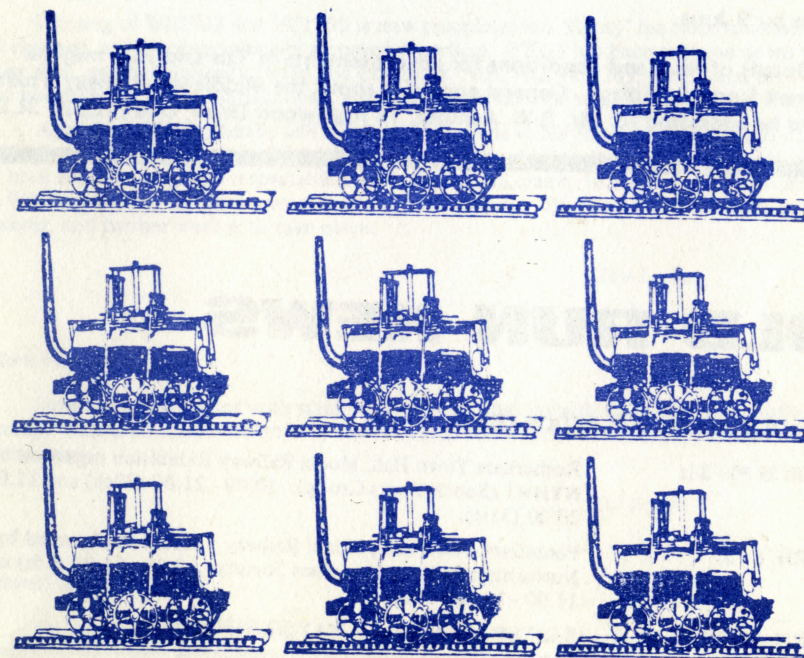


THE OLD RUN

SPRING 1974



JOURNAL OF

THE 1758 MIDDLETON RAILWAY TRUST LEEDS

THE OLD RUN

VOLUME II NUMBER I

EDITOR: Mervyn Leah, 134 Frobisher Road, Bilton, Rugby, CV22 7HS.

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 July, and all contributions should reach the Editor by 9 June.

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.

OLD RUN NEWS

THE 1974 EXHIBITION PROGRAMME

- | | |
|-------------------|--|
| MARCH 30 - 31: | Rotherham Town Hall, Model Railway Exhibition organised by NYHRT (South Yorks Group). 10.00 - 21.00 (30th) and 11.00 - 20.00 (31st). |
| APRIL 6 - 7: | Pontefract Town Hall, Model Railway Exhibition organised by Normanton Railway Modellers Society. 10.00 - 21.00 (6th) and 11.00 - 18.30 (7th). |
| APRIL 13, 15, 16: | EASTER MODEL RAILWAY EXHIBITIONS
Harrogate Exhibition Centre (Ravenglass & Eskdale RPS).
49 Vine Street York (York O - Gauge Group).
York Assembly Rooms (Castle Railway Circle). |
| MAY 25, 27, 28: | Railway Institute, York (York MRS). |
| JUNE 29, 30: | Ryhill Traction Engine Rally. |
| JULY 20 - 21: | Masham Traction Engine Rally. |

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| AUGUST 24, 26: | Skipton Town Hall, Model Railway Exhibition. |
| SEPTEMBER 7, 8: | Harewood Traction Engine Rally. |
| SEPTEMBER 28, 29: | The Arts Centre, Queen St, Huddersfield: Huddersfield Railway Modellers 7th Annual Exhibition. 10.00 - 20.30 (28th) and 10.00 - 18.00 (29th). |
| NOVEMBER 23, 24: | Unity Hall, Wakefield (Wakefield Railway Modellers Society). |

We have definite bookings for the first two events, and hope to attend some of the others listed. Offers of help to man the stand and/or provide transport will be welcomed by Tom Apperley (29 Poplar Rise, Leeds LS13 4SQ) or myself (44 South Broadgate Lane, Horsforth, Leeds LS 18 4AQ).

Derek Plummer

Yard Notes

Further investigation of HE1697's transmission has revealed that the shaft spigot into the clutch centre ball race was about 1/32" undersize, instead of being a tight fit. This fault is now being rectified, and hopefully the off-load rattle which has annoyed and exasperated generations of diesel engineers will disappear.

Painting of WB2702 and HC1309 is now complete, and 'Henry' has been successfully test steamed, as is photographically recorded elsewhere. P2003 has been stripped down to the boiler shell, and hydraulically tested and examined. WB2702, HC1309, S8837 and HL3860 have also received boiler examinations, giving us five serviceable steam locos for the 1974 season.

Avonside 1569 has finally left Middleton after sale to Mr Rose, of Embsay, but its destination is as yet unknown. With 'Windle' now hidden behind the recently - rebuilt coal pile the back road looks almost respectable ahead of the hand crane. In view of the petrol restrictions, the Wickham trolley has been persuaded to run on propane. Performance is rather inflexible, however, and further work is to take place.

Jim Lodge

Return Working

Several wagons loaded with scrap have been worked inwards to Robinson & Birdsells recently. This is an improvement over the outwards - only traffic which has prevailed for several years.

Jim Lodge

Farewell to the tram era

On Saturday, 29th December, the remains of the body of Leeds Horsfield tramcar 160, comprising the frame of the lower deck and the roof, were removed from Park Side, Leeds, and taken to Armley Mill for storage. The Peckham P35 truck from No. 160, a pair of Feltham driving wheels, and the bogies from the Swansea and Mumbles Railway No. 2 have also been removed. The bogies and the wheels have gone to the Tramway Museum store at Clay Cross, Derbyshire, and the P35 truck has gone to the Tramway Museum at Crich, where parts will be used in conjunction with the truck under Horsfield Car No. 180, in order to provide a truck in much better condition. The unused parts will be returned to Leeds at a later date.



Fresh from its overhaul and repaint, 'Henry de Lacy' underwent a test steaming on 27th January, and is seen pausing on the main line near the GN bridge. Its train consisted of 'Courage' and the LNER ballast brake.

(Photo by Sheila Young)

With this removal, all tramway items have now been cleared from the various yards and fields connected with the Middleton Railway. The position of the various trams that have been stored near Park Side since 1960 is given in the following summary:-

Swansea & Mumbles No. 2:	Body vandalised and eventually burned and cut up; bogies now removed to Clay Cross.
Leeds Tower Tram No. 2:	Recovered and restored at Garforth by the Leeds Transport Historical Society; now displayed at the Crich Tramway Museum.
Leeds Works Car No. 6: (formerly Hull No. 96)	Recovered and stored at Stanley. Now owned by a private group and stored in Leeds.
Leeds Horsfield Car 160:	Body vandalised, but lower deck and parts now stored at Armley Mill; truck removed to Crich.
Leeds Horsfield Car 202:	Body vandalised and burned; remains, including the truck, sold for scrap.
Sheffield Car 513:	Recovered by the owner and stored first at Cullingworth, later at Oxenhope Station on the Keighley & Worth Valley Railway; now stored at the Castle Museum, York.
Leeds Feltham Car 517: (formerly 554)	Body vandalised and burned. Bogies recovered and now stored at Clay Cross.
Leeds Railcar No. 601:	Body burned by vandals and remains later cut up along with the EMB bogies.
Glasgow 1055: (formerly Liverpool 869)	Recovered and stored first at Crich; later returned to Liverpool where restoration as Liverpool 869 is proceeding.

(This item first appeared in The Leeds & District Transport News.

Editor: Mr. J. B. Parkin 7, Sherbrooke Avenue, Halton, Leeds LS15 0LR.)

Archives calling

Have you the first Railway Act of 1758 in your attic -- or some cuttings about MRT progress, or photographs or relics of any period of the last 217 years? IF SO, WE ARE INTERESTED.

You may care to give us, or sell us, a duplicate slide, or print or photocopy of your prize possession. It may be that you would prefer to loan it, or perhaps just tell us of your relic, so that it may be entered in our Archives Records. It would remain in your possession, but we may perhaps ask to borrow it for exhibitions in the future. With increasing demands for photographs, information, etc., there is an urgent need to strengthen the archives.

Offers of assistance, please to me at: 12 Trelawn Crescent, Leeds LS6 3JW

John Bushell, MRT Archivist/Historian.

Track Work

Efforts have recently been made to stiffen the 'slag pudding', which supports the track at the south end of the section relaid as part of the motorway works, by lifting the worst-affected areas and packing with reclaimed ballast from the Balm Road loop.

A new level crossing has been installed to accommodate the access road (Beza Road) serving the group of warehouses and factories built by a development company a few years ago. The track at the new crossing was laid on a concrete base slab, and consists of 95lb bullhead running rails and check rails, supported in and spaced apart by GLUT chairs. Chairs are bolted to the rails, alternate ones having long bolts which act as gauge ties (tramway style?). The spaces outside the running rails and between the running rails were to be filled with concrete up to rail level.

South of the Middleton Park crossing, the remaining track has been recovered for use elsewhere on the line. For this job, Dave Hebden's Ferguson tractor was used to drag rails and sleepers to near the halt, ready for transport to the stock pile.

*Jim Lodge
Derek Plummer*

Bringing in the Tourists

The British Tourist Authority plan to market a ticket, allowing overseas tourists a 'bulk buy' of rides on the great little trains of Britain, has come to fruition, and the Ticket to Ride, as it is to be named, is to be launched in time for the coming summer season.

The ticket will be on sale at BTA agencies abroad, primarily in North America, and will allow the holder economy - class travel on the seventeen railways which have agreed to take part in the scheme, without further charge, during a period of one month. The proceeds will be divided up at the end of the season among the lines participating, in proportion to their overall passenger receipts for the year, with a 10% share for the BTA as a contribution to their printing and administrative expenses. The Middleton Railway is one of the seventeen lines which have decided to co-operate with the BTA in this venture, and although our revenue is likely to be small (compare our passenger totals and fare levels with those of some of our fellow light railways!), the publicity will be useful, and so too, perhaps, will be the addition to Tom Apperley's turnover.

Associated with, but separate from, the Ticket to Ride promotion, the British Tourist Authority is producing a poster depicting most of the preserved railways and railway museums which can be found on these shores, and will be available for purchase by these bodies for their own use. Both the ticket and the poster have been developed in close collaboration with the Association of Minor Railways and the ARPS.

Mervyn Leah

Letters to the Editor

The true gricer

Sir,

I read Sheila Young's article on gricers with much enjoyment and appreciation, for I have seen most of these types in action in my time.

However, to set straight the record, none of these types are gricers — the true gricer was a bird of a different plumage. These types could properly be called RPPs — Railway Preservation Parasites — because, you know, the true prototype gricer was peculiarly a BR enthusiast, who if he did not actually deride small outfits and industrial set-ups, did not have much time for them. He largely died out with the end of steam traction on BR. A few, a very few, transferred some allegiance to diesel and electric, and still photograph and record them. The true haunts of the Gricer Mark I were the steam running sheds large and small, and most of his travelling was done by train, to the nearest station, and 'shankses' or bus to the sheds; I know several who still do this to diesel depots.

The true period of the gricer was from 1955 to '65 or '67. The nuisance types began to appear in increasing numbers from about 1961 on, and as the end of steam approached became hordes. A great number were nothing else but motorists, who had found 'somewhere else to go' — that did not require any exercise of intelligence! This shower never used the train, of course, and the bigger the car the more arrogant they were. I well recall one, in sheepskin overcoat and full 'car clothes' on the bank just south of Turton station. It was the occasion of the 15 gn BR Last Steam Special, and he 'filmed' it with a large cine camera, minus the side plate where one loaded in the film. I watched with fascinated not to say unholy glee.

Today the real gricer does visit preserved railways, and coal mines and power stations where steam is still used, but one thing he will always have is a 'steam ride' unlike the RPP. He forms the largest part of the passenger list on BR steam specials, if he can afford them. The real gricer is not a bad type. I know; I was one. But oddly enough, the name was unknown to us, and I shall never know how it came about, though I've read some remarkable theories.

Stroud, Glos,

A. S. APPERLEY

Now and then

From The Old Run, Spring 1968:

Middleton strikes again with another FIRST: a Restored Steam Crane. The search for a replacement boiler for the old steam crane led to Moor End Works. In the yard was a crane that had not been used for five years. Ben Wade made inquiries, and the result was that we were a steam crane better off, on the condition that if Clayton's needed it they should borrow it.

All this took place over a year ago, and since then much hard work has been done to move it over 50 feet of home-made track to raise it up to the level of the new track. Work proceeded slowly with a boiler test in October. On November 11 the crane was given a trial steaming, all going well until a gasket blew, with the result that the fire had to be dropped and more work will have to be done, but it is hoped the crane will be in full service during 1968. This should ease the permanent way situation as it is able to lift four tons, an achievement rarely accomplished by even our stoutest members.

Book review

'Railway Steam Cranes' by John S Brownlie. Published by the author. £3.

In the halycon steam age, whenever I visited a motive power depot, languishing in the sidings was the steam breakdown crane. Alas, the Ian Allan 'ABC' never listed the cranes, though it included everything from A4s to Immingham trams! We were so preoccupied with the Jubilees that the simmering crane was almost ignored. Today however, the breakdown crane is the last bastion of BR standard-gauge steam. Amazingly few examples have been preserved — we have our 'Booth' at Middleton, the National Museum has acquired a 1907 Cravens breakdown crane, and there is the odd crane tank.

Amazingly little has also been written on the railway steam crane, and it is therefore a great pleasure to commend John Brownlie's book, a stout, well-bound volume, a little short of 400 pages. Whilst providing sufficient detail to make the book a must for the technically-minded, descriptive chapters are offered in which mechanical features are introduced and explained, thus making it intelligible to the average enthusiast.

A total of 135 illustrations (120 art photographs) are included, a few of which are lacking in clarity. The first section describes the evolution, rise and decline of the breakdown train in the context of the changing rail network. Particular prominence is given to the Scottish Region, but the rest of the system receives adequate coverage.

Section Two deals with the subject from the makers' point of view, and it is this part which is of particular local interest: "It is worth noting that the Leeds district was hallowed ground as far as the steam crane was concerned, both as regards number of makers and total output. There is little doubt that one firm may be said to have acted as the fountain from which the idea spread, and to have given the competitors their early training" — Balmforth, Smith & Booth, general millwrights, established in 1820 at Rodley. The story is traced; Booth left Smith and set up in competition in 1847, Balmforths separated in 1858. (In later years, Claytons of Leeds — MRT customers — supplied the boilers for Smiths, who are still today involved in building railway equipment.)

Other local concerns mentioned include:

Balmforth (Rodley) — became part of Butlers (Stanningley).
Stowe (Stanningley) — merged with Clyde Crane, 1937.
Booth (Rodley) — merged with Leeds Engineering & Hydraulic Co. (Leeds) — merged with Booth.
Broadbent (Huddersfield).
Butler (Stanningley).
Isles (Stanningley).

The author records the need for further investigation of early crane builders in the Leeds area — indeed, some of the above mentions are tantalisingly brief. If this fine volume serves to stimulate research, then it will have served a useful purpose. If it offers a new appreciation of the railway steam crane, it is certainly long overdue and, with the difficulties in 'watering', nearly too late. The age of steam may soon be over. Brownlie's book is a worthy record of steam crane development, and at £3 for 400 pages, well illustrated, it is a remarkable bargain.

John Bushell



A familiar sight on the southern horizon for MRT volunteers in the early and middle sixties was the BR coal train which served Middleton Colliery via the GN line from Beeston Junction, setting back at Parkside Junction on to the section of the Middleton Railway then operated by BR on behalf of the National Coal Board. On 9 June 1967, when this photograph was taken, the colliery, the branch line and BR steam traction were all within months of ending their respective careers. Class WD 2-8-0 No 90642 is seen approaching the GN viaduct at Parkside Junction at the head of a rake of coal empties.

(Photo by Mervyn Leah)

WHAT ABOUT THE MONEY ?

The main talking point of the railway is, or should be, the proposed new depot at Tunstall Road. However, the main talking point should be, not what size, position or colour (depending if you are a worker or just a gricer wanting to beat Keighley's green shed by making ours blue), it is going to be, but "HOW MUCH WILL IT COST?" and "WHERE IS THE MONEY TO COME FROM?"

To answer these important questions, I have written this article, designed to get everyone thinking about ways of raising brass, shekels, dollars or whatever, depending on where you come from.

The first way to make money is to develop the facilities we already have, which means the passenger service. Anyone who thinks that the freight service is our bread and butter should now forget all about it. Everyone else has. For a start how about improving the area around Tunstall Road itself, just to make it pretty? Also provide better accommodation than the proposed two brakevans, since I'm pretty sure that (contrary to the pie in the sky ideas held by a certain yard man) not everyone wants to ride in a seemingly filthy goods truck. The fact that both vehicles are cleaned out before and after each days running does not matter to "Auntie Nellie" with her best clothes on. She thinks they are dirty and so will not come for a ride. This has happened on a number of occasions in the past & will happen again until someone has the bright idea of getting a coach. An old lightweight Dmu front end weighs about the same as our train, carries about the same number of people, and looks a lot prettier. There is apparently a portable vacuum brake in existence which would be suitable for all our locos, so how about it folks. In one swoop, you can improve our chances of making money. Admittedly we would have to spend some first, but in the long run, we will reap the benefits.

The quickest way to make money is of course to beg for it in the form of an appeal similar to those all over the country. Our last appeal enabled us to buy the track up to the present terminus within a year, so lets have another appeal - at least it's a start.

There have been many ideas put forward as to how we should be able to scrounge money from local authorities, tourist boards and the like, on the strength of "1758 and all that". Great, if it works. If it does, we still have to raise half the purchase price ourselves, and anyway, which authorities are going to give us any money?

At the recent SGM, someone came up with the idea of going to the Yorkshire Tourist Board for some money because: a) other societies had gone to similar boards and succeeded in other parts of the country, and b) the NYMR had gone to York tourist board and scrounged a considerable amount of money from them. In answer to that gentlemen, I would like to make the following points. For a start, Middleton is not exactly situated in the middle of some of the best countryside and therefore a great tourist centre as is the NYMR, namely the North Yorkshire Moors National Park, and secondly, Middleton is not (and at the present rate of progress is never likely to be) a large concern with vast resources behind it to provide the rest of the money as were NYMR. So let's forget the larger authorities and look at the more mundane organisations such as Leeds Corporation. If Middleton gets its finger out, I cannot see any reason why the council will not help us as they have done in the past. After all, we are going to be in the middle of the biggest park in Leeds before too long, and it wouldn't do for us to be the only eyesore in the area. So, if we show that we are prepared to help ourselves, there is no real reason why we shouldn't continue to get the support we have been given in the past from the council.

Having criticised these thoughts I am now going to inform our less enlightened members of the existing ways that various members are using to raise money for the society.

For a start, many of you will receive the Railway Magazine or Railway World. Instead of throwing them away, keep them and bring them down to the line so that Tom Apperley can sell them to folks wanting to buy them to complete sets. I've lost count of the amount of money we have made this way. On the same theme, a 13 year - old MRA member, Nicholas

THE OLD RUN

Beckwith, brought all his old unwanted books of all kinds to the line and began selling them off at prices ranging from 1p to 12p. It's not much to start with, but what if all MRA and MRT members follow his example, and we start selling loads of books instead of the odd one? The money would soon start rolling in, if only during the passenger season.

Then you could, provided you were sociable enough and the rest of the family didn't object, follow Dave Hebden's example and hold social evenings every so often, and charge 10p or so to see a slide and film show. This too brings in the lolly.

The MRA runs trips to other societies and places of interest commencing in March with a trip to Crewe Works and the Foxfield Light Railway (End of commercial), and the profits from these trips go towards the depot and the furtherance of the society as a whole (depending on what mood the Treasurer is in at the moment!) Support these trips and you can again help get a depot whilst enjoying yourself at the same time - a painless way of giving money to the railway.

The final way members are using to raise money for a depot is much more direct. They subscribe to the depot fund (I must send my monthly donation off) which is the best way of showing that they really want to have a depot. At 25p a week, it is relatively cheap for most of us, and its surprising how soon those five bobs mount up. With less than 15 subscribers, and only being in existence around 6 months, the fund raised over £150 last year, so if everyone who was able to subscribe (which amounts to about half our membership, 100 members) did so, what a lot we would have got, and in a very short time too. If you are interested in subscribing to this fund, send your cheque, postal order or whatever, made payable to the Middleton Railway Trust, to Peter Nettleton, Depot Appeal Fund, Middleton Railway Trust, Garnet Road, Leeds LS11 5JY, and help us to get a depot quicker.

You may have some better ideas than those suggested, you may wish to shoot me down in flames for some of my views. Great, but whilst putting pen to paper to air your views about me and my ideas, start to raise money for the society at the same time and give us a better place to work.

Ian Smith



Having read the minutes of the Special General Meeting, I am horrified at the continuing "begging-letter" ideas for getting money for the railway. Off we go again expecting the members, and the public, and the philanthropic bodies, etc., etc., to hand over the money for nothing.

Why not WORK for it? Attract more people by improving facilities at the line; building a platform which is not a pile of old timber bundled together; some paths to walk on; cut the grass with a machine so that passengers do not break their necks before even getting on the train. If we must continue to run that collection of junk called a train let us at least make sure the structures are safe, and provide seating for the passengers. Let's paint the train in a bright attractive livery, (never mind what the gricers say, they don't come in great numbers), so that we do not continue to merge with the depressing background. It is not surprising that people still do not find us. We are nearly invisible with our present camouflage. We might then attract quite a considerable number of visitors like other railways do.

We should also make sure that people know we exist by some real advertising in the Yorkshire Evening Post, which does happen to have a large readership - not just a couple of lines - something which catches the eye. If Keighley and the Dales need to do it, we surely do.

As an organisation we are sadly lacking any social activities (we must be unique in this) which could raise funds as well as providing enjoyment of various kinds at the same time. Not all of us like to live railways for twenty-four hours a day. Although railway trips and slide shows are interesting, how about something different - an Annual Dinner or social evenings.

Let's have ideas of what you would like and if we eventually get something going let's invite our families and friends as well. We might even improve our membership that way - Mr. Ashurst please note.

Let's also have some really good ideas on fund raising - not sponsored walks, that's still expecting money for nothing. Sell plants from your garden; bunches of flowers; make something for the shop; collect salvage. The 'Blue Peter' programme has shown how it can be done. Scout troops have been known to build their own huts. And so on.

Come on Middleton - let's stand on our own two feet.

'45731'



One thing, I think, is certain. We shall not raise the money for the depot simply by passing the hat around our members. This is not to accuse my fellow - Middletonians of being tight-fisted (I don't believe all those stories about Yorkshiremen!), but a simple recognition of the fact that, say, £10,000 split between 250 heads is £40 per man, woman and child, and that is a lot of money to give away, even at 25p a week. And even at 25p per member per week, with the 10% annual rate of inflation which now, alas, looks likely, the actual cost of the depot is likely to increase even faster than we can gather the money together. Ten per cent of £10,000 is £1,000 and how long does it take us to raise that much at the moment?

So how to get the money together at a faster rate than the likely inflation of the final cost? One method which does not appear to have been much discussed so far is by subscription to shares. The depot will be an asset with a value, and could, if the worst really came to the worst, be sold. This would mean that the owners could in the last resort recoup some or all of their investment. If the depot project were to be floated as a separate (and of course non-profitmaking) organisation, financed by shares and loans, the capital -- or at least a useful proportion of it -- could probably be raised in a fairly short time, and not necessarily in large individual amounts, from members and sympathisers.

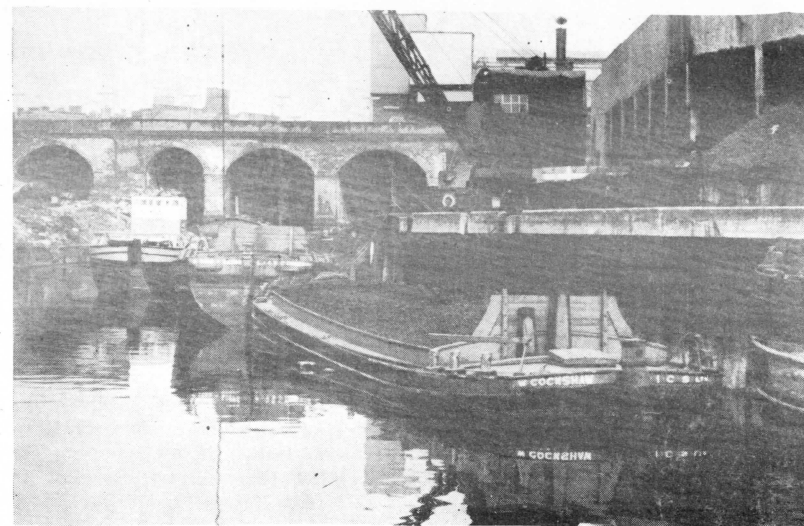
The depot would be owned by the separate organisation, and leased to the Trust for a nominal rent, which would ensure the non-profitmaking aspect. This may not appeal to the more devoted capitalists in our ranks (if indeed there are any), but is in keeping with the spirit of the railway preservation movement. The shareholders would have their money ultimately secured by the value of the depot, and would be able to retrieve it intact at any time -- a crucial difference from a straight donation to a fund. £40 per head is perhaps not so much to contemplate when there is the possibility of getting it back again if need be.

And if the aforementioned inflation does indeed take place, it will mean that the depot itself will be worth more (in money terms, if not relatively to other things) as time goes by. Therefore, perhaps shareholdings could be indexed to the current value of the depot, so that as happens for example in co-ownership housing societies, the actual value of their investment is preserved. Inflation means using more pound notes to make up the same original amount, and some sort of inflation-proofing -- which would be realisable only when a shareholding was withdrawn, and would not therefore be the same as pocketing an annual profit -- would be an extremely attractive feature to potential subscribers.

In this venture we have to be bold, radical and realistic. We are talking about large sums of money, and about a project which is likely to secure our long-term future. If we can be successful, and be seen to be successful, in raising capital and negotiating tenders, then success will start to breed on success, and local authorities, tourist boards and all the other possible 'good fairies' will draw the appropriate conclusions. Why should they help us otherwise?

Let us continue to attempt to boost our passenger revenue, let us by all means sell pot plants and old Railway Magazines in the shop, and collect the weekly five bobs. But let us not delude ourselves that these things alone are going to pay for the depot this side of 1999.

Mervyn Leah



COALS TO THE CO-OP

PETER SMITH

The Leeds Industrial Cooperative Society Ltd. holds a distinction which no other retail cooperative society can now equal. They are the proud owners of a fleet of canal barges and a waterside depot. The depot has been in use since 1880 and the barges come under the control of the coal department of the Society. All bituminous fuel distributed in Leeds and district by the Society is obtained by water transport.

Until 1964 the L.I.C.S. operated two waterside depots in the City, but because of the gradual reduction of the use by householders of bituminous fuels in favour of the smokeless variety, it was decided to concentrate all activities to the one waterside depot. Therefore the St. Peter's Wharf near Crown Point Bridge was closed and the full use made of the Victoria Bridge Wharf. The depot is situated in close proximity to the rear of Leeds City Station, with wharf frontage on the River Aire. The River Aire here forms part of the British Waterways Board's Aire & Calder Navigation. The river bends sharply at this point after

flowing under the City Station, and the depot wharves are situated on the inside of the curve.

Opposite the depot is River Lock, the eastern entrance to the Leeds and Liverpool Canal, which is no longer used by commercial craft. The depot is equipped with large concrete hoppers which are filled by two mobile steam cranes from the barges tied to the wharf. The cranes, which are fitted with grabs, traverse the wharf along railway lines.

The Society were once very large barge operators, owning thirty-five dumb barges and a large number of horses. During 1918, a tug, *Emma*, which had been previously owned by

the Aire & Calder Navigation and used on "Tom Pudding" compartment boat work, was hired and put to test. The tests were most successful and the Society ordered its first steam tug in 1919. It was built in 1921, by Henry Scarr Ltd., of Hesse, and was fitted with a Harker's

of Stockton steam engine. The tug was named *Unity* and like all the Society's fleet was also given a number - 30. This vessel was in continual use until 1958, when it was replaced.

A Second Tug

The second tug to be obtained was *Albion*, numbered 34, in 1936. A third and final tug *The President* was built and delivered in 1958. This vessel was built by Richard Dunston Ltd., and fitted with a 150 h.p. Crossley diesel engine. The *President* measured 45 ft. long by 12 ft., beam, and unlike the *Albion*, it had no cargo space, but was able to tow up to five loaded dumb barges. This vessel was sold to new owners at Immingham in September, 1971.

After the concentration of activities to the one wharf and the reduction in tonnage being transported by the fleet, it was decided to reduce overheads still further. This was done by the purchase of a motor barge, the Society's first, which could be operated by one man, instead of requiring the services of the tug and crew. The barge was obtained from John Hunt Ltd., named *Monica* in September 1968, and given the fleet number 3. The operation of the motor-barge was found to be most successful, and was followed by the *Hazelwood* purchased in 1971 at the time of the sale of the tug *The President*.

Company Colours

The Society's tug and two motor barges are in a livery of pale blue and white, with black hulls. The dumb barges are retained in the old livery of dark green with black hulls. The carrying capacity of the barges although 100 tons is usually limited to 85 tons because of the limited depth of the river in close proximity to the wharf in Leeds.

The craft ply between the depot and collieries with canalside loading staithes in the Castleford and Wakefield districts, usually within a fifteen mile radius of Leeds, and all situated on the Aire & Calder Navigation, e.g. Parkhill and Ferry Fryston.

Seven or eight craft can be accommodated at the depot wharves, but it is usual practice to leave both loaded and empty craft not immediately required in the New Dock Basin near Leeds Lock.

Last Coal Wharf

Over the years the number of waterside coal depots in the City of Leeds has gradually reduced in number, until the only depot remaining is the depot of the Leeds Industrial Cooperative Society. With the continual decline in the use of bituminous fuel, the Society's only cargo, the canal activities will probably be further reduced, but, all being well, the familiar craft of the Leeds Industrial Cooperative Society will remain part of the northern canal scene for a few more years yet.

Present Fleet

The Society's fleet now consists of:

Tug *Albion* No. 34. Built by Henry Scarr Ltd., in 1936. Fitted with 100 h.p. Crossley diesel engine. Cargo hold for 50 tons. Vessel dimensions 60 ft. x 14 ft. 3 ins. beam. Fitted with wheelhouse.

Barge *Monica* No. 3. Built by John Harker Ltd., in 1935. Fitted with 30 h.p. Ruston diesel engine. Carrying capacity 100 tons. Vessel dimensions 63 ft. 6 ins. x 14 ft. 6 ins. beam. Fitted with wheelhouse. Purchased from John Hunt Ltd., Sept., 1968.

Barge *Hazelwood* No. 6. Built by John R. Hepworth Ltd., in 1961. Fitted with 60 h.p. Lister diesel engine. Carrying capacity 100 tons. Vessel dimensions 61 ft. 6 ins. x 15 ft. 6 ins. beam. Purchased from Waddingtons of Swinton 1971. Fitted with wheelhouse.

Ten Dumb Barges. No's. 1, 2, 4, 5, 7, 16, 18, 30, 31 and 35. Built between 1923 and 1943 by Richard Dunston Ltd., steel construction. Tiller steered. Carrying capacity 100 tons. Dimensions 61 ft. 6 ins. x 14 ft. 9 ins. beam.

ASSOCIATION ADVERTISER

JOURNAL OF THE MIDDLETON RAILWAY ASSOCIATION

NUMBER 4 SPRING 1974

Contributions for the next issue should be submitted by the end of May to the Editor of Association Advertiser, Stephen Dufton, at: 4 Preston Parade, Beeston, Leeds 11.

Rent-a-Newsletter

This scheme, announced in the last issue, has so far done fairly well. The response has been quite good, but let's have a few more orders. Details from: A/Wtr I B Smith, Captain's Office, HMS Ganges, Shotley Gate, Ipswich, Suffolk.

Annual General Meeting

The Annual General Meeting of the Middleton Railway Association will be taking place at the Leeds Polytechnic on Saturday April 8th, commencing at 2pm. Items for discussion or nominations for committee posts should be sent to the Secretary, Ian Smith, whose address is above.

Economy Size

I should like to apologise for the small amount of material published in this issue, especially as it is my first time as Editor. This is due to an error on my part, so I should like to apologise particularly to those people who have contributed articles for publication. Next time there WILL be a full Association Advertiser.

Stephen Dufton

Railquiz

DEvised BY DAVID BUSHELL

1. On which pre-grouping railways were the following tunnels situated: Box; Standedge; Dove Holes; Woodhead?
2. Find the names of the locomotives from the clues given: (a) HRAWMAMMURTET; (b) URCGEAO; (c) EDDIAN RBNFWEFRNO
3. Which Middleton engine could be nicknamed 'Streaky Bacon'?
4. Which Middleton locomotive has the lowest works number?
5. Whose wheel-arrangement is generally considered to be the standard for steam locomotives?
6. Which of the following dates is correct for the lifetime of Isambard Kingdon Brunel: 1826 - 1857; 1902 - 1927; 1806 - 1859?
7. What is the lowest point on British Railways?
8. Which Middleton locomotive could have flown the Atlantic?

1. Great Western; London & North Western; Midland; Great Central. 2. Marlow Murray. 3. Nr 385 (Danish locomotive). 4. Windle (Borrow's No 53). 5. Whyte's notation. 6. 1806 - 1859. 7. Severn Tunnel. 8. John Alcock.

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