts of the locomotive.

Whilst the winter months are not the best time of year for major repainting schemes, the brushes will not be idle, though the programme depends to a large extent on decisions on mechanical work and dismantling on the stock. It is hoped to repaint the Fowler diesel early in the New Year, so there will be plenty of work for willing hands who don't mind getting dirty.

WHO'S CASTING THAT SMELT AROUND HERE?!

The Malcolm Midgley Middleton Aluminium Foundry has been at work again with the replacement in aluminium of a fibreglass nameplate from 'Matthew Murray', which was accidentally broken. The next project is a station nameplate for Tunstall Road Halt, which will greatly enhance the platform. Malcolm is a bit concerned about the number of letters in the name of our southern terminus--who gave it this name, anyway? Could we not change it to, say, Lake Halt?

Asked about the secret of his technological expertise with these projects, Malcolm modestly replied, "Two pi cubed root ten to the minus six over seven all squared". Serves us right for asking! Much of the raw material for these magnificent and professional products comes from empty drink cans, and it takes a lot of cans to make one casting. So come down to the line, work up a thirst, sup deep and put your empty cans on the pile.

WASTE COLLECTION PAYS OFF

On 18th October, at an informal ceremony at Leeds Civic Hall, Councillor Martin Dodgson, Chairman of the Leeds City Council Recycling Committee, presented cheques of £624 to each of the three designated charities, of which the Middleton Railway Trust was one, participating in this summer's waste collection in the city. Our cheque has been placed in the Appeal Account, and the Trust is grateful to Leeds City Council and to the MRT members who helped to man the collection points.

SOCIAL EVENINGS AND ALL THAT

Further to the Chairman's thoughts about a social get-together for members, the suggestion has been made that such an event could be coupled with our Annual General Meeting. The idea is that, instead of holding the AGM on a Saturday afternoon as in the past, we would hire some suitable venue for an evening, and each member would be able to bring along his wife or girlfriend. While the AGM was in progress, something of interest to the ladies would be put on in another room--say a fashion show or a cookery demonstration, or even a knicker party! After the AGM, all would join together for drinks, eats and perhaps some dancing.

The Chairman would like to find out whether this type of function would receive support, and the membership renewal form at the end of your Old Run has a section seeking your views. Please complete this when renewing your membership or, if your membership is not yet due for renewal, send the form to the Chairman just the same, as soon as you can.

1979 PASSENGER RESULTS

There were 55 operating days in the 1979 season, and a total of 11,561 single passenger journeys was recorded. The revenue from the sale of tickets for these journeys amounted to £1377.80, an average of £25.05 per opening. Comparative figures for the previous summer, when we remained open to the end of October, were 68 operating days, 12,158 single journeys, total revenue £1473.15, an average of £21.66 per opening. When figures become available for the comparative operating costs, your Council will have some hard thinking to do on the wisdom or otherwise of their decision to shorten the season this year.

Whatever the results, however, thanks are due to the crews and all the other members of the Trust and the Association who helped to maintain the service with such a high level of reliability. Sales at the Tunstall Road shop during the season totalled £1179.77, an average of £21.45 per opening, and this compares with £1020.10 with an average of £15.00 for 1978. This is indeed a good result, and, although obviously the figures are partly increased as a result of inflation, they show great credit to our volunteer shopkeepers.

THE PLAGUE OF THE DANISH BLUE

No, MRT has not got itself involved with a cheese mountain! At a recent Council meeting it was reported that the Steam Power Trust's

Danish loco, which, it will be recalled, Middleton members were hoping to restore to working condition, had boiler laggings of blue asbestos, and no work would be possible until the STP had been consulted. The estimated cost of removal and disposal of this deadly stuff was £500. Could we not hoodwink a nest of mice into doing the job for nothing?!

RALLY AND EXHIBITION NOTES

Failure of the organisers to confirm the availability of a space for our stand resulted in us not making an appearance at this year's Masham rally. However, we were at the Ilkley Model Railway Exhibition on August 4th and 5th, and on the August Bank Holiday weekend we again attended the Bramham Park Traction Engine Rally. Coupled with this latter event was the unveiling of a memorial to the Leeds engineer, John Fowler, at the site of the steam plough works in Hunslet, which was followed by a road run of Fowler road rollers, showmans' engines and road locomotives from the site in Leathly Road to Bramham Park. On a beautiful day, this parade was truly a magnificent sight, and helped to ensure a very successful rally.

On the last weekend in October we were on location as usual at the Leeds Model Railway Exhibition, which lasts 2½ days. In co-operation with the A2 Locomotive Preservation Society and our friend Tony Bell, who is a member of that society as well as a Council member at Middleton, we were also able to exhibit on the Saturday on a joint stand at a model exhibition organised by the Yeadon St Andrews scouts at Yeadon Town Hall.

Regrettably we have been unable to obtain stand accommodation at the Wakefield Model Railway Exhibition from 30th November to 2nd December, so our next outing looks like being the model railway exhibition at West Park United Reformed Church, Spen Lane, Leeds 16 on 26th and 27th January 1980. Our only other forward date at the time of writing is the Keighley Model Railway Exhibition on March 21st to 23rd. As usual, Derek Plummer will be glad of help from any members. Please phone him on Horsforth 581851.



PHILATELISTS' CORNER

The fame of our early locomotive engineers spreads far and wide, it seems. This 1 zloty Polish stamp commemorating the achievements of Murray and Blenkinsop was discovered recently by Derek Plummer, one of a series packeted as a railway commemorative set (ACE series No 714).

THE MIDDLETON EDUCATION PACK

As briefly mentioned in the last issue, John Bushell has prepared an Education Pack on the Middleton Railway for use in schools. It contains copies of our current publications--'The World's Oldest Railway', 'Stockbook', 'Guide', etc--several leaflets, an 1812 locomotive postcard, facsimile prints of Christ Church and the coal staith and a 1758 coal advert. Other illustrations are included, together with notes on visits to the railway, lectures and present day train services. A foreword is written by Donald Jepson, a Senior Adviser with the Leeds Education Authority holding special responsibilities in the area of project work. The pack costs £2.50, and a set of slides is available as an optional extra, price £1. Orders direct to John at: 12 Trelawn Crescent, Leeds 6.

MEMBERSHIP MATTERS

Betty Lee reports that the experiment of including a membership renewal form at the end of The Old Run was successful, in that it saved a lot of postage on reminder letters. This feature will now continue, and members whose subscriptions are due for renewal at the end of the year are asked to use the form in this issue. Do please renew promptly, as this saves a lot of time, and helps the efficiency of the organisation.

We welcome the following new members: Paul Rowden, Elizabeth Wood, Mike Lofthouse, Richard Jones, Brian Barrett, Michael Woodgate, Charles Davis, Andrew Wood, Colin Bye, Keith Crowther, Elaine Lofthouse and Rodney Whitaker.

BRIEFLY....

The latest convenience for members working at the line is a sink unit complete with plumbed hot and cold water and drain. Thanks to the donation by a member of a self-contained electric water heater, members will now be able to have a proper clean-up before leaving the job.

Negotiations with the CEGB for the acquisition of a quantity of track at the old Kirkstall power station site, mentioned in the last issue, have been completed, and the MRT can have the track for a nominal £10. However, we have to lift and remove the track, and removal must be completed by April 1980. Tony Cowling is undertaking the organisation, and the work will largely be done at weekends. So all you would-be body-builders please lend a hand and let Tony know what you can do (Phone 0742-661763).

The Midland Railway Society got to know that we had at Garnet Road a Midland hand crane of some antiquity, and they have made an offer for it of £300, which has been accepted by the Council.

More details are to hand of the publicity scheme to be sponsored by Osram light bulbs during 1980. Advertisements will invite members of the public to apply to the Transport Trust for tickets to ride on the preserved line of their choice, and the preservation society which gets the most tickets stands to win a prize of £1000.

A minor correction to Ian Smith's excellent article, 'A Ticket to Middleton Park, Please!', in the Summer edition of The Old Run. 'Henry de Lacy' was, of course, converted from oil to coal firing on its acquisition by Middleton--not the other way round. How did that little gremlin get into the printing works?

At the southern end of the line, a new path from our terminus to the entrance to Middleton Park has been laid on a firm ash foundation. The mudlarks of this summer should not therefore appear next year.

The domestic-type inter-vehicle electric jumper connections previously fitted to locos and passenger rolling stock, which had become rather unreliable, have been replaced by the standard BR type recovered from condemned BR stock at a breaker's yard. This has resulted in improved reliability of the signal/alarm bell system between driver and guard.

John Chaplin now has membership badges available, price 50p. Postal application to him at: 240 West End Lane, Horsforth, Leeds, enclosing an sae please.

Letters

Sir,

Ian Smith, in his interesting and nostalgic article in the Summer issue of The Old Run, ended up with a look into the future. Although, as he said, it was a personal view, it was quite critical of the train services presently operated by the Trust, and as such I think warrants a reply.

Ian's criticisms are all constructive, but there are reasons for rejecting them at present, as the Council has in fact done. First, why stop running in September? This is a change of policy from the last nine years, when the trains ran through to the end of October. Well, October, as everyone knows, is not renowned for its good weather, and Middleton is anything but a wet weather attraction. It also gets dark earlier, and it is usually dark before the engine is put to bed, especially on the last weekends when the clocks have been put back. An added bonus (although I do not think it should be included in any argument for or against) is that there is an extra month available for work on the locos and track, and that people normally employed operating trains are available for this.

Ian's other major point is to query why we start at 2.00pm and only run until 4.30pm. It is most definitely not, as he puts it, "because we've always run at 2.00pm so why change?" While there are no watering facilities at Tunstall Road (something which we hope to rectify before too long), the number of trips which the smaller locos (Bagnall, Sentinel and 'Windle') can do with their low water capacity is limited, and any extra publicised trips in addition to the six we presently run could create a situation where the loco has to return to shed for water before the end of the afternoon. As for starting before 2.00pm, true there are sometimes people about before then, but they are few in number, and I do not think we can justify catering for them. Even on Gala days, when the service is advertised to start at 11.00am, the number of passengers travelling before 2.00pm is relatively small. I would agree that our revenue-earning capacity is limited with a 2.00pm start, but as it is only occasionally that we run to capacity, I think that we should concentrate on filling the trains that we do run before we consider increasing the number.

Finally, Ian suggests good, imaginatively thought-out publicity to boost passenger figures. I couldn't agree more, but it's not as easy as it sounds. However, if you have any ideas, Ian (or anybody else for that matter), why not send them to the Publicity Officer? If they're practicable, we'll see what can be done.

Leeds

S J ROBERTS (Traffic Manager)

Sir,

I very much enjoyed Ian Smith's article, 'A Ticket to Middleton Park, Please!', but for the sake of historical accuracy I must point out that 'John Alcock' HE 1697 was not the first locomotive through the new tunnel. That honour fell to 'Courage' HE1786.

This was noted in Dr Youell's article in the Autumn 1971 Old Run, but the circumstances should perhaps be set out in detail. A school party had been booked for Monday 5th July 1971, anticipating that the line

would be ready. By midday it looked as though we would not be able to use the tunnel, and although 'Courage' had been left in Clayton's Moor End works during the closed period in case of emergencies, we had no vehicle in which to carry the passengers. However, Joe Lee, with his usual persuasive charm, managed to borrow from BR a standard 20ton brake van. We collected this from Balm Road loop, and went to Moor Road to find our party. At this point Dr Youell announced that we could go through the tunnel, so with myself at the controls and Joe Lee also on the footplate, 'Courage' was first through, pulling the BR brake van.

Liverpool

GORDON CRAPPER

Sir,

May I take this opportunity of thanking the Middleton Railway for providing facilities for Barry Wood, William Mitchell and myself to bring our preserved road rollers to the Gala on 23rd September. For many people, myself included, interests in rail and road vehicles are complementary, and it was good that the public should see different aspects of the whole preservation movement working together.

We did manage to get some useful rolling done on your car park, but as the crowds came in during the afternoon we deemed it wise to stop rolling, lest we elongate any of your passengers, and we left the rollers on display alongside the vintage cars. This gave us the chance to look around, to have a natter to all and sundry, and to try a pint at 'The Engine', and we all had a pleasant day.

I hope it will be possible to do this again next year, and meanwhile I hope your officers will convey our thanks to Clayton, Sons & Co for allowing William and I to leave our rollers on their premises.

Halifax

LYNDON R SHEARMAN

(President, The Road Roller Association)

Sir,

The day before we commenced 1979 train operations, the last brush of paint was put on the station. I should like to thank all those who helped me with the painting, especially Anthony, Lance, Peter, Mark and Martin. Malcolm Midgley and his crew also made a good job of the interior fittings. Many thanks to them all.

Leeds

KEITH HARTLEY

Sir,

I am disappointed at our entry in the new 'Guinness Book of Rail Facts and Feats'. You may remember that I wrote to them at some length disclaiming their record of steam since 1812, since we actually used horses from 1835 to 1866, and correcting the hoary old tale about Blenkinsop believing that wheels of iron would not grip on rails of iron. They replied assuring me that alterations would be made, but it appears that the current entry is almost a repeat of the older edition. It seems to destroy one's faith in the other entries in the book!

Leeds

JOHN BUSHELL
MRT Historian

ASSOCIATION ADVERTISER

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

EDITORIAL

As you will all by now be aware, our Association has ended 1979 on a rather sad note. The complete lack of support for our ventures last year was a great disappointment to the MRA Committee, but we will persevere. Your questionnaires are being studied in great detail, and we will act on the comments you have made in them. If any of you failed to return them, there is still time to do so, and your comments will be taken into account when the Committee announces the changes you have suggested.

As I stated in the covering letter with the questionnaires, we cannot survive for much longer with this complete lack of support. Although we have a thriving membership during the summer months, this always drops dramatically during the winter months, and I feel that one of the reasons for this is that there is little to offer the member at Garnet Road in the winter. We have tried slide shows and a social evening in the past, but neither of these has had any real impact with the membership at large. We will try again next year, using the suggestions made, and I hope we can see a better response. Please remember that we are trying to make as much of our society as possible, and your support really is vital if we are not to end up dissolving MRA as a separate entity and merging with the Trust. This is a very distinct possibility at the present time.

On a more cheerful note, thanks are due to all the lads who have been coming down to the line in the winter months to give a hand with the many jobs needed to repair and repaint our locos and stock for next season.

In this issue, Mr Colin Billinghamurst, Chairman of the Gosport and Fareham Railway Society, our associated society, writes to us about their visit to the Gala, and there is also a short article on the G&FRS and their activities. From this it will be seen just what the MRA Committee would like the locospotters section to develop into. We still have a fair way to go!

Finally, may I once again plead for some articles and quizzes? I am again out of things to publish for the next issue. Try your hand at making up a quiz for publication—it can be of any form you like, eg crossword, name-a-loco, railquiz, locoquiz, or indeed anything which people can answer. And how about a few more people entering the quizzes? Remember we still have £2 for the winners.

LETTER TO THE EDITOR

Sir,

I am writing on behalf of all my fellow-members to say how much we all enjoyed our visit to the Middleton Railway on 22nd-23rd September last, for the Steam Gala.

Personally, I found it most enjoyable on the Sunday morning, watching your members prepare the three locomotives for the day's work. I thought the amount of work spent on the locos and stock was most impressive, and the change in 'Carroll' since we last visited in May was almost unbelievable—she looks very impressive indeed.

I should like to thank the Trust Chairman, Joe Lee, for finding us all accommodation, and the MRA Chairman, Ian Smith, for being our host at

the railway, and also the Trust Historian, John Bushell, who at very short notice provided us with a very interesting slide show on the Saturday evening.

All my members had a very enjoyable day at the railway, and we hope to be able to visit again in 1980. Once again, many thanks to all who made our visit enjoyable.

Gosport

COLIN BILLINGHURST
Gosport & Fareham Railway Society

LOCOQUIZ NO 2

- This was won by Jeremy Wilkinson, who gets the £2 postal order. Well done, Jerry. For the less successful members, here are the answers:
- (i) 6000 'King George V'; (ii) 34051 'Winston Churchill'; (iii) 4472 'Flying Scotsman'; (iv) 4468 'Mallard'—this last one upset a few of the lads at the yard!
 - The Padarn Railway 0-4-0, 'Fire Queen', now preserved at Penrhyn Castle.
 - Stratford 30A; Doncaster 36A; Longsight 9A; Cricklewood 14A; Bristol 82A; Truro 83F; Stewarts Lane 75D; Ashford 73F.
 - The loco was built in 1955, and is preserved in the Science Museum.
 - 2,250hp; weight 66 tons.
 - Whyte notation.
 - This was a Hudswell Clarke saddletank built in 1954, and rejoicing in the name of 'Blenkinsop', which could be "twinned" with our present 'Matthew Murray'.
 - The LMS. The Somerset & Dorset had a couple of odd Sentinel locos, whilst the LMS proper had some very similar locos to our own No 59.
 - A slightly trick question, this. The loco is the 0-4-0, 'Lion', built in Leeds by Todd, Kitson & Laird. It was Liverpool & Manchester Railway No 57, and has very recently been restored to working order for the Rainhill celebrations this coming year.
 - Nos D1041 'Western Prince' and D1048 'Western Lady', which are now on the NYMR.

LOCOQUIZ NO 3

- What are the names of the following BR locomotives: (i) 50.041; (ii) 47.538; (iii) 87.019; (iv) 86.101; (v) 55.003?
- What is different about Class 56, nos 56.001-56.030?
- What type of engine powers the Class 50 locomotives?
- What is the link between No 47.601 and the Class 56 locomotives?
- Which Class 40 loco was involved in the Great Train Robbery?
- In the course of special railtours, three Deltics have visited the WR. Nos 55.012 and 55.003 have each done so once, but the third did so twice. Which loco was it?
- What was the name carried by loco No D1?
- These locos, recently withdrawn, were converted from Class 71. What class were they, and what was the difference from the class from which they were converted?
- What type and class are the 'Tommies', and why are they so named?
- The Class 47s were all derated during the 1960s due to engine problems. What was their original rated horsepower?

THE GOSPORT AND FAREHAM RAILWAY SOCIETY

This society was launched some three years ago by postman Bill Jenkins, who thought there was a place for such an organisation in the Gosport area. After a slow start, membership grew to the present 25 to 30 members, mostly in the 12 to 17 age group.

Their activities centre solely on monthly slide and film shows in a Fareham public house hall (no beer for the under-18s, I hasten to add!).

The subject matter is almost invariably today's British Railways, although some industrial shows are given, and I occasionally sneak some Middleton stuff into the projector whilst no-one is looking!

Very occasionally, the society also manages to run trips to BR installations, but the Solent area is very difficult to get out of by public transport, and very expensive by private hire transport, so trips are few and far between. However, the society usually block book on some of the special trains either from London or Portsmouth Harbour.

The society is run by a Committee of eight members, who decide where to go, and what to do with their money--despite being a small society, they have done remarkably well, with funds amounting to over £150 at present. One of their last decisions was to come to Middleton last September.

It was my knowledge of the society and its activities that led to the launching of the locospotters' section in the last issue. A number of G&F members work for BR, and along with MRA Committee members who work for BR, plus the membership at large, there is a rich mine of information available for the feature, provided it is tapped correctly and at the right time!

Very basically, we all provide information to a common newsletter for both societies to read and hopefully to enjoy. It has to be said that neither Gosport & Fareham nor MRA has the support to maintain a good newsletter on its own, our spheres of activity being too limited--MRA to the north, G&F to the south--but together we should do quite well.

I hope this little introduction will give members an idea of what our associate society does for itself. Meetings are held on Wednesday evenings at the Bugle public house, Fareham High Street, and there is an open invitation to all MRA members who may find themselves in the area. I myself am usually there.

Anyone in the area on holiday is invited to ring Treasurer Lee Snelling on Gosport 22298, and he will gladly give you the date of their next meeting, and an open invitation to attend. I think you'll enjoy it!

Ian Smith

Now and then

From The Old Run, Autumn 1969:

It was just before the Steam Special. Suddenly, there it was--a Giant Economy Size 10-ton coal heap. Right in the middle of Clayton's Yard. There was nothing else for it. At the close of the day the carriage and wagon engineer removed some civil engineer's leftovers from the 12-ton ex-LMS wagon and began shovelling the coal into it. With a relay of willing workers about 6 tons were loaded. At dusk inspiration came! The steam crane was steamed and quickly finished off the loading, and so the newly initiated miners, tired out and coal black, retired for the night.

MEMBERSHIP RENEWAL

FOR MEMBERS WHOSE SUBSCRIPTIONS EXPIRE IN DECEMBER.

Please complete and return with subscription to:
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MY PARTICULAR INTEREST/SKILL IS.....

Please send me....membership forms. I am willing to assist by rota with passenger train operation between Easter and September: DRIVING.... FIRING.... GUARD.... SALES STAFF.... Training will be given to suitable volunteers.

Signed.....
Date.....

I like/do not like the idea of a social evening combined with the AGM and would/would not attend subject to the date and location being convenient. I would/would not bring a lady guest. (Delete as applicable) The best evening for me would be.....

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