

THE OLD RUN

JOURNAL OF THE
MIDDLETON RAILWAY TRUST



No 174

SUMMER 2002

THE OLD RUN

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EDITORIAL

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The opinions expressed in this magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, Middleton Railway Association or the Editor. Many thanks to those who provided articles, photographs and reports for this issue.

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FRONT COVER: MW 1601/03 *Matthew Murray* crosses onto the running line at Moor Road on the first day of services, Easter Saturday, 2002.

REAR COVER: Magic moment! MSC 67 (HC1369/17) stands at Middleton Park on 7 April 2002.— its first day in steam since 1977.

With a bit of luck, all the gremlins had been sorted out by the time you got your copy of the Spring Old Run. At least, nobody has told me if they have spotted any! Sorting out the gremlins accounted for the slight delay in getting it through your letterbox but I hope you didn't mind.

There has been favourable comment from many about the recent Old Runs. That's always pleasing to hear. I'm sure that the team who put it together are pleased as well. Team? Well yes; there is a team, even though those concerned may not think so. Besides putting together the copy and printing it—many thanks to Mike Scargill for this—those who write the articles are just as much part of the production team. Without them, your magazine would only run to a couple of pages. Contributors to the last issue included (in no particular order), Ian Dobson, Emmanuel Lanne, Howard Bishop, Sheila Bye, Karl Fischer, Ian Smith and Keith Wear. Many thanks to them.

Which brings me on to a request for more contributions! As a general policy, we are looking for articles with a Middleton or Leeds loco connection (even tenuous ones!) but articles on other subjects will always be considered. If your article doesn't make it into the next edition, it will certainly be archived for future possible use.

Steve Roberts

FROM THE CHAIRMAN

Steve Roberts

There's a strong likelihood that, by the time you read this, I will no longer be the Chairman and this will be the last time I put pen to paper from this honoured position. At this moment I do not intend to seek re-election. Why? Well, when I was originally asked to stand, I always said that I would do it for two years. In the event, I was persuaded to stop on for an additional term. However, since becoming Chairman, I have had to take back on the task of Mechanical Engineer and, just recently, the task of editing the Old Run has fallen into my lap. (Hopefully as a temporary thing!) Although others may disagree, I believe that a combination of these roles creates the possibility of a person becoming too powerful and I do not believe that this is the best situation for the Trust. In the short term, there is little possibility of a replacement Mechanical Engineer appearing to take on that mantle but there are aspiring Chairmen waiting in the wings. Who takes on this esteemed office is not for me to decide or even speculate, it is for the membership, as a whole, at the forthcoming AGM.

Have I enjoyed being Chairman? Despite an initially great reluctance on my part, I have to say that I have generally enjoyed the job. I'm not one for taking part in the pomp and circumstance, preferring a 'behind the scenes' role. However, I have been ably abetted by a very good President and Vice-President who are excellent at such things. Many thanks to Gerald and Ian for filling my shoes on such occasions. It's at Council meetings that I think I have contributed the most, hopefully

avoiding imposing my own ideas and trying my best to encourage sensible, reasoned debate and prevent tempers becoming frayed as people with different ideas clash, as they inevitably do. Pouring oil on troubled waters is something I have had to do on many occasions and it's probably the hardest part of the job. I've said many times that our volunteers have the ability to sow the seeds of our destruction if they don't work as a team. It's so easy to fall out and for people to 'take their bat home' when things don't go the way they want and there is not the discipline of being employed. Above all, everybody has to see the other sides argument, even if they don't agree with it, and let the majority decision prevail.

Have I any regrets? I suppose the answer is yes, on two counts. Firstly, it would have been wonderful to be the Chairman that announces to the world that we are extending into Middleton Park. Alas, I am not able to do this. Hopefully, the next incumbent will be able to take us there. Secondly, I would have dearly loved to retire knowing that there is an abundance of volunteers wanting to fill all the many roles that we need to fill. Again, alas, there is still a critical shortage of volunteer help and the faithful few must continue to carry the heavy burden bestowed upon them.

So, there it is. In forty two years we have only had five other Chairmen which is pretty good by any standards. Fred Youell, Joe Lee, Vernon Smith, Chris Rogers and Ian Smith. I'm honoured to have my name added to this esteemed list.

FROM THE BOARDROOM.

Bits from the March, April & May 2002 meetings, extracted by Ian Dobson

Future developments

We are in regular contact with Leeds City Council (LCC) regarding the Management Plan for Middleton Park which features the proposed extension. Work on the plan is ongoing. The construction work on the new South Leeds Stadium buildings has caused concern amongst staff and passengers. The buildings are destroying another piece of green land and spoil the view from the train. Litter and graffiti are also a problem. It was agreed that Ian Dobson would write to the LCC Head of Parks with a copy to the Director of Leisure Services to express our concern.

A planning application has been submitted for the shed extension/visitor centre. It was expected that this would be approved at the May planning meeting.

Finance

Whilst the balance is healthy the income was down due to a poor Thomas event in April. This was considered to be due to a number of factors including poor weather and that Embsay had recently held a similar event. It was nonetheless felt that we put on a better Thomas show than many other railways and this was almost certainly a temporary blip.

The audited accounts were approved for submission to the AGM.

Rules & Disciplinary Sub-Committee

The R&DSC reported that it was making good progress with drafting of the new Train Operating Regulations and drafting of a new Disaster Plan.

Health & Safety

It was reported that medical forms had been sent out to all operating staff and the majority of these had now been returned.

Discussion has taken place on the necessity of having qualified first aiders available. Advice from the H.S.E. was that it was only necessary to have an 'Appointed Person' to take charge when someone falls ill or is injured. It was agreed that all key holders would be appointed and given the appropriate instructions on the action to take. Cedric Wood was appointed to look after the first aid boxes.

Other matters

Grave concern was expressed at the lack of operating and shop staff for the coming Jubilee Bank Holiday weekend. There appeared to be a lack of willingness for people to roster themselves in advance leading to panic phone calls at a late stage. Guards and shop staff are a particular problem. We are coming very close to not operating the advertised service due to lack of staff some weekends. It was agreed that Mike Scargill would write to all operating staff to ask them to roster themselves earlier. We need to monitor this situation very carefully before designing the 2003 timetable. *(Since the meeting the roster for the Bank holiday has been filled)*

We had been offered a Fowler diesel from BOCM at Selby but it had been inspected and deemed to be in need of too much work to be of use, either operationally or as a static exhibit.

The owners only want to hand on for restoration.

DB998901 'Olive' was currently being finished off in the workshop and would be available for use legally after 22nd May 2002.

No.67 is expected to be in traffic sometime in June (2002!)

Following recent informal requests from persons & groups to buy locomotives the potential disposal of assets was discussed. It was confirmed

that the Memorandum and Articles of Association stated that the Trust may '...sell, let, mortgage, give, lend, dispose of or turn to account all or any of the property or assets of the Trust as may be thought expedient with a view to promotion of its objects' This allowed us to dispose of assets if appropriate and a proposal was put and accepted that any offer for any item would be considered on its merits at the time.

FOUR SQUARE SHE STANDS.....

Steve Roberts recalls how he first became involved with the Middleton Railway forty years ago.

March 2002 came and went without any celebration on my behalf. Indeed, it almost slipped by unnoticed but this month marked the fortieth anniversary of my becoming both a member and volunteer of the Middleton Railway Trust (or Middleton Railway Preservation Society, as it then was) Forty years is a long time to be involved with any organisation but my association with Middleton can be said to have started even earlier. As a very small child I have vivid memories of tram rides to Middleton Park and of 'Blenkinsop' trundling rakes of wagons to and from Whittakers Staithes. I was also a visitor at two of the open days held in 1961 and remember riding in one of the open wagons provided for visitors. I even managed a footplate trip on John Alcock on the second occasion!

Just how I became actively involved is due to a 'Middleton Week' organised by my School Railway Society. I attended Leeds Modern School and was in the second year there when some

sixth formers formed the School Railway Society.

Several of those sixth formers were members of the MRPS and it was only natural that they should wish to publicise the young Society. The result was a 'Middleton Week', held from 19-24 March 1962. Throughout the week events were organised, including a talk by Malcolm Hindes on the Railway up to its closure in 1958 followed later in the week by a talk by Fred Youell on the Preservation Society. A film was also shown of the opening day when the Swansea & Mumbles car was propelled up the line by John Alcock. The week culminated with a visit to the Railway on the Saturday morning by a large party. They were shown over the line by Mike Crew, the visit ending down at Balm Road where the new top loop point was being laid in. Several School Railway Society members stopped to help with this work. The result of this 'Middleton Week' was six new members, including myself.

Looking back through past membership records there are many names of old school colleagues: Malcolm Hindes, D M (Dan) Daniels, Andy Braid, Roger Bareham, David Newby, Mick Jackson, Andy McKenna and John Cowling are remembered, although not all of these joined during that week. Some of these old school friends are still members today.

And the title of this article? These words will have stirred the

memories of one or two of these members. They were the opening lines of the *Alma Mater* of Leeds Modern School.

*Four Square she stands to all the winds
That sweep the northern skies,
The school that's older than her sons,
And dear to them, and wise.*

Ah, the memories of a long gone youth.....

LOCO MILEAGES 2001

Some Facts and Figures.

Thirteen different locos took their part in the operation of trains last year; six steam and seven diesel. Total recorded mileage was 2314 miles, split 1928 steam miles and 386 by diesel. Mileages are generally based on 17½ miles covered on a timetable A duty and 25 miles on a Timetable B with variations for special events and when two

locos have been used. Most used loco, by far, was the little Peckett, No.2103 which amassed a total mileage of 697 miles from 30 steamings.

The details are taken from the computerised roster with just a little bit of guesswork where there has been an occasional omission.

STEAM LOCOMOTIVE	MILE- AGE	DIESEL LOCOMOTIVE	MILE- AGE
1210 Sir Berkeley	200	D631 Carroll	92½
1310	301	D577 Mary	35
1601 Matthew Murray	347½	138C	43
2103	697	91	60
2387 Brookes No.1 (running as Thomas)	362½	5003 Austin No.1	37½
GWR 813	20	7051 John Alcock	52½
		Rowntree No.3	65½
TOTAL	1928	TOTAL	386

THE TRIALS AND TRIBULATIONS OF A SANTA BOOKING CLERK

Cedric Wood

This is Volume 2 of Trials and Tribulations. Volume 1 appeared in 1999. The following are some of the highlights of the more interesting conversations which I have held with those wanting information or to book on Santa Trains. No details have been changed to protect the guilty. For volume 2, I have grouped the gaffes.

Where are we?

"I know where the Middleton Railway is. I see your trains every time I visit my grand children in Haworth."

"I know where the Middleton Railway is. Its just behind the Queens Hotel in Leeds."

"Does the Santa train stop at Sheffield?"

"Can we catch the Middleton Railway train at Doncaster?"

"What time is the next train to Leicester?"

Where do we sit?

There are ten of us. Will we be able to sit next to the engine driver?

Thought: It will be cramped on 1310.

We came last year. Can we have the same seats?

"If the seats are not numbered, how do we sit together?"

Questions about Santa

We have visited Santa Trains in Wales. Will it be the same Santa?

"Will Santa be dressed up?"

Questions about times.

Trains run every forty minutes. "What time is the next one after two o'clock?"

The clients are told the last train each day is at 4 p.m. "When is the next one after that?"

Trains on Sunday the 23rd December are heavily booked. "What about the following Sunday?"

Paying for the tickets.

"To save postage, I will collect the tickets from the station. Please could you send me directions how to get to the railway."

"Could you send me your e-mail address so I can send you some money."

"Will you send me the tickets, I will pay for them on the day."

Message taken Friday evening. "If I send you a cheque now, can we have our tickets for tomorrow morning?"

"I know how much it will cost: on the leaflet in front of me it says 4 people for £7."

"We are members so you will have our details. Please send us some Santa tickets." They withheld their telephone number so caller display did not work. Who? Where? When? How many?

Do people listen/ read?

You can have any train time you like except 14.00. OK, we'll have that one.

On Sunday 2nd December I was at the MRT station all day on booking office duty. Outgoing answer phone message: *'This is York 633906. For today only, Santa Train information and bookings may be obtained on Leeds 0113 271 0320. If you do leave a message, the call will be returned on Monday.'* Out of twenty nine calls, three people left messages, all wanting information. One wanted to make a booking for that Sunday afternoon.

I have been sending confirmation letters to those who have pre paid with the wording *'Please bring this letter with you to be exchanged for your tickets at the Middleton Railway Station. We are continuing the system of the collection of tickets on the day to prevent tickets going astray.'* I had a call from an irate passenger saying that I had forgotten to post their tickets.

Miscellany.

Where do children get their presents? We have two coaches, Santa visits one coach on the way out, and the other on the way back. You have coaches. Yes. Does that mean you are using road transport? Thought: Arriva has a lot to answer for.

Message taken 10.37 Saturday morning: "Will I have to book for the 10.40 today?"

Can I have the sex and the age of the youngster? Reply: "Alex". It turned out that it was grandma who was booking the tickets and Alex is her daughter - the mother of the child to see Santa.

"I am making enquiries about the Middleton station thing. How much is it?" Thought: You want to buy the station?

"Are the coaches covered in? Will we get wet if it rains?"

"Will the coaches be lit up?"

Taking the passenger's details, I was given their name and street address. When I asked where is that, I was given directions as though I was going to visit them.

When does your card expire? Reply: "10th of February next year." Realising that cards expire at the end of the month further questions were asked.. The date on the card was 10 02 signifying October 2002.

If you would like to experience this type of conversation first hand, you will need:

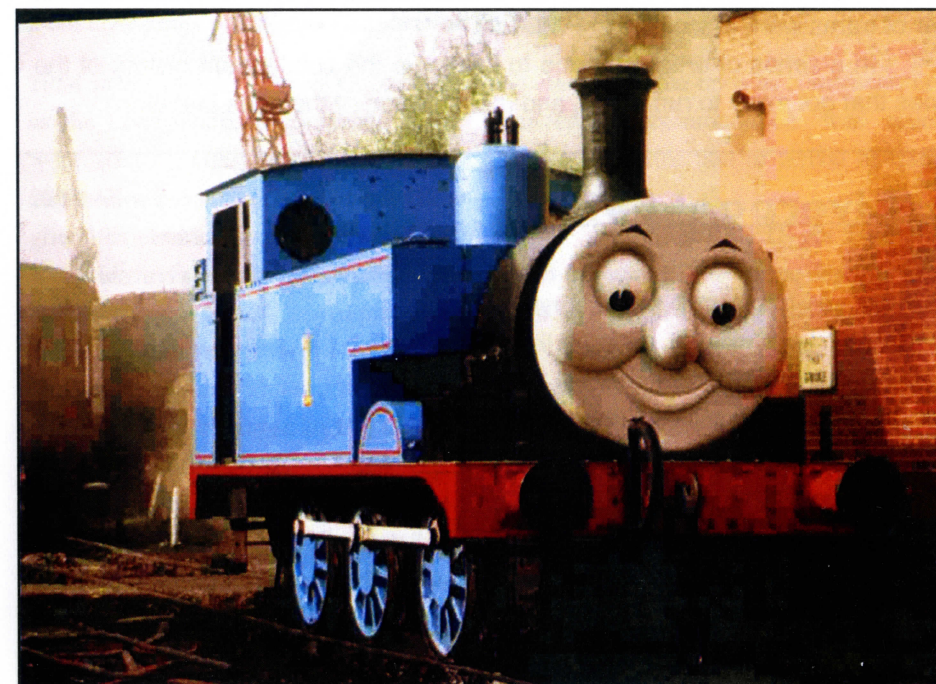
- to be good with figures - of the financial variety
- to have plenty of time
- to be patient.

Incoming calls averaged forty each day during the Santa season. The earliest I have taken a call this year was 0755; the latest at 2248. but the extreme record was in 1999 when the earliest I took a call was 0714; the latest at 2342. On one occasion this year, I took over £60 of calls before 0830.



ABOVE: Red Diesels. Peckett 5003 *Austin No.1* and Brush 91 (behind) await their next duties on 7 April 2002 (Photo by Ian Dobson)

BELOW '*Thomas*' (a.k.a. *Brookes No.1*) is prepared for the days duties on 20 April 2002.. (Photo by Sheila Bye)



THE TRAMS THAT GOT AWAY

Brian Pickup remembers the early days at Middleton

At the start of the 1960s the siding at Parkside was full of tramcars from all over the country. What had happened was that in the late 1950s the tramway networks in this country were closing down and, although there were plenty available for preservation, there was a problem in finding somewhere to keep them.

The Light Rail Transport League (now L.R.T.A.) were very much aware of this problem and they realized that within a year or two there would be no trams left to preserve. A small group of L.R.T.L. members formed themselves into the Tramway Museum Society and began searching the country for a suitable site for a museum. Eventually they came across a derelict quarry in Derbyshire which had potential, but it did not solve the immediate problem of where to store old trams.

A few odd ones had found residence in the dark corners of old tram sheds, which now served as bus garages, but as bus fleets expanded the room was urgently needed and the trams had to go. Thus it was that a number of trams were in storage at Parkside.

In a series of articles I hope to follow up the subsequent history of the ones that got away to run again, and mourn some of the ones that didn't.

Liverpool 869

This car was one of a batch of bogie cars which were really a copy of the 1933 Middleton "Bluebird" designed by Mr. W. Vane Morland of Leeds City Tramways and which, oddly enough, ran on the tram track which ran parallel to the present Middleton Railway main line.

Glasgow and Liverpool (plus some others) made cars of this type,

which were faster and more comfortable than any before, mainly due to competition from buses which were similarly being improved. Many fleets of older cars were upgraded by fitting more comfortable seats, bigger motors and air brakes.

869 started in service on 11th. June 1936 working from Prince Alfred Road depot mainly on the routes 8, 4W and 5W. Then later it ran from Garston depot on routes 8, 33 and 55. However Liverpool ran its tramways down and in



'Green Goddess' No.869 makes a splendid sight at Crich, decked out in the green and cream livery of Liverpool Corporation Tramways. Route 49 went to Penny Lane and closed on 6 July 1952. A total of 46 Green Goddesses were purchased from Liverpool by Glasgow Corporation in 1953-4

1954 many of the " Green Goddesses" as the Liverpuddlians christened them, were sold to Glasgow (at a price of £500 delivered). This car became Glasgow 1055 and ran until 8th. June 1960. It was in the Glasgow livery that it came to Parkside.

A group of students formed the Merseyside Transport Preservation Society and they managed to buy the car and bring it to Parkside for storage. Eventually there was room for it at the newly found quarry at Crich, which later became the National Tramway Museum, and it left Leeds on 26th. November 1961. Many of the cars at Crich

were kept in the open as construction of covered accommodation was much slower than the rate of arrival of tramcars.

In 1967 the MPTS got the use of part of the old Green Lane depot in Liverpool (which had been the scene of a huge fire which had destroyed many trams several years before,) and much painstaking work was carried out there. The floors were rotten and had to be replaced, the car was rewired and new staircases made. Not a lot of work could be carried out on the bogies because there were no lifting facilities.

(Continued on page 18)

LOCO NOTES

It would be good to say that everything was going well with our locos. Well, perhaps things are essentially going to plan; but it has required a lot of effort to keep on this planned course and things have been far from easy for the faithful few who keep the wheels turning. Once MSC 67 is available for traffic things should improve considerably and we won't be living each week with fingers crossed.

1601 Matthew Murray

We've all heard the tale of the century old hammer that is original but has had three new shafts and two new heads. Well 1601 is almost one hundred years old. Alas, it hasn't had three new boilers and two new frames! If only it had. The more it is used, the more problems we are finding with it, many attributable to simple age and a lifetimes wear and tear. On Easter Sunday, investigation of a pronounced knocking from the right hand side revealed that the piston rod had become loose in the crosshead and was only held secure by the cotter pin. This necessitated its immediate withdrawal from service. On dismantling the right hand side cylinder it was found that things were far from good. The piston rod is tapered at its end and should fit very accurately into an equivalent tapered hole in the crosshead. The whole lot is driven home with the aid of a tapered cotter pin. The taper on the piston rod is quite shallow (of the order of 1 in 50) and is such that it should jam itself in place (and hence is known as a 'stick' taper), the cotter pin only serving as a safety device. However, it was

found that the piston rod was a loose fit in the crosshead and had only been held in place by the cotter pin. Not only that but the piston was loose on the piston rod, too! It should be remembered that the loco came to Middleton in a part overhauled state and this work had been done before its arrival and we had assumed that this work had been properly done. The piston rod has now been built up with weld and re-machined to make it a proper fit in the crosshead once again and the piston has been refitted onto the piston rod with the aid of suitable shims to take up the slackness there. The cotter pin has also been case hardened to improve matters. These few words don't really describe the considerable number of man-hours expended in carefully machining and then fitting the various components together to ensure a proper repair.

Whilst the loco was out of traffic, the opportunity was taken to investigate the leaking regulator. As suspected, it was found that the joint between the main steam pipe and the regulator casting was leaking. Access to this joint is virtually impossible without major dismantling but we found that we could just access it through the inspection holes on either side of the firebox. Unbolting the joint has been a two-man trial of patience and ingenuity. It is possible to look at the joint through these inspection holes; it is possible to get an arm in; but it is virtually impossible to do both together. It certainly isn't possible to get both arms in! To attend to this joint has required one person to hold and turn a spanner whilst a colleague watches and instructs through

the opposite inspection hole. Even turning the spanner is not easy as the space in which to do so is very restricted. The joint between the steam pipe and the regulator is a coned joint and had been assembled at Israel Newtons during manufacture of the new boiler. The original boiler had had a lead joint ring to effect a seal but it appears that they hadn't done this on the new boiler, instead relying on the taper of the coned joint to effect a seal. A lead joint has now been fitted, at first unsuccessfully but, following a second attempt there are no signs of leakage through this.

Another problem that was apparent when the piston was dismantled was that there was little sign of oil in the cylinder. As a temporary measure, some simple oil pots have been fitted to the cylinder covers to enable train crews to pour oil into the cylinders. Something more sophisticated will be fitted in due course!

1601 is now back in traffic and will hopefully run more reliably in the future.

2103.

For much of April, this diminutive loco has been the sole available steam loco but has fortunately performed faultlessly. The work carried out on the little ends has proved successful and it is a much quieter locomotive, as a result. A new lever has been made and fitted to operate the whistle and replace the piece of wire that previously provided this function.

No.67.

The final finishing off jobs have continued apace. A new balance pipe (between the two side tanks) was made fitted at the beginning of March.

This was made from the old copper steam pipe taken from Matthew Murray's old boiler, which just happened to be the correct diameter! Fitting of this pipe then allowed the reversing quadrant to be fitted and various other jobs to be progressed. Virtually all the copper pipe work is new and has had to be made up without the aid of any drawings. The Dreadnought ejector/application valve previously fitted protruded significantly into the drivers cab area and was quite cumbersome and very roughly fitted. (Rumour has it that the exhaust steam was dissipated through a bucket on the cab roof but this may be all it is – a rumour!) It has been replaced with a new vacuum ejector of a type still commercially available. This ejector is carefully hidden between the tank and the boiler and is less of an intrusion on what is an industrial locomotive. The exhaust is now taken into the smokebox and up the chimney. A modified LMS application valve has been fitted to provide the drivers brake valve and the whole arrangement is quite neat.

The loco did not come to Middleton with a whistle. One of our members provided a chime whistle but it was quite out of character in size and would have required some considerable modifications to fit. As a stop-gap, we have borrowed the whistle off Henry de Lacy II but we would very much wish to acquire a genuine Hudswell, Clarke whistle in the long term.

The fitting out of a loco often takes an awful lot longer than putting the main parts together. However, the culmination of many months of hard work came about on Sunday, 7 April, when No.67 moved under its own steam for the first time in over thirty years.

After the last days train had run, the loco was taken, light engine, for a run up to Middleton Park. This run highlighted one or two minor points requiring rectification, but nothing of any significance. Probably the greatest problem was a refusal of the brakes to operate! (Which we did find before we ventured anywhere, in case anybody wondered!) However, this was soon traced to an incompatibility between the steam brake cylinder, which was not original, and the rest of the brake linkage. Once the steam brake was disconnected, the brakes worked well. Rectification of this is a simple matter and has already been done.

The loco has now come back into the workshops for completion of the outstanding works. This latter task, in itself, will take some weeks, and has not been helped by the need to divert labour to the urgent repairs required to Matthew Murray. A new cab floor has been made and fitted and the paintwork is presently receiving attention.

No. 6

As the Ship Canal tank neared completion, more volunteer labour has been diverted to No. 6. The footplating was removed in the cab area as it was badly corroded and fit only for scrap. Removal of this allowed better access to the frames and these painted a sorry picture in this area with much wastage and corrosion being present. As previously mentioned, the rear buffer beam was badly bent and this has been removed. The collision in which the loco must have been involved had obviously sheared a lot of rivets and pushed the buffer beam gusset plates back by a considerable distance. Repairs to this had merely consisted of re-drilling eve-

rything where it now was and bolting it all back together! Besides the buffer beam, there is quite a lot of straightening to the gusset plates and angles required but we are confident that we can tackle these.

Following a grand workshops shunt immediately after Easter, the frames were positioned at the south end of the workshops road to enable them to be jacked up to release the wheels. These have now been run out from under the loco and will shortly be despatched to Ian Riley at Bury for the tyres to be turned. The frames are now likely to reside here for some considerable time as we get to grips with the overhaul. A start has been made on needle-gunning them preparatory to commencing the long rebuild process. The remaining sections of running plate have being removed, necessitating the drilling out of many rivets. They are in pretty poor shape and it will be easier to replace them with new material. Removal of these will also give better access to the frames for repairs.

The main reason that the loco was not re-tubed when it required so doing back in 1975 was due to its overall condition, especially the looseness of the frame stretchers and cylinders. Whether these things were a result of the collision back in its days at the cement works is not known. What is obvious though, now that we are well on our way to stripping down the frames, is that they will require a lot of re-riveting to bring them back to an acceptable standard. Whilst these problems will provide us with many hours of interesting work in an area where we don't usually have to do anything other than cleaning and painting, other parts of the loco are proving to be in excellent con-

dition. The valve gear and motion, for example, are in very good order, showing no apparent wear. From the evidence emerging, it would seem that the loco underwent a mechanical and boiler overhaul shortly before withdrawal. The firebox is known to date from 1968 and it is likely that the overhaul was carried out at this time. However, the mechanical overhaul appears to have been limited to the routine machine shop tasks associated with wearing parts and has ignored the more fundamental problems associate with the frames. Tell-tale marks on the frames indicates that the motion plate has been moving as much as 1/4" relative to the frame-plates, both up and down and fore and aft.

Incidentally, the majority of the parts so far removed are stamped up as No. 3717.

1210 Sir Berkeley.

Following on from the boiler inspection report by Gordon Newton, the locos owners, The Vintage Carriages Trust, have decided to opt for a new boiler and are applying for grant funding for this. As one of the conditions is that work cannot start on a job for which an application has been made, there has been no further progress with the loco and the frames presently reside in the middle road siding, under a tarpaulin.

1310.

Although it is intended to start the overhaul of this loco, no work has yet been done, due mainly to the work commitments of the volunteer who has undertaken to mastermind the task.

54.

In reporting on this loco in the last Old Run I said that what is needed is for a couple of volunteers to take on the loco as a project. No sooner had I written these words, and before they had even been published, I received such an offer! With a bit of luck, we will be able to start work on this loco in the not too distant future, once No. 67 has entered traffic.

No.11

Work continues on needle-gunning and painting the boiler. The running plate has had all the rivets drilled out in preparation for their removal. These are to be replaced with new plate. One of the big end bearings had been missing when the loco was acquired. Fortunately this has recently been re-discovered in a garage and has been reunited with the locomotive. It is intended to lift the frames from the wheels and axles very shortly and these, too, will go to Ian Riley for tyre turning.

91.

The Brush diesel is starting to get a bit smokey and we may have to look to sorting this out before much longer. Another recent problem has been a burnt out resistor in the engine stop circuit. This problem prevents it from being started without the fault being overridden. A replacement resistor is on order and should arrive shortly.

5003, D577, D631, 138C, 7401 & 1786 are, as usual, all serviceable and used as required. This also applies to **Rowntree No.3**, which was accidentally omitted from the last Old Run! All other locos are in store pending overhaul or repair.



ABOVE The Father and Son team of Brian & Lee Hall are busy with a spot of jacking and packing on the loop at Moor Road.

BELOW Re-sleeping just north of Middleton Park. Bob the Builder supervises a gang consisting of (L to R) Sarah Boot, Martin Plumb, Brian Hall (almost hidden), Andrew Plumb, Graham Parkin, Mark Whitaker, Peter Nettleton, Dave Wraith (almost



M E N A T W O R K !



ABOVE: Graham Parkin burns off the rivets that hold the rather bent buffer beam to the frames on No.6.

RIGHT: Plumb, Plumb & Plummer! The train crew on Saturday, 30th March 2002 consisted of Martin Plumb (Driver), Andrew Plumb (Passed Cleaner) and Derek Plummer (Guard). Derek has the distinction of being the Railways longest serving working member. (Apologies to Ian Hodgson, who was the fireman, but whose surname didn't quite fit!)



(Continued from page 11)

However in September 1979 the car was considered to be restored and it went back to Crich. However it did not meet with the exacting standards needed for public running and close examination of the bogies revealed many cracks, some of which had been welded up many times before. The car was towed up the line for a demonstration run but that was all. So work started to put it right. The roof was in poor condition so a new roof was made and fitted, including the panel-beaten domes at each end. However urgent work preparing cars for the Garden Festivals at Glasgow and Gateshead meant that 869 had to be put on the back burner for a further 5 years before work was resumed.

The car was then lifted from the bogies, which were then subjected to a redesign by professional engineering consultants and remanufactured. The body was lifted from the underframe which was found to be badly corroded. New side members were fitted to the original cross members and the whole assembly was reunited with the body.

Meanwhile the electro-pneumatic control gear and air compressor and all the other electrical bits had

been given a thorough overhaul and were refitted to the car. A complete repaint then completed the restoration.

A couple of days before Christmas 1992, 869 was driven out of the workshop under its own power and then for several weeks exhaustive tests were carried out before the car was handed over to the driving instructors for intensive running in. After this the next stage was to train senior drivers to familiarize them with the car before releasing it for traffic.

The MPTS had a private visit in May 1993 and were delighted to be the first passengers carried in nearly 32 years. The official launch was in July and was unfortunately marred by the death of Eric Vaughan (who was too ill to attend the launch). Eric had led the Liverpool team during its restoration and, fortunately, had driven the car on the MPTS visit. The car was used to scatter his ashes at a subsequent ceremony and two memorial seats were dedicated to his memory.

Since then after several seasons of passenger duty it has recently had a routine truck overhaul and a partial repaint and re-entered service in 2001.

Editors Note: In his splendid article, Brian does not mention the small fact that the cars were re-gauged to Glasgow's 4'-7 $\frac{3}{4}$ " gauge and the bogies were to this gauge when the tram arrived at Middleton. The gauge incompatibility provided many hours of frustration in trying to keep it on the tracks whenever it had to be moved around the site at Parkside.!

NOTES & NEWS

CARRIAGE & WAGON

Coach No.1867 was duly outshopped in time for the start of passenger services at Easter. Inevitably, some rotten timber was found and the simple repaint became a bit more complicated task! Routine examination of the running gear revealed that one of the bearing shells had lost a piece of white metal and this was exchanged with one from PMV No.2073 as a precaution. We really ought to source some spare bearings as we cannot carry on robbing this vehicle forever. When we built these coaches we thought that, if they lasted twenty years, that would be good. It's a sobering thought to think that they are now three-quarters of the way through that twenty years! In the near future we must consider our future passenger rolling stock requirements and make plans accordingly.

Progress continues on the Ballast Brake but the hoped for Easter completion has not materialised, due to other pressures. The roof is now all but complete and ready for the sheet steel cover to be applied. During a recent shunt opportunity was taken to move the van onto the east workshop road ready for the time when it is completed.

CRANE D12

This recent acquisition has seen much regular service since its re-commissioning. Work continues on tidying it up and painting as labour is available but there is much to do be-

fore it can be considered complete. As part of the purchase deal, Corus agreed that they would provide us with all the spares that they had. Locating the whereabouts of these spares, writing them off from the accounts and finally collecting them all together has taken some months to complete. However, on 1st May we hired a 7 tonne dropside vehicle and set off once more to Scunthorpe. Amazingly, Corus had managed to locate almost seven tonnes of spares. These have been shared out between ourselves and Elsecar and we were duly loaded with our share. Inevitably, the one item we really needed—an exhaust manifold—wasn't available. Likewise, Elsecars desperate need—a new hoist rope— was also noticeably absent from the collection. Still, between us, we have managed to acquire several thousand pounds worth of useful spares.

FILMING

We seem to have become a popular choice for projects by students from Leeds Metropolitan University and have recently had two groups filming us. We endeavour to help with such requests when we can. The first group merely wanted to film the Railways activities, including preparation of a steam loco and it was fairly easy to cater for their needs. The second group, though, was more adventurous. This was for an MA project and, for this, the students had to produce a half-hour drama. The story was essentially about a group of

illegal immigrants trying to get to Britain through the Channel Tunnel. The students have a very limited budget and our motorway tunnel became the French portal and Moor Road the marshalling yards! All the railway location filming involved night scenes and, as the filming was done almost at midsummer, required some late nights from some of our volunteers! A professional stuntman was on hand to ensure that the various scenes were enacted safely and it was quite re-assuring to see the lengths that were gone to in order to ensure the safety of the cast and crew. The only casualty was one of the crew who managed to stand on a bramble which turned out to be tougher than his trainers! The students certainly learnt a lot of lessons on location filming, not the least on how difficult it can be to get all your kit to the site of the filming!

The story has a moral to it and the boy who stows away on the train gets killed; there is no happy ending. We are looking forward to receiving a copy of the completed production.

P W WORK

Over the past few winters we have had a regular routine of sleeper replacement, using concrete sleepers to replace the timber sleepers on the main line. This relaying work effectively reached the start of the proposed extension in 2000 and no further major relaying works were planned as it was hoped that the remaining track at the south end of the line would become redundant with the extension. However, a number of the existing timber sleepers were well be-

yond their useful life and these have been replaced over the winter period, using good sleepers released by the earlier wholesale relaying. Some point timbers have also been replaced on the north end turnout at Middleton Park. Attention has also been paid to the loop and crossover at Moor Road with lifting of dipped joints and rotten sleepers. Some thirty broken chairs have also been replaced throughout the running line.

MOOR ROAD IMPROVEMENTS

From time to time we carry out minor infrastructure works around the site at Moor Road. In recent months we have built a gas bottle store at the north end of the workshops. This was a requirement arising out of a recent Insurance Company inspection and was the only major comment made by the Inspector. At the same time as carrying out this work, a ramp was made to the oil store to make the task of rolling barrels inside that much easier.

We managed to run our coal stocks down to virtually nothing at the end of last season and, seizing the opportunity of a clear space, we decided to concrete the remaining area where we keep our coal stocks. Two weekends of preparation preceded the actual day of laying the concrete, which took place on 16th March when a good gang turned up to lay some nine cubic metres of concrete. All our coal can now be accommodated on an area of concrete hardstanding, making picking it up with the JCB much easier and eliminating the dirt that was often picked up along with the coal!

WATER TREATMENT

The time was when Leeds water was considered to be the softest available and many's the time a hard pressed shedmaster elsewhere has rostered locos for a trip to Leeds to put off the need to wash out their boiler for a few more days! Alas, with the modern water supply network, we get our water from a much greater catchment area and it is no longer regarded as soft. Following upon a recommendation from our water treatment supplier, we have decided to install a water softening plant. Because our daily water requirement is not excessive and we have sufficient storage capacity for a full days operation, the equipment required for this water softening plant is not large, either in size or cost. The equipment has been delivered and is presently being installed in the under stair area of the old shed which has been cleared out to enable this. It should be operational shortly. Provision of his facility, together with the existing water treatment, should virtually eliminate the need for boiler washouts during the season. A similar course of action is being pursued by some of the larger Heritage Railways, notably the Severn Valley, although their installations will be on a much larger scale.

IN THE WORKSHOP

Some re-organisation has been taking place to accommodate the water softening equipment. The old workbench (a relic of the days in the wooden hut in Dartmouth Yard!) has been moved out from the old shed and

it will eventually be placed along the east wall of the workshops. This workbench was made out of scraps of timber found lying in the yard in the finest Middleton tradition of doing it for nothing! Despite these origins it is substantial and well made.

Not previously mentioned has been the acquisition of a small surface grinder. This has been installed for some time now and has seen occasional use. The machine hacksaw has also managed to escape mention. We have had this for some considerable time but it had spent a long time in storage before being put to use. It is great to have a saw that cuts true and square, something its predecessor was never able to do!

A replacement air operated die grinder has been purchased. This is a very useful tool and replaces an earlier one that was suffering from a broken control handle, making it very difficult to operate.

Finally, two other recent acquisitions for the workshop have been a bar rack and a welding table. The bar rack has been installed along the west side wall of the workshop and has helped organise our stock of steel bar, making life much easier when we are looking for such material, which previously used to be scattered all over! The welding table has not yet been installed; it really needs cutting down in size as it is a bit on the big side for our rapidly filling workshop.

OLIVE COMPLETE!

Following a grand shunt on Good Friday, 'Olive' was moved into

(Continued on page 25)

MEET THE TEAM.....

Emmanuel Lanne Writes:

The second article is again related to our governing body members. It is another couple. If you wish to know more about them, please read on:

Tony and Jenny Cowling

Tony (A J Cowling): MRT Company Secretary and Civil Engineer,

Jenny (J A Cowling): MRT Council Secretary and Supporter!

Note that I looked at page 27 of the winter 2001/2 Old Run edition to check the names, titles and initials and started to get confused. Hence if you wish some clarification look at the picture below and again read through.

Tony, a member since 1967.

Tony - TC to those who know him. The first time I saw him I thought "Who is this Man In Black?" as, when working, Tony is usually dressed from top to toe in black overalls. His wife tells me that it is really a very dark blue, but as he does not present it for washing very often (he is afraid it will ruin the washing machine) it retains a nice, shiny, patina of oil, and hence appears to be black.

Tony is not retired, and in his leisure time is employed by the Uni-

versity of Sheffield as a Senior Lecturer in the Computer Science Department. Despite living in Sheffield (and also having other interests) he is a very regular member. He is a driver, but as he cannot come to the railway on Sundays (as he attends Church, indeed he is the Treasurer of his Church), his driving is necessarily restricted to special events and Bank Holidays. He does, however, come and bash bits of track about, paint things, and generally try to make himself useful wherever there is a need, on as many Saturday afternoons as he can manage.

He joined the railway while a student at Leeds University, at the time when the University of Leeds Railway Society played a major part in running the railway, under the dynamic direction of Fred Youell, then a member of the Physics Department of the University. For several years, Tony, along with others, helped to keep the railway going by ferrying loads of scrap from one end of the line (Robinson & Birdsell's Scrap Yard) to the British Rail connection at the other, on weekday afternoons, using the little diesel loco "Courage". In 1969 he became a member of the railway's Committee, responsible for co-ordination with the University Society, and since much of their input was to the permanent way work, he became Civil Engineer in 1970. It was a while before he became a steam driver, as in those days steam services were only operated during the summer, when he was back home in Ilford, suffering paid employment to help with his student costs. Then, when

he moved to Sheffield in 1973, he became Safety Officer and Company Secretary in 1985, following the retirement of Effie Brampton (who, sadly, died last September). He can't imagine what it's like not to be involved in a railway!

Tony could be defined as: The man with the paper files, when he comes to council meetings he always carries more than his weight in documents, letters and other very important papers. If by any chance you don't see him carrying those, maybe because he his driving, don't worry; everything is in his head. Tony has been around so long that he probably knows more about the railway than the vast majority of the members put together.

Jenny, member since 1989.

Jenny met her husband before the railway, as they sang (and still do) in Sheffield Bach Society's Choir, of which Tony is now Chairman, and Jenny is its Treasurer. When she married him, she decided she ought to keep an eye on what he got up to at the Railway every so often, so when Peter Nettleton resigned as Council Secretary in 1989, she volunteered to take on this job. Unfortunately her other occupations prevent her from helping in the shop (much as Stan would like her to), and she says she is not very proficient with spanners and things (although she wields a mean paint brush).

In real life Jenny is a singer (classical stuff - Oratorio - if you don't know what that is, she'll be pleased to explain some time); a so-



Tony Cowling, obviously deep in thought! We did request a photo of both Tony and Jenny. This is what Jenny sent!!! It looks as though Jenny will just have to remain anonymous for now.

prano, which means she hits the high notes! She also teaches singing and general vocal technique. So if you want to learn to shout louder at the railway, whether at Council meetings or just in the yard, she's your man! Fortunately she doesn't serenade us while taking the Minutes.

I have never seen in my career someone taking the minutes of a meeting so well. I would say somehow too well. Usually the two to two hours and half of a council meeting are summed up in a concise six page document. It has become a bit of a game for some of our members to try

to find some insignificant detail to argue about when agreeing the correctness of the minutes!

Jenny's work is one of the less visible bits of labour. You won't see her in the shed or the shop - she mainly supports our Trust from home by preparing the Council minutes and the monthly financial spreadsheet, or even translating from my deep French/Yorkshire English into readable sentences!

Jenny could be defined as: A voice of the Railway! Not a railway voice!

'OLIVE' looking resplendent in its completed livery. Following the issue of the Exemption Order, the vehicle can now be used for the carriage of passengers,, but only on the Middleton Railway.



(Continued from page 21)

the workshops for completion of the final bits and a full repaint, this time into the correct shade of green (Olive green??!!) A new door skin was fitted to the west side door to replace the badly corroded one. Various other minor jobs have been carried out, including the fitting of a new handrail to replace the one accidentally cut up in the belief that it was scrap bar! The Railway Inspectorate carried out a further inspection of the vehicle during April and confirmed that various works previously requested had been completed.

Because the vehicle was a conversion and not an original passenger carrying vehicle, it had no 'grandfather rights' and it was ruled that it must comply with the latest legislation. Principal among these has been the Rail Vehicle Accessibility Regulations 1998, made under the Disability Discrimination Act 1995 and there was a need to apply for an exemption order from these Regulations. This has required a Statutory Instrument—in effect a mini Act of Parliament. This Order is cited as the *Rail Vehicle Accessibility (Middleton Railway Drewry Car) Exemption Order 2002*. It was laid before Parliament on 30 April 2002 and came into force on 22 May 2002. The order allows the operation of the Car as a passenger vehicle only by the Middleton Railway Trust Limited and only on the Middleton Railway.

The Order has been necessary for a whole list of reasons, as follows:

- The colour of the exterior doors do not contrast with that of the vehicle body

- There is no audible warning device fitted to the passenger doorways
- The interior windows are not marked as required by the Regulations
- There is no handrail on the interior of passenger doorways
- The handrails are not of the required diameter
- Handholds are not fitted to the seat backs
- More force than allowed is required to operate the door handles
- There is no passenger information system
- The wheelchair space is not fitted with a communication device
- There is no wheelchair compatible doorway on one side
- The wheelchair compatible doorway is not of the required width
- The wheelchair ramp is not of the required width and cannot support the minimum weight.

This serves to show just how modern legislation impacts on the Heritage Railway Movement. When this legislation was drafted it was thought that Heritage Railways utilised old stock with the 'Grandfather Rights' which automatically exempt them. No thought was given to conversions and, indeed, the narrow gauge lines which build their own vehicles. Our existing passenger vehicles have these Grandfather Rights but, if we were to convert a further PMV (as we intend) we will have to comply with the above requirements, or seek an exemption.

THE SALAMANCA RAIL MUSEUM

By Sheila Bye

No, not a proposed name for Middleton's museum venture! The Salamanca Rail Museum, New York State, USA, was noticed in the area guidebook, and immediately became a part of the itinerary for a recent trip to Pennsylvania and the western corner of New York State.

Like Middleton's pioneer 1812 steam locomotive, Salamanca NY's name is associated with the city in Spain. However, whilst the Middleton loco's name commemorated the British army's recent victory over the French army near Salamanca, the U.S. town was named, or rather renamed, in honour of a Spanish nobleman, the Marquis de Salamanca.

The tiny community of Hemlock Mills was not even in existence when, in May 1851, the New York and Erie Railroad's inaugural train ran the company's full route from Piermont, on the Hudson River, to Dunkirk, on Lake Erie. The Erie Railroad, as it became known at about that time, was interesting in that it was the first long railroad in the USA and that it also had the widest gauge, the company having decided to adopt a 6 foot gauge for the heavy traffic it expected. Other firsts later claimed by the Erie RR included: 1st US railroad over 400 miles long, 1st trunk line linking the Atlantic seaboard with the Great Lakes, 1st to transport California fresh fruit to New York (1887), 1st to use iron rails rolled in America (1842), 1st to construct a telegraph along its right of way (1850), 1st to use the telegraph for directing train operations (1851), 1st to use a bell-cord for conduc-

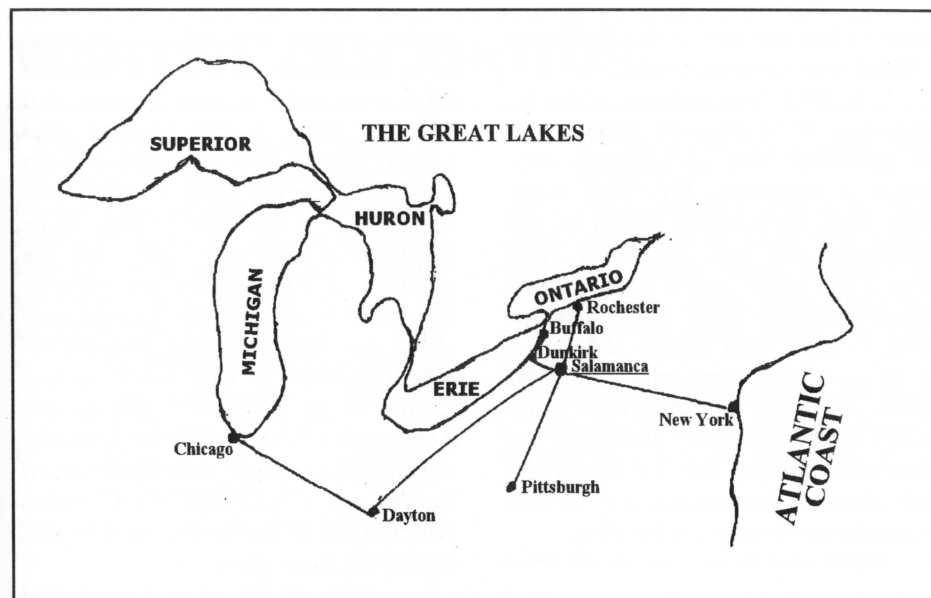
tors to signal engineers (1842), 1st to use a ticket punch, and 1st to provide tank wagons for the movement of petroleum (1861).

During the 1850s, a line was planned which would run westwards from the Erie's line to Ohio and on to Chicago, providing a new link between Chicago and New York. The new line, was to be known as the Atlantic & Great Western Railroad and, though it was chiefly the brainchild of Marvin Kent, of Franklin, Ohio, one of its major promoters was John McHenry, of London, England.

McHenry was a personal friend of a Spanish nobleman, the Marquis Jose de Salamanca, who had made a substantial fortune through financing the construction of railroads in Spain, France and Italy. McHenry persuaded him that the Atlantic & Great Western's proposals were sound, and the Marquis subsequently was responsible for the capitalisation of the scheme, both with his own money and through the shares he was able to sell to investors in Europe.

The inaugural train ran on the first completed section in November 1862, and links were quickly established westwards to Chicago. The A&GWRR was built to broad gauge, and linked with the Erie RR at the recently founded hamlet of Hemlock Mills. This small dot on the Erie RR's map suddenly became an important railroad junction, and railroads would dominate the local economy for the next 100 years.

In September 1866, in honour of



the local economy's noble benefactor, Hemlock Mills ceremonially changed its name to Salamanca. It is perhaps interesting to note that the new town was actually built almost entirely on an Indian reservation, belonging to the Seneca Nation of native Americans, with whom rights of way were negotiated by the railroad companies. Many men of the Seneca Nation later worked as railroaders.

By 1872, yet another railroad was being planned with Salamanca as a terminus, the Rochester & State Line Railroad, which later became the Buffalo, Rochester & Pittsburgh. The R&SLRR began regular running in September 1874, with two locomotives – the *Rochester* and the *Salamanca*, but the line did not extend to the town of Salamanca until 1878. At Salamanca, the R&SLRR connected with the A&GWRR. As the R&SLRR appears to have been of standard gauge, the connection obviously was not achieved without difficulty. A device called the

Ramsey Car Transfer was installed to lift the body of a freight car so that its wheels could be changed for ones of the appropriate gauge for the next stage of its journey.

Within two years of the R&SLRR reaching Salamanca, yet another line was being planned to terminate at the town, the Olean, Bradford & Salamanca Railway. This was not a railroad, but a 'street railway' – a tram system. However, as it connected with the railroad junctions it was used for freight as well as passenger traffic, distributing materials and supplies to shops and businesses all along its routes. (The Dresden tramway system recently adopted a similar scheme, with special freight cars running between a glass manufacturer's works and the VW car factory across town.)

Salamanca went into the 20th century as an important hub of railroads, with two large freight yards, for the Erie RR east-west mainline, and the Buffalo, Rochester & Pittsburgh RR

(soon to become part of the Baltimore & Ohio) running north-south.

In 1912 (the centenary of the introduction of Middleton's *Salamanca*) the BR&PRR built an attractive little station at Salamanca NY. Only thirty years later, the building served its last passengers and was abandoned apart from a few years' use as an Air Force Reserve meeting place. Salamanca appears to have been largely abandoned by all its railroad companies during the 1970s. By 1980, the BR&PRR's Salamanca station was badly vandalised but structurally sound, and the Salamanca Rail Museum Association was formed to acquire and restore the building.



SALAMANCA RAIL MUSEUM

In the 22 years since then, much has been done to restore the little station building as far as possible to its original appearance. Some of the original furnishings were retrieved and other items acquired which replicated vanished or destroyed originals. Photos, other records and railroad artifacts were collected, and in June 1984 the station reopened as a museum. Like the Middleton Railway, the Salamanca Rail Museum is volunteer operated as a tourist attraction and an educational facility but, unlike our society, the Association does not run trains. They do have a collection of rolling stock, and plan to expand into one of the remaining freight depot buildings.

When we visited in mid-April, it was well before the start of the main

tourist season, and our arrival must have gladdened the heart of the elderly gentleman in sole charge that day, as there wasn't another soul around and the rain was belting down outside, deterring local visitors. Unfortunately, it was also belting down inside in at least two places, but the displays of memorabilia are interesting, there is a good video presentation about the local railroads, and the restored building is well worth seeing. Copies of the Middleton History and Locomotive Stockbook were formally exchanged for some data sheets about Salamanca's railroad past (from which most of the information in this article has been gleaned).

None of the items I purchased or otherwise obtained at Salamanca had a comprehensive map of its complete web of railroad connections, postcards of the station building had sold out over the winter, and the pouring rain put photography out of the question, so all that can be offered as illustration for this article is my crude sketch plan showing the approximate positions of Salamanca's main railroad links, and a line drawing of the station filched from one of the books I purchased – must go again sometime!

For anyone passing that way, the Salamanca Rail Museum can be found at 170 Main Street, downtown Salamanca, New York State. It is normally open Monday to Saturday from 10.00 to 17.00, and Sunday from 12.00 to 17.00. However, it is closed entirely in January, February and March, and is closed on Mondays in April and October to December. Entry is free, but donations are welcomed and well deserved!

WANTED OLD PHOTOS

The Middleton Railway Trusts archives are sadly lacking in old photographs, both of the Railway and of the Middleton collieries. We would dearly love to rectify this situation. If you have any old photographs relating to any of the following subjects:

- The Middleton Colliery Railway in the days before the Preservation Society (pre 1960)
- Broom Pit or any of the other Middleton collieries
- Any of our existing locomotives

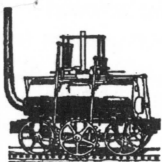
in use before they were preserved.

and would be willing to loan them to be copied please get in touch with either the Acting Editor (Steve Roberts) or Hon. Archivist (Sheila Bye). Their addresses can be found inside the back cover.

In addition to photographs, we are keen to acquire copies of any information, documents, plans, etc, relating to these subjects.

Below: Despite the last of the Middleton Collieries (Broom Pit) lasting until 1968 we have very few photographs of the colliery and its equipment. This general view of Broom Pit was provided by Keith Hartley and was taken in June 1968 shortly before closure. It is one of the few colour photographs we have. It shows the two headgears No.1 shaft is on the left and No.2 shaft on the right of the picture.





WE NEED YOU!

As ever, we are short of volunteers. Whilst help is required in all Departments we are particularly short of Shop Staff and Guards.

CAN YOU HELP YOUR RAILWAY?

Working in the Shop is particularly suited to couples but everybody is welcome to lend a hand, even if it is only occasionally. Every little bit counts and eases the strain on the 'Regulars'

Guards duties are fairly easy and would suit the less energetic! Training is given.

Contact any Council member if you are interested (see opposite page).

LETTERS TO THE EDITOR

The Editor welcomes letters from members (and non-members!).

Not exactly a 'Letter to the Editor' but C M Good was recently kind enough to write to us, as follows:

I am writing to express my appreciation of your excellent Thomas Day.

My Son Daniel had a superb time and I had to drag him away in the end!

We also thought the Fat control-

ler was excellent (!) and there obviously had been a lot of thought going into the days events.

Hope to see you again when you run another day.

Yours faithfully

C M Good

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MEMBERSHIP SUBSCRIPTION RATES

Full Trust Membership	£9.00	
O.A.P. Trust Membership	£6.00	
Junior Membership (of M.R.A.)	£6.00	
Family Associates of Trust Members (in same household)		£1.00 per person
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