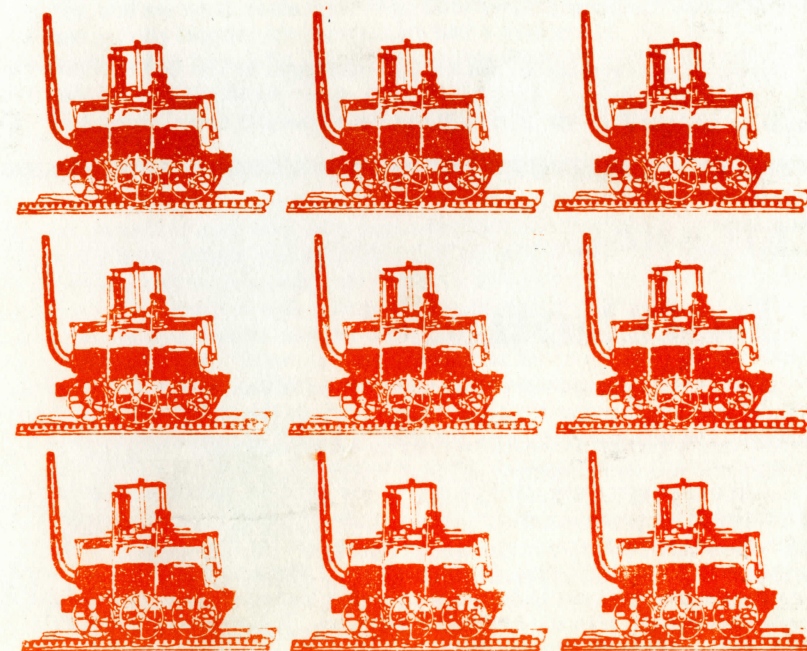


THE OLD RUN

SUMMER
1973



JOURNAL OF
THE 1758 MIDDLETON RAILWAY TRUST
LEEDS

THE OLD RUN

VOLUME 10 NUMBER 9 SUMMER 1973

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

The next issue will be published in November, and all contributions should reach the Editor by 7 October.

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

EDITORIAL

Lofthouse

It is always a strange experience when the subject - matter of one's own particular interest becomes the common currency of the instant experts of press and television. The public inquiry into the tragic accident at Lofthouse colliery in March provided just such an occasion for those interested in industrial archeology. For a few days — and with complete justification — the location, nature and scope of the nineteenth-century mining industry to the south of Leeds became an issue of national interest as the hearings sought to discover the reason for the disastrous inflow of water into the present-day workings. To the surprise of absolutely nobody, the chief villain of the proceedings turned out to be the anonymous Victorian coalmaster whose incomplete records were used to plan the Lofthouse workings. For a few days, industrial archeology became vividly, if sadly, relevant to the present.

Now the cameras and correspondents have gone, and Lofthouse is back to work. MRT members should not forget, however, that many of the miners there worked previously at Middleton colliery, and we were pleased to hear that, in view of this local connexion, the MRT committee decided to make a small donation to the disaster relief fund.

FOR THOSE WHO THINK ENGINE DRIVERS SUFFER...

TOM APPERLEY

The Sales Year starts in early spring with the horrible feeling that nothing is ready for the ravaging hordes you hope will eat you out of shop and home, AND PAY. Catalogues are consulted and one realises that one cannot afford to stock one per cent of all those lovely things that make the cash register go "TING". You do order about 2% of your actual needs, and make a trip to Budgets by horsebox or removal van for food and drink. This has to be paid for with real money, so even a minimum of pop and crisps decimates your meagre float. The motto is, — if you must have "Salt and Vinegar", eat the ordinary ones first.

Once the shop stock is in, it needs constant checking to ensure that not too much is going astray, and see what needs replacing. Shopkeeping is easy for anyone with a cast iron nerve and infinite bladder (the nearest are half a mile away). The easy bit is having to smile at grubby little boys who spend ten minutes choosing a lolly, then demand instant service, and forget to say "Ta". You know the customer is right, and forego the pleasure of belting him with the iron bar kept for fighting off attacks by the local Mafia and the Travelling People.

The hard bit is deciding what of your minimal stock can be spared from exhibitions for the line; lugging it there; flogging tickets and totting up the cash without computer aid, as well as your own sales accounts; bagging up all those 'orrible 'apennies and going to the bank, where you inevitably end up behind a Pakistani who needs to do something complicated with rupees; carrying on a committee meeting whilst trying to tot up twenty seven items, all with odd prices for an irate mum; giving out membership forms, and leaflets, and posters, and car stickers, and cameras, and luggage, and half - empty pop bottles you are "minding", and timetables for some other railway (saying sotto voce that really you would never ride on it, they have no vacuum brakes).

This will be interspersed by other Budget visits and toy warehouse trips for sparklers, so that when folks complain you cannot be seen at the line except between 13.50 and 17.15 on Saturday and Sunday, you can truthfully say you never see them on Wednesday at midnight, because: (a) it was p-ing with rain, and (b) you had just broken your ankle chucking pop into a black hole of a shop. Unlike the driver bloke who keeps falling asleep in front of the tele., you are kept awake, because in a moment of mental aberration, you had your telephone number put on every paper bag. The character who merely asks for [undefined] information usually receives a reading of one of the more explicit passages from "The Perfumed Garden".

The rest of the time is occupied in "Maintenance", which is kidding your wife into sewing curtains for the new sales stand; making a dozen visits to collect the plastic letters for the nameboard, finished on midnight the day before Harrogate exhibition; constructing wooden stock boxes because: (a) you hate ironing the creases out of Great Marquess prints, (b) cardboard is uglier and does not fit the heads of the native porters, (c) you are a masochist, and (d) someone said it could not be done in time, and you bet it could, and cannot afford to lose. More important is "Doing Up Stands"

which is making new side panels and rebuilding the defunct model railway layout as a stall, only about ten times as difficult as starting from scratch; making yet another version [Mark VII] of the outdoor stand in a vain attempt to stop the August rain running into your trousers and making you wish you had stuck to coffee at lunch time; then the application of what seems like gallons of paint, but is actually six pints of assorted primers, under, and top coats of what, as a paint chemist, you feel should be banned. But it was cheap, and the committee are ready to complain about "Empire Building" if you give rein to your natural genius and artistic flair and do the lot in fully-lined Great Western Green.

Then off to the lovely exhibitions, free, but not cheap. Unfortunately you are usually too tired to enjoy them after checking four thousand sales items and making up a float which will not disappear too fast when not one customer in the first hour has any change; then packing the lot so that all the bolts to put the stand together are easily found (in the very last box you open), and of course you have your camera so that you can take pictures for that Old Run Editor, if you stay sober. Now someone is sure to tell you not to have all the fun, and let others do what is the really nice bit — PUTTING THE MONEY IN THE TILL. Happy days, but you still have to check the residue from those four thousand items to see if what is missing agrees with the cash taken in exchange, and so to the bank, and re-order, and re-check like the fabulous Oozlem bird, but in rather cleaner circles.

That is why, my children, it is not a brilliant idea to ask the sales staff for peppermint flavoured crisps or Beluga caviar, when you are using the shop, which is already overcrowded, as a cloakroom, left luggage office, rest room, conference hall, publicity centre, and complaining that your particular junk has been rudely removed from the place occupied by Tropical Lemon; and why, after many explanations that the 500% profit margin on Middletoniana does not make up for the near zero turnover, you may be graphically told the best place to put your idea, and the size of the envelope to ensure it will do most good.

This goes on in some way or other until December, then, as Flanders and Swann sing, "It's bloody January again". Ah, a great life if you don't weaken.

TEN YEARS AFTER

From The Old Run, July 1963:

A number of historic rails, believed to have come from the original Middleton Railway, have been found this month. The rails came to light when workmen were demolishing an old building opposite the site of the winding house at the top of the Incline, near Town Street, Middleton, to make way for council houses.

Mr. Mitchell, headmaster of the Middleton Church of England School, noticed that the rails, which had apparently been used to support door and window frames, were "pouring out in all directions". Since the building dates to 1830, and the rails were incorporated in the original structure, they must have been discarded about that time.

OLD RUN news

Depot progress

By mid-May, the round-robin scheme in aid of the depot appeal had raised £65. There were then fifteen contributors, but the appeal in the last Old Run didn't bring in a single donation.

Progress with the depot project itself is quite good, with one firm quotation received and two more awaited. Application for outline planning permission has been made, and we are expecting a decision in the coming weeks. It is intended to apply for a grant of 50% from the Department of Education & Science, which has, I believe, assisted with similar projects on the KWVLR.

PETER NETTLETON

On the line

The work in progress on HE 1697 has had to take second place to repair of the Fowler. A steel bush carrying one of the drive-shaft ball races was found to need urgent renewal, and this work has now been completed, HC 1309 still awaits the signwriter's visit to repaint its name, and give it a coat of varnish, but it is otherwise ready for service. The Steam Power Trust have been much in evidence at the line, and the Y7 has recently received several coats of paint, its boiler lagging and a repaired side tank. An electricity supply has been installed in the hut, and a sixteen-foot 'Middleton Railway' sign has been constructed for erection of the roof of the shop container. A start has been made on the repair and modification of our latest acquisition, an ex-LNER ballast brake/riding van for use on the passenger service.

JIM LODGE

OLD RUN NEWS

Farewell RL

For many years, a near neighbour of the Middleton Railway has been the Hunslet Rugby League football ground, Parkside. Our old headshunt finished in the car park, and something of a love-hate relationship developed with the Club. In the days when there were big attendances, it was not unknown for our trains to be delayed by cars parked too close to our tracks. On one noteworthy occasion a group of youths purporting to be Rugby supporters tried to stop a moving train by stoning it.

In the days when the Committee had an imagination that ran riot, one stalwart seriously suggested that we should make provision to receive "Rugby Special" trains over our tracks, thus allowing direct access to the ground! The mind boggles — and the tracks buckle — at the thought of such a Peak-hauled twelve coach train.

Rail access was important to Parkside in tramway days, for a special '12. Parkside' destination appeared on the screen for use on match days. Tramcars ran from Sovereign Street, and used the Parkside crossover on the Middleton Light Railway to make an immediate return to the City. At Headingley, and at Elland Road, there were special sidings so that cars could wait until the end of the match, but Hunslet, it seems, never produced sufficient traffic to justify this. After the trams finished in March 1959, a bus service ran via Dewsbury Rd., but declining gates soon put an end to this.

And so we say farewell, and look forward to a new industrial estate on the site. "Parkside" is no more, but the club will continue to play Rugby on an alternative site. I suppose that some folk will miss the free viewing afforded by the visitors train on Parkside Incline. Farewell R.L.

JOHN BUSHELL

... and GN

During the month of May, demolition work was in progress on the viaduct which carried the former Great Northern Railway over the Middleton Railway and the Middleton Light Railway. The line was last used for coal traffic from Middleton

Colliery, but originally connected Beeston Junction, on the GNR Leeds - Doncaster line, to Hunslet East goods depot, which was also served by a branch from Neville Hill. It was opened in 1899, and never carried a passenger service.

Within the next few months, it is confidently expected that further dramatic changes will take place in this area, as the construction of the new extensions to Middleton Park commences. These will make the park one of the largest in the north of England.

JOHN BUSHELL

Membership

We extend a warm welcome to the following new members:

Peter Lindley, Leeds 10; Mrs M Apperley, Leeds 13; Stanley Apperley, Stroud; Russell Stothard, Horsforth; Rev Jeffrey Sharp, Otley; Paul Whitfield, Bradford; Kenneth Harper, Hqwarden; Charles Davis, Leeds 14; John Otley, Leeds 10; Paul Knapman, Birkenhead; Chris Kavanagh, London SW18; Kenneth Harrison, Leeds 11; Nicholas Beckwith, Birkenshaw; Brendan Sheerin, Leeds 11; Mark Elmin, Leeds 11; Robert Harrison, Leeds 11; Martyn Drake, Leeds 15; Richard Fretwell, Leeds 15; Ian Holderness, Leeds 11; Michael Bailey, Leeds 3.

Sincere apologies to Messrs Tilleard, Dews and Thompson, who were all listed as new members last issue. They are all members of long standing, and the error is as unaccountable as it is inexcusable!

If your subscription expired at the end of June, please fill in the form and send your renewal without delay. All non-renewals have to be written to again, which is expensive and time consuming.

BRIAN ASHURST

Sales talk

Sales profits made up a third of the Trust income in 1972.

This is low for a preservation society, but consolingly higher than in 1971. When Middleton talks in terms of £750 turnover, Talyllyn can point to more than ten times as much in food sales alone, so we have just a little way to go. We have once beaten Worth Valley, at Otley Model Railway Show this year, but in 1971 Sales Preserve Steam at Hqwarth raised £17,000. This indicates to me that the general public are not pulling

OLD RUN news

their weight, and I can't remember many orders from you stingy lot either for framed Supercards, Ian Allan books, and all the other items offered in the recent past. Send your blank cheques to the Apperley Rest Fund, care of Me, 29 Poplar Rise, Leeds LS13 4SQ.

Future plans include yet another stand for being in four places at once — we already are frequently in three and need sellers and helpers of all kinds. We have been accused of being greedy, but consider how much more beautiful we are than scrap wagons, and not so big by about nine times as the back row set, but probably more potentially profitable. Toilets! A tea urn is brewing, a bar would be nice, that is why we need toilets. To misquote the Tallyllyn, "If we had toilets, we could safely sell more pop".

TOM APPERLEY

Exhibitions

At Easter we were fortunate enough to be invited to have a stand at the Ravensglass & Eskdale Society's exhibition held at the New Exhibition Hall, Harrogate, for three days. The weekend of 28/29 April was a busy one, as two events coincided. For the one-day Model Show at Otley, in aid of the Voluntary Broadcasting Service for Hospitals, we had, as at the Harrogate Show, our indoor sales stand resplendent in new paint, and complete with a professional-looking signboard. In addition, Robin Taylor exhibited his N-gauge layout on behalf of the Trust.

The second event that weekend was the Neville Hill open day, on both Saturday and Sunday, where we had our outdoor stand inside the steam shed. The star attraction was A4 Pacific No 4498 'Sir Nigel Gresley', which was used to work one coach up and down a line in the depot yard. In a supporting role were two other Pacifics, 'Blue Peter' and 'Bittern', along with two Worth Valley engines. There was also a selection of diesel locomotives, and a Mark III coach.

Future events which at the time of writing we hope to attend include the following:

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| 23/24 June | Ryhill Traction Engine Rally. |
| 23/24 June | York O-Gauge Group Model Railway Exhibition, 49, Vine Street, Bishopthorpe Road, York. |

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|----------------|---|
| 7 July | Garden Fete at James Graham College, Farnley, Leeds. |
| 21-22 July | Masham Traction Engine Rally. |
| 18/21 August | Model Railway Exhibition at Sheffield City Hall. |
| 17/18 November | Yorkshire Dales Model Exhibition at Bradford Wool Exchange. |

Other model railway exhibitions which we might attend are at Leeds, Wakefield and Todmorden.

Would any member who is willing to assist at one or more of the above events please contact Tom Apperley or myself. As the Sheffield exhibition is a four-day event with a fairly late (21.30) closing time on three nights, offers of help from members living in or near Sheffield would be particularly welcome. Many thanks to those who have helped in the past: I hope their support will continue.

DEREK PLUMMER

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Leeds Reference Library are anxious to compile a full run of Old Run, but are short of several copies. If you have copies dating from about 1964 to 1969, some of which you would be willing to loan to the Library for them to photocopy, please contact Sheila Young, 90 Longroyd View, Leeds LS11 5ET (phone 701373).

* * *

Professor J Körting of Karlsruhe, whose interest in the Blenkinsop family history John Bushell reported in the Winter 1971 issue, was last year made an honorary member of the Trust. The following is an extract from a recent letter to us:

"I enclose a pamphlet of the historical trains of the Albtalbahnhof, which is normally operated by electric cars. The steam locomotive is in the style of the Danish No 385, but it has six coupled wheels. The valve gear is the Stephenson type, as shown in the picture of the Danish locomotive. It is the last locomotive of its kind, and was built in 1904, a member of the once-famous T3 class of the Prussian State Railways, which was standard from about 1880 to 1904 for shunting and for branch lines — a very powerful little machine. Once upon a time, this was the first locomotive type I met, and it turned me into a railway fan at five years old.

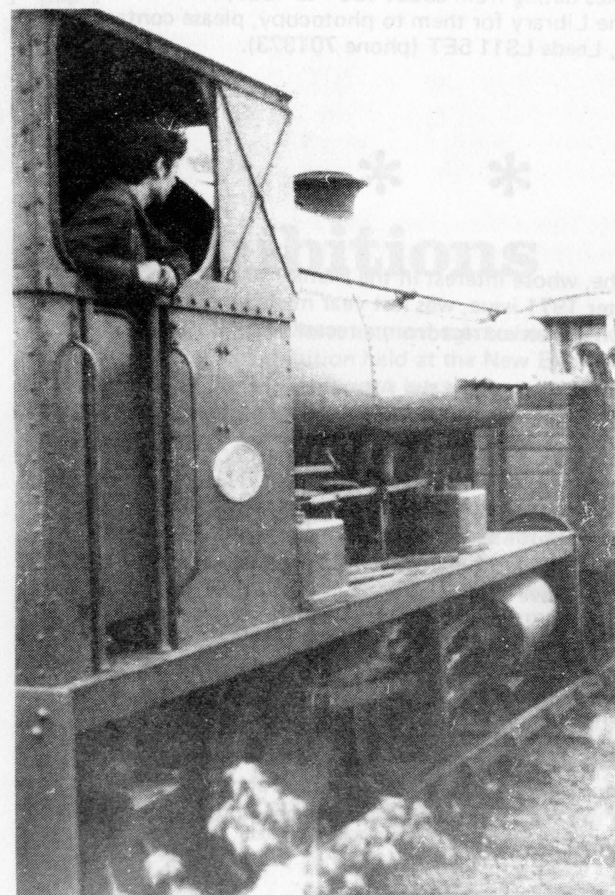
"One of the coaches in the historical train is a surgeon's car, which was an obligatory part of every express train of the Badische Staatsbahn from 1845 to 1858.

"The Deutsche Gesellschaft für Eisenbahngeschichte (German Railway History Society) was established recently, and has its headquarters at: 75 Karlsruhe, Elbingerstrasse 12c, Federal Republic of Germany. If you or the Association of Railway Preservation Societies should wish to have international contacts, you may like to write to them. A copy of my work on Blenkinsop has been presented to them, so your Trust should not be unknown to them."

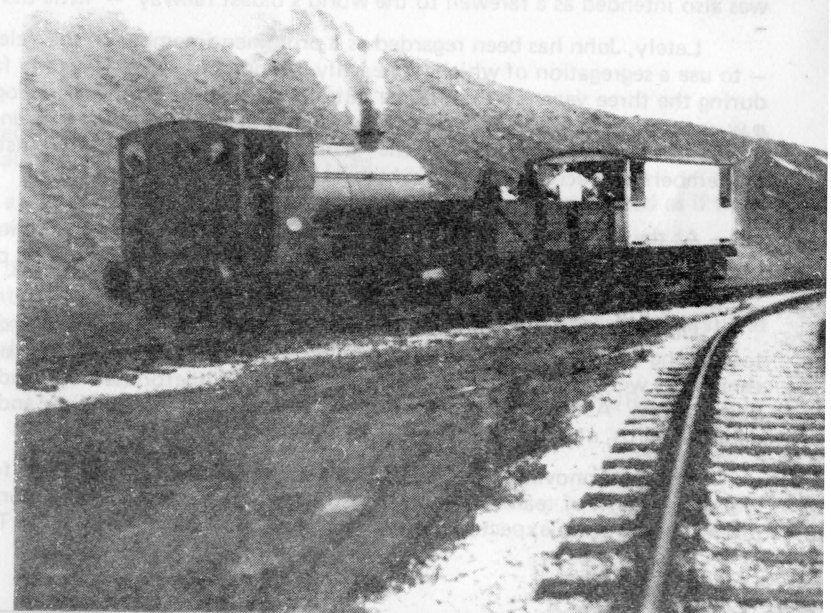
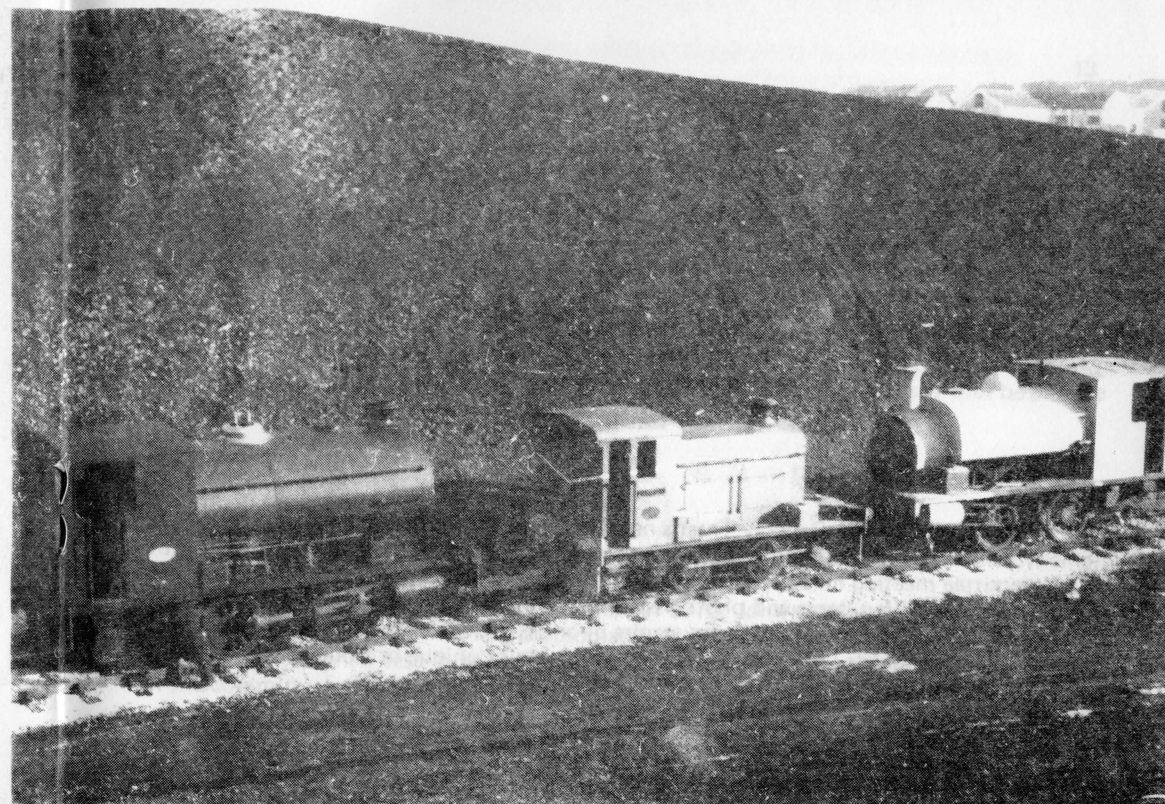
RIGHT: The Peckett on its arrival last November, seen in the company of 'Carroll' and 'Henry de Lacy' during the manoeuvres involved in turning the latter engine round, as recounted in the last Old Run. (Photo by Brian Ashurst)

BELOW LEFT AND RIGHT: P2003 has seen action on visitors' trains this season, these shots being taken on her second weekend of service. The photographer comments: "Its capacity for acceleration is admired by all, as is its beautiful whistle, but not the fact that some axleboxes get overheated. I think she's just gorgeous!"

(Photos by Sheila Young)



P 2003



DOWN AT TRACK ROOTS-3

JOHN BUSHELL

Meet the Middleton Railway Trust's new History Officer! He is John Bushell, a name which will be not unfamiliar to many of you. John was appointed to this new post at a Committee meeting in May, and his duties will include collecting, storing and occasionally publishing items and photographs of yesteryear. So search out your attics, all you octogenarians, and send your souvenirs of antique Hunslet to Mr Bushell at 12, Trelawn Crescent, Leeds LS6 3JW. Copies can be made of unique or valuable items and the originals returned to you.

John was Deputy Chairman of the Trust until the last annual meeting, when he stood down owing to pressure of other work. He joined the railway in 1960 and was a guard on the first day of operation; but his knowledge of Middleton goes back even further, for as a small boy he used to go for tram rides past the railway up to Middleton to watch construction work on the new Middleton - Belle Isle tramway. On those journeys he often saw a steam engine picking its desultory way at the head of a row of unruly coal wagons alongside the tram track.

Later he was to take part in the RCTS big centenary tour of the line in 1958, which was also intended as a farewell to the world's oldest railway — little did they know!

Lately, John has been regarded as a prominent member of the "clean hands brigade" — to use a segregation of which he heartily disapproves — so it is only fair to record that during the three years up to 1963 he put in a lot of time on the hard slog of operation and p.w. work. From 1963, however, his work as a teacher took up more and more time and it was at this stage that he joined the "admin." side, first as Old Run distributor and then as Membership Secretary, a post which he held for seven years.

At the time he took over, the membership was 150. There were immense difficulties in recruiting and keeping new members at that time, so it is pleasing to note that the membership had doubled before he left.

During this period the sales effort was born. It began when he and Susan Youell took along a few MRT publications on one of the 'Great Marquess' excursions. About three lines were sold — combs, pens (laboriously Middletonised by hand!), and the publications. As sales grew it was decided to appoint a Sales Officer and the first was John Edwards, now the MRT Secretary.

Another innovation of the "Bushell era" was steam galas. These fostered a wonderful spirit of teamwork and helped with membership, although one or two of them did not come up to expectations. At that time the majority of the MRT committee was

against any carriage of passengers, so steam galas were really the only way the railway had of bringing in the public.

Later, however, as trackwork improved and locomotives became more numerous and reliable, feelings changed, and the acceptance of a few special parties of railway enthusiasts showed that the railway could cope with passengers, given reasonable organisation.

A whole article could be written of John's trials and tribulations in organising the two 'Great Marquess' excursions sponsored by the MRT — one to the Ravenglass and Eskdale Railway and the other the Derbyshire Dawdler. Suffice it to say that both were "impossible" in BR's eyes and both turned out to be well worthwhile!



When Dr Youell resigned as Chairman in 1970, John took over as Deputy Chairman ("not 'Vice' — I'm a Methodist") from Joe Lee, who became Chairman. Both men saw their task as encouraging more active participation in decision-making by the committee; today John thinks this sharing of responsibility sometimes went a bit too far!

"Today I feel the need is more to place greater reliance on appointed officers," he said. "The committee's job is really to lay down general directions of policy, leaving the appropriate individuals a free hand to see to the details."

John went on: "I am convinced it is much more rewarding socially and creatively to work on the line. The administrator spends hours at the desk, on his own, without the comradeship, often busy with work which is closely related to his daily occupation."



"Very often there are no thanks, no admiration, no visible end product to what is really an essential part of maintaining train services."

"It seems a great pity that such officers on arrival at the line are greeted as if they had just risen from a first class sleeping compartment!"

Although John is no longer on the committee of the MRT, he is continuing to take an active interest in our affairs. His advice has always respected — sometimes unpopular! — but he is one of the few individuals who, by putting the railway first and ignoring personalities, has made Middleton what it is today.

BRIAN ASHURST

LETTERS TO THE EDITOR

Sir,

Unlike Brian Ashurst, I usually can well resist answering published letters, but several of the letters in the Spring 'Old Run' sat up and begged to be answered, so here goes:—

Firstly, membership and Publicity Sub-Committee matters. I counter four dis-carded friends with a new member who, having had his subscription taken to Brian on a Tuesday lunchtime, received his card on Thursday morning of the same week — trumped? ('The Guinness Book of Records' has been informed already, Charles.)

As Clive Hirst says in his letter, "Only the person who says 'I can do your job better than you can', and is prepared to honour that claim, should criticise". Only someone who himself is prepared to wrestle with drawers full of membership cards of various categories for two separate, yet interlinked, organisations with members renewing at two different times of the year, or to negotiate with printers to get the best product for the lowest price, or to devote the spare room and every weekend to the railway sales, or to cut out, stamp and number 5,000 railway tickets, or to get the sales stands into as many exhibitions as possible; only someone who is prepared to do these things more efficiently himself should criticise the people who do the jobs now — many of them working for the Railway in several capacities. If you really cannot find the time to help in any of these ways, then you can at least spend your apparently inexhaustible writing time in making constructive comments on how things could be improved. Please do not just carp at our efforts.

Secondly, to people who are gullible enough to seek truth in the amusing and entertaining articles written by 'Prentice' Cowling. I think I have more knowledge of what happens at the line these days than has Mr. R. H. Roberts (I don't recall seeing him around checking up on his facts), and I can vouch for the patience, helpfulness and good nature of the duty drivers in answering questions about the technicalities of the steam engine, letting visitors up for a look around the cab, hanging around when a last-minute arrival decides to buy his kids some peanuts before boarding the already delayed train, and generally making a good impression on the public. The "camera gricer" often makes such goodwill rather difficult to summon up, too. Often they expect, and receive, the utmost co-operation in their photographic manoeuvrings, only to dash off without having the good grace to fork out for a 12p ride; as witness a certain 'gentleman' who arrived as the last train was about to depart the other weekend. The train staff obligingly waited, but out came the statutory gricing equipment which, after a certain well-known Sales Manager had been waved imperiously out of range of the viewfinder, proceeded to record the departure of 'Sentinel' conveying her paying admirers. "Innocent photographers"? Really, Mr. Roberts!

Thirdly, the S.O.S. (Save Our Swansea) brigade. Like them, I should be very sorry to see AE 1569 scrapped, and I hope it need not come to that, but please let us all start looking towards the living future, instead of some of us perpetually sighing and wringing our hands over the dead. 1569 is a liability to the Railway: we cannot afford to bring it to full working order, and we certainly cannot afford to house it much longer (have you seen the lengthy manoeuvrings necessary to fit the Trust's vehicles back into their places after one has been used?). I feel sure that the ultimate step of scrapping 1569 would be taken only as a last measure if no-one is willing or able to buy her for preservation, and that the sanction of Bynea Steel would be sought first. If 1569 can be

of no other use, she at least could provide a portion of the massive cost of a depot building to help ensure that our other locomotives do not go to the same graveyard (all right, so I do have a vested interest!). The idea of having 1569 as an "advertisement" for the Railway seems excellent at first sight, but it could well be that the Trust or its insurers would be liable for claims on behalf of children who injured themselves on this somewhat dangerous "toy".

Lastly, to return to Charles Oldroyd's letters, I would correct his statement that only 12% of the people questioned in Ian's statement "visited the line through our own publicity". You will find, in fact, that 64% (the sum of 'Railway periodicals', 'Newspaper advertisements' and 'Our own publicity') is the actual proportion, as the two former categories are usually direct efforts of the P.S.C. Might I indeed suggest that many of the 36% who heard about us from their friends did so because of the efforts of some of the P.S.C. in helping make a good impression on those friends when they came to the line? The publicity does need improving. It is being improved (as witness the daily averages for the season up to 28th May — 103 visitors and £7.77 cash, as compared with the same period's averages last year — 59 visitors and £3.82½ cash).

As I pointed out before, if you are critical of our efforts, offer your own efforts, or at least help us by making constructive suggestions as to how the present system could be improved.

LEEDS 11

SHEILA YOUNG

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Sir,

Mr R H Roberts is talking out of his "Deadwooder's" hat (see Tom Apperley's article in the last Old Run) when he accuses engine crews, and Mr J R Cowling in particular, of intolerance. I should like to raise two points in reply.

1. In the not too distant past, the whole structure of the Railway was based on intolerance. A dictatorial attitude prevailed, thereby ensuring that a principle of 'divide and rule' was operated. Members of LUURS (including Mr Roberts) enjoyed a privileged position as the eternal 'good guys', and the Yard People were regarded as the ultimate 'bad guys'. The situation was exploited to the extent that a bitter feud developed, and co-operation between the two groups became impossible.

This situation existed for three or four years, with the Yard People being on the receiving end of gross intolerance, ill-founded abuse and accusations of an almost slanderous nature. This treatment probably encouraged them, as most are still active at the line, providing engine crews, joiners, mechanical engineers, etc. Also during these same three or four years, I seem to recall the number of members remaining static at around 150! Since the recent introduction of a more liberal attitude, co-operation between LUURS and MRT is being gradually restored, and the number of members has increased rapidly.

2. It is quite obvious that Mr Roberts has never been anywhere near the footplate of a steam loco on passenger service, otherwise he would have been able to separate the fact from the fiction in Mr Cowling's article. Perhaps if Mr Roberts had bothered to

check the conditions under which enginemmen work (it's not all that glamorous), he would have seen that they have every reason to become irritable at locals trying to derail them, etc. But they certainly do not become as intolerant as he would have everybody believe.

Finally, I would suggest that Mr Roberts leaves alone the people who are doing a difficult job efficiently, and that he has a "thorough shake-up at all levels" of his own ideas, otherwise a crowd of irate enginemmen may descend on him and thoroughly shake HIM up at all levels!

Leeds 6

GEOFF DUCKWORTH

BOOK REVIEW

Revival

'Railways Revived' by P J G Ransom. Faber & Faber Ltd. Published 2 July 1973 at £2.95.

There is a growing body of literature on the phenomenon of railway preservation, much of it taking the form of a place-by-place description of what can be seen and where. The volume under review is basically of this kind also, but stands out from some of the earlier ventures into this field largely by virtue of the author's qualifications. If you have worked at all levels of the railway preservation movement, from sweeper-up to company director, for twenty years solid, as has Mr Ransom, then you are inclined to know a little bit about what makes it tick. More importantly, when you are researching railways of which you have no direct knowledge, you know what are the right questions to ask, and you are able to appreciate the significance of the answers.

The author seeks both to explain and describe this "strange sub-world", and in doing so covers in turn all of the major and some of the less major railways which operate scheduled public passenger services with greater or lesser degrees of voluntary support. An amazing amount of detail is worked into an extremely readable narrative, and one's overriding impression is of the immense diversity, not only in the lines themselves, but also in the way they are organised and operated. The characteristic 'feel' of each of the operations is very well transmitted. A few raw nerves are also gently touched upon, the account of our own operation dealing with, among other things, the saga of the lost Claytons' traffic and the burning of the Swansea and Mumbles car. Both are placed in their proper perspective, as are other unfortunate occurrences elsewhere.

This book is primarily intended for members of the general public who would like an informed introduction to railway preservation, but those of us who are already deeply immersed in the hobby will find a lot in it to broaden our own knowledge and understanding of what we are into. I would also make it required reading for those of our so-called fellow enthusiasts whose sole contribution is shrill criticism in the correspondence columns of the monthly magazines!

MJL

ASSOCIATION ADVERTISER

JOURNAL OF THE MIDDLETON RAILWAY ASSOCIATION

NUMBER 2

SUMMER 1973

Contributions for the next Association Advertiser should reach the Secretary by the end of September.

Gripes!

To begin with, I wish to make known my annoyance about the AGM attendance. Are all MRA members as uninterested in their Society as the attendance register shows? Whilst the MRA membership is admittedly low, I am sure that more than ten members were able to attend the meeting, which was well advertised and easy to get to. Please try to attend the next AGM, since it is YOUR Society and YOUR future we are trying to improve and make more interesting. If you can't attend — and this also applies to committee meetings — and there is something you wish us to do or not do, then write to me, and the committee can then discuss it.

Gripe No. 2 concerns Association Advertiser. The response just is NOT good enough! I'm sure most of you can think of something to write — a 'Railquiz', an article on your favourite loco or railway, or even a letter criticising me! At least it shows you are taking an interest.

Gripe No. 3 concerns the MRA trips. So far, responses to these have been abysmal. The Visits Treasurer and myself spend a lot of time on these because people have asked for them, but when it comes to the crunch, these people don't want to know! Perhaps they don't realise the cost (over £12 deposit on Quainton Road) both in time and money; some of which cannot be reclaimed if the trip is called off. So please support them in future, as they too are for your benefit.

IAN B SMITH

MRA News

A full AGM report is of course distributed in the minutes, but as they may be delayed, a small summary follows.

The main item for discussion was the change of clause 8 of the constitution, regarding the disciplining of members. As it stood, the Association committee had full power to expel and discipline its members for any offence. Now, any member committing an offence against the rules and regulations will be disciplined by the Rules and Disciplinary Sub-Committee of the Trust, with the condition that expulsion from the Society can only be recommended by the Trust, the Association having the last word.

Other things discussed were membership (26 paid-up members), the trips, and the Association Advertiser. Your new committee is listed below:

CHAIRMAN:	D J Hebden, 10 Lingwell Ave, Leeds 10.
SECRETARY:	I B Smith, 8 Manor Farm Drive, Leeds LS10 3RW.
MEMBERSHIP SECRETARY:	B W Ashurst, 18 Inglewood Drive, Otley, LS21 3LD.
TREASURER:	C Paul, 72 Parkwood Crescent, Leeds 11.
COMMITTEE SECRETARY:	S Dufton, 4 Preston Parade, Leeds 11.
VISITS ORGANISER:	D Bushell, 11 Holmsley Lane, Woodlesford, Nr Rothwell.
OTHER MEMBERS:	C Smith, 37 St James Terrace, Horsforth, LS18 5QT.
	J Wray, 4 Avenue Victoria, Leeds LS8 1JE.

Please contact them if there is anything you wish us to discuss at our committee meetings.

IBS

Railquiz 2

DEvised BY DAVID BUSHELL

1. What was the wheel arrangement of steam loco No. 58100 (LMS 22290), which was used as the Lickey Incline banker?
2. What are/were the shed codes of the following depots: Skipton; Stourton; Holbeck; Bristol (Bath Rd.); York [before it was 55B]; Willesden?
3. Middleton-associated engine now residing on rival metals, Worth a visit!
4. Find the names of the following steam locos: Aristocratic Scotsman; Famous American General; Prince Charles's other title; Air Chief Marshall of the R.A.F. in 1940.
5. Give the rated horse-power of the following locomotive types: Brush Type 4 (D15XX); EE Type 1 (D80XX); EE Type 3 (D67XX); EE Type 5 (D90XX).
6. Which two Middleton locos were built for the LNER or its pre-grouping predecessors?
7. How many wheels does Co-Bo diesel No. DS15705 have?
8. From where to where do these railways run (EG KWVR is Keighley - Oxenhope): Bluebell Railway; Isle of Man Railway; Severn Valley Railway; Ravenglass & Eskdale Railway; Kent & East Sussex Railway?
9. Which Middleton Railway loco is only 'Half Young'?
10. What is the wheel arrangement of the following locos: LMS Class 2 No. 41241; Class 4F No. 44027; MRT Avonside 1569?

owned by Miss Sheila Young (l). 10. 2-6-2T; 0-6-0; 0-6-0ST.
 8. Sheffield Park - Horsted Keynes; Douglas - Port Erin; Bridgnorth - Hampton Load; Ravenslass - Dalegarth; Rolvenden - Tenterden. 9. Peckett 2003 (half
 1750; 3300. 6. Y7 No. 1310 (NER, 1891); Y1 No. 54 (LNER, 1933). 7. Ten.
 'Dwight D Eisenhower'; 'Prince of Wales'; 'Sir Hugh Dowding'. 5. 2750; 1000.
 1. 0-10-0. 2. 24G; 55A; 55B; 55A; 82A; 1A. 3. 'Lord Mayor'. 4. 'Royal Scot';

A DAY OUT FROM LEEDS: 1

Birmingham

The most convenient train to catch to Birmingham is the 07.41 from City station to Penzance, 'The Cornishman', which gets you into Birmingham New Street at 10.10. New Street station is fairly large, with thirteen platforms divided as 1a, 1b, 2a, 2b, etc., so watch out for announcements of your train. It could be on 1a, whilst a train going in the opposite direction could be in 1b!

The best place for spotting is the Leeds end of the station, where you have a view right through the tunnels, and can see to which platform an arriving train is likely to be routed. It is, however, fairly windy at either end, so wear a coat of some description if you don't want to suffer!

The first place you should visit in Birmingham is Newhall St, where the Science Museum is situated. You can soon find your way there, as the natives are very friendly, and go out of their way to help you! The first thing you see on arrival at the Museum is a Stanier Pacific staring at you from inside a large hall. This is No. 46235 'City of Birmingham', a 'Duchess' 8P Class 4-6-2, built in 1939 by the LMS. It was originally streamlined for the 'Coronation Scot' train, but is preserved in BR green, without the streamline casing which was removed after the war. 'The thing', as she is affectionately known by the museum staff, can be moved every hour on the half-hour by a hydraulic winch, and this is well worth going to see.

Besides 46235, there are three narrow-gauge locos, four traction engines of various sorts (two of which are actually steamed inside the museum), and many other steam and petrol appliances. In the aircraft section (why I don't know) there are various photos of the Lickey incline in steam days, and some films, one of which includes 'Salamanca' of Middleton fame. When you arrive back at the shopping centre above New Street station, stop for a look at the fountain on your left as you enter the precinct. If I was speechless while looking at it, then it must have been pretty good!

Once back on the station itself, buy a ticket to Vauxhall & Duddeston, which is close to Saltley mpd. On alighting at V & D, go up the stairs and turn right, and the depot entrance is at the bottom of the hill on the right. You can see most of the locos on shed without trespassing, but YOU MUST ASK before crossing into the covered shed, otherwise you may be liable for prosecution.

By the time you get back to New Street, it will nearly be time for the most convenient train home, the return 'Cornishman', which leaves Birmingham at 16.50 and gets you into Leeds at 19.20. If you wish to catch the train I caught, the 18.50 to York, you will have to change at Sheffield for a paytrain to Leeds. There is no extra charge, of course. This would give you time to visit Tyseley depot, which will be described in a later article.

Birmingham is highly recommended as a day out from Leeds, as it is reasonably priced (fares and a modest meal came to around £3), and there are plenty of interesting things to see and do while you are there.

IAN B SMITH

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