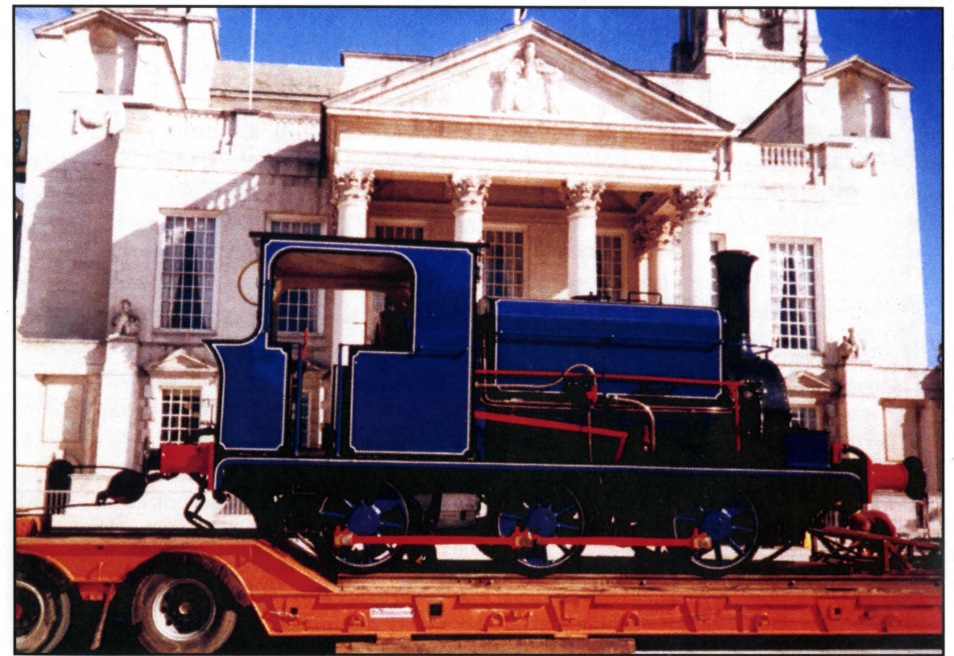


THE OLD RUN

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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: Manning Wardle No 1601 outside the Leeds Civic Hall during the Leeds Conference on Leisure - August 2001

REAR COVER: L's Together! The two surviving Manning Wardle L class 0-6-0ST's - 1601 *Matthew Murray* and, behind 1210 *Sir Berkeley*.

It was virtually two years ago now that I stepped in to produce an edition of the Old Run following problems with editorship and production. The words that I wrote in the editorial at that time were as true then as they are today. The recent history of the Old Run has become an acute embarrassment to the Trust Council and one that we are determined to get back on track.

The problems with the lack of publication have been an ongoing topic for discussion for several months but it was only when the last issue was sent out to members that it became so obvious that the information provided was tremendously out of date. Indeed, the Loco Notes were written way back in April this year.

Sheila Bye had brought the Old Run up to a high standard in terms of quality of production. Since she relinquished the role of editor there have been some improvements, notably the introduction of colour, but these have unfortunately been offset by the quality of the editing. I hope that this issue does not continue this trend and we can start to regain this quality that we once had. We are hoping to continue with the colour but it is early days and we must provide a magazine that is professional throughout within the constraints of our limited resources.

Finally, if you think that too much of this issue bears my stamp, I'd be only too pleased if others put pen to paper instead of me!

Steve Roberts

FROM THE CHAIRMAN

Steve Roberts

In the letter that I sent out with the last Old Run, I told you that 2001 looked like being a good year for the Trust. As the year draws to a close I can safely confirm that this has been the case. True, we have had some downs but generally we have gone from strength to strength. Building on this success, your Council is continuing to formulate plans for the future with an eye to what is happening around us. Leeds City Council are (at long last, some would say) putting together an action plan for the rejuvenation of Middleton Park. Following discussions with representatives from the City Council we are very hopeful that these plans will include the Middleton Railway as a key feature in this rejuvenation and that significant steps will shortly be taken towards the fulfilment of an extension to the line.

The recently announced Leeds Supertram scheme means that we must give serious consideration to the possibility of an interchange with it by provision of a station at Balm Road. On the face of it, such a scheme is eminently feasible. The route already exists and, with some cooperation, a cross platform interchange would be easy. However, the Balm Road branch crosses two public highways along with the service access road to the Tulip Centre which would all require upgrading to modern standards with flashing lights and (probably) half barriers at Moor Road. The time honoured 'red flag' will not do in the twenty-first century.

At Moor Road itself things are also starting to happen. The Moor Road Development Plan was published in brief detail in a previous Old Run and steps are now being taken to implement the first phase, namely the provision of a display hall. This building will be some 50 metres long (165 feet in old money!) and will have two lines of track. In theory this will enable us to put a further twelve locomotives under cover but, except during the winter closed season, we are unlikely to use it totally for storage of stock, preferring to provide displays and space to view the various exhibits to be kept within. We are hopeful of getting grant funding for a substantial amount of the costs involved but, even if this is not forthcoming, we have the necessary cash reserve to undertake the works. It would be nice to not have to spend it, though, as we have so much else that we would wish to do with it!

In addition to the display building, we are actively working towards a much needed extension to the shop. This has been the subject of much discussion. In some respects, the shop is not an ideal candidate for an extension and there is a strong argument for knocking it own and starting again. However, because of the need to have a shop operational when running trains, any such work would have to be totally put out to contract and would be very expensive for us. We are unlikely to get any funding for what would be commercial premises and we must therefore provide something which is within our resources to so do, even though it will be a

UNIQUE LEEDS LOCOMOTIVE RETURNS HOME

A recent arrival at Moor Road is a Hunslet 0-4-0ST, makers number 1493 of 1925. It was supplied new to Messrs James Oakes & Co Ltd for use at their Pye Hill Colliery, Jacksdale, Nottinghamshire where a low overbridge carrying the GNR Pinxton branch line over the colliery yard necessitated the use of 'cut down' locomotives. Initially it was numbered as No.1 and when built it had a very low cab roof, and stepped down central area to the cab floor. Both features were removed before the 1950's leaving the locomotive in its present form. It was renumbered No 11 at about the same time and the livery carried by the locomotive was changed from the makers 'olive green' lined with black and yellow to the standard NCB dark blue with yellow lining it nearly carries at the minute!

No 11 was reduced to standby duties at Pye Hill during the 1960's when the branch line was closed, the bridge removed and 'normal height' diesels introduced. In 1971 it was bought by a private individual and entered preservation with The Market Bosworth Light Railway (latterly known as The Battlefield Railway) at Shackerstone. Here it ran regularly until 1979/1980 when a succession of boiler tube failures led to its withdrawal pending a major overhaul. As with many smaller locomotives requiring significant work on growing preserved railways priority was given to obtaining and maintaining larger locomotives better able to cope with increasing traffic and No 11 sat

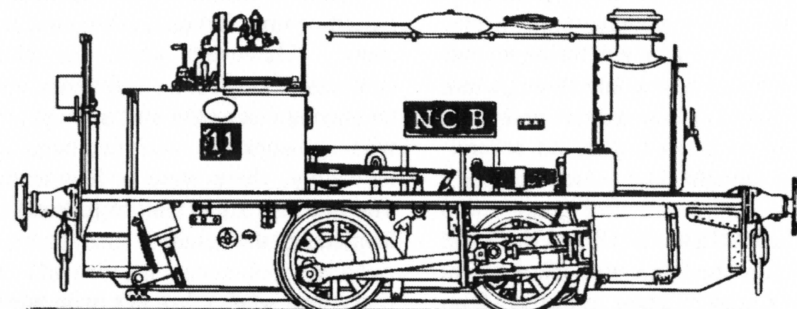
quietly awaiting its turn. In the early 1990's work started on the overhaul and the locomotive was stripped down to its main components, however the project stalled and No 11 stood in a dismantled state until privately purchased in the summer of 2001 and brought to Leeds where it is anticipated that work will start in earnest early in 2002 with a hoped for return to working order in about two years.

No 11 is a unique locomotive built to incorporate many standard Hunslet components and features in an assembly to suit its particular requirement to pass under a low bridge, which is probably the main reason why it survived so long.

When bought the loco was in a very dismantled state. To get No 11 ready for transport to Leeds the boiler was craned back into the frames, the tank and bunkers were brought from storage about 20 miles away and temporarily refitted to provide one big lump to go on a low-loader. All of the smaller components, some comparatively heavy, had to be collected from various resting places around the Shackerstone site and transported separately to Middleton where it is anticipated that work will start in earnest early in 2002 with a hoped for return to working order in about two years. The fundamentals of No 11 appear to be in basically sound condition, albeit all will require some attention and items such as the smokebox, ashpan, boiler cladding

sheets and running/foot plates are rotten beyond repair and require replacement with new. Thankfully the majority of

fittings and other irreplaceable components came with the engine although search is still on for some missing items.



HUNSLET ENGINE CO. No.1493, built 1925 for James Oakes & Co. Ltd.

Cylinders – 2 outside, 14 in dia x 20 in stroke.

Driving Wheels – 3 ft 2 ½ ins.

Rigid Wheelbase – 5ft 6 ins.

Overall Length – 24 ft 0 ½ ins.

Width – 8 ft 4 ¼ ins

Height from rail to chimney top – 8 ft 11 ins (in comparison Brookes No1 is 11 ft 3 ins).

Heating Surface – 594 sq ft.

Grate Area – 8.7 sq ft.

Working Pressure – 160 psi.

Tank Capacity – 530 gallons.

Coal Space – 13 cwts.

Weight in Working Order – 26 tons 19 cwt.

Max Axle Load – 14 tons 3 ½ cwt.

Tractive Effort at 75% of Boiler Pressure – 12218 lbs.

Load engine will haul:	on level:	650 tons,
	up 1 in 100 incline:	330 tons,
	up 1 in 50 incline:	190 tons.

LOCO NOTES

Quite a lot has happened since the last issue of the Old Run, generally of a positive nature. The 2001 season is effectively over, although we still have the Santa Specials to get through, but we have managed to come through the season without too much problem. We've had to cross fingers on several occasions, though!

1601 MATTHEW MURRAY. This loco has been the focus of much activity this year. As mentioned in the last Old Run, the tank could not be fitted to the new boiler but whilst modifications were being carried out, it became obvious that, although it had previously been found to be watertight, it was getting rather thin in places. Manufacture of a new tank was considered, but in the end it was decided to fibreglass the inside. We have not previously done this before although the Tal-y-llyn Railway successfully adopted this approach many years ago. Fibreglassing has the advantages of preserving the original rivetted tank externally, preventing further internal deterioration and providing a watertight tank. The idea has proved successful but it did take three weeks of hard effort for two people, during which no real progress could be made with other work necessary to complete the loco.

The crinolines, made new for the old boiler, were found to be unsuitable for the new boiler, as were the cladding plates. These have all been renewed. Almost every item of the locomotive which had to be fitted to the boiler had

to be modified in some way to make it fit. This was expected but it was inevitable that we underestimated the length of time it would take to do these tasks. However, work was finally complete enough for a full steam test to be carried out at the end of July. This was generally satisfactory but, inevitably, there were a few teething troubles to sort out before it could take its place on the roster.

Entry into service has not been without its problems. The left leading axlebox ran hot on its second day in service. This was found to be due to a problem with the lubrication but necessitated the lifting of the loco for rectification of the bearing which had suffered slight damage. More prolonged, and harder to resolve, has been a problem with the right leading coupling rod bearing running hot. Re-shimming of the bearing brasses and re-working of the bearings and crankpin failed to cure the problem and careful measurement of critical dimensions has shown some anomalies in the geometry of the crankpins. The likeliest reason appears to be that the right leading crankpin is not exactly in its correct position relative to the wheel centre. The crankpins were renewed as part of the mechanical overhaul carried out at Buxton before we took ownership of the loco. We do not have the instrumentation to properly check the accuracy of the quartering of the wheels, nor of the crankpin centres. However, the relative parts (bearings and crankpin) seem to have worn themselves into an acceptable

relationship and the problem seems to have largely gone away. Not the best solution but a practical one.

As recounted elsewhere, the locomotive was officially re-named 'Matthew Murray' at the September gala and will now be known by this name. New worksplates have also been provided and these were fitted for the first time at the gala

67. The Ship Canal Tank has become the central focus since the completion of 1601. The new smokebox door has now been fitted to the smokebox, requiring some re-working of the hinges and rivetting together of the various components. The injectors have been overhauled, a task that generally required the stripping and cleaning of the various components and the re-machining of the various valves. The new lagging sheets have been painted internally but await trial fitting. A new spindle has been made for one of the Ross safety valves.

A hydraulic test of the boiler has been carried out to the satisfaction of our Insurance Company. The boiler was originally inspected by their surveyor several months ago but the paperwork had seemingly been lost and we had been in correspondence with them on this subject as, without the necessary paperwork, we could not put the boiler into service. This was compounded by our regular Surveyor being made redundant in a shake-up in the Company. However, eventually this was resolved and a second, thorough examination has been carried out to the Insurance Company's satisfaction. Following on from this a steam test was

required before the boiler could be returned to the frames and re-assembly of the loco commence in earnest. This steam test was finally completed at the beginning of November and there were a lot of smiling faces when the safety valves lifted at the working pressure of 140 lbf/in². The Inspector pronounced himself satisfied and the way is now clear to start the final reassembly.

The next major task will be to fit the boiler back into the frames. It was hoped to do this during November but the lack of a suitable crane has so far prevented this. We had intended hiring in a crane to carry out this, and other boiler lifts, but the opportunity to acquire a suitable crane has led to its postponement. It is too early to give a definitive completion date yet but a return to service by Easter 2002 is hoped for. However, reassembly and the final few jobs always seem to take an extraordinary length of time, as has just been witnessed with the return to service of 1601.

1310. The Y7 has continued in service but has required quite a bit of nursing to keep it so. The Boiler Inspector passed it for further service following the replacement of two tubes. It failed in service on 31 August with a badly leaking tube and it was found necessary to replace six tubes to get it in a fit state to run at the gala. Whilst it is possible to replace the odd tube occasionally, we will endeavour to keep it running, but its reliability is now becoming a concern and it is unlikely that it will see any further service once 'winterised' after the coming Santa season. Its last planned day of work will be the 23rd December.

2103 has continued to perform relatively satisfactorily throughout the season but is becoming in need of attention as soon as it can be spared from traffic. The main areas requiring attention are the injectors, which waste water, and the connecting rods, which knock badly. It is thought that the problem with the injectors lies with the steam feed pipes being too small, restricting the supply of steam. These pipes, although newly fitted by us, were sized from those it was carrying when it arrived and these were not the original ones. It is intended to manufacture larger diameter replacements in an endeavour to effect a cure. If this doesn't work, we're scratching our heads! The loco passed its annual boiler insurance examination in December and is available for traffic, if necessary. However, the opportunity is being taken to do a few small jobs, such as re-bedding the smokebox door and repairs to the mechanical lubricator.

1210 SIR BERKELEY ran all its booked turns successfully but has now been withdrawn from service following expiry of its 10 year boiler 'ticket'. We had hoped to have a last chance steaming with Matthew Murray to give a now unique pairing of two Manning Wardle 'L' class locos but, alas, time ran out for Sir Berkeley in mid July, just two weeks before Matthew Murray had its first trial steaming. So near, yet so far. A steaming of the two remaining 'L' class locos is now unlikely to happen for at least two years.

2387 BROOKES No.1 (aka THOMAS) has continued to fulfill its starring role around the country

although foot and mouth disease restrictions have curtailed some of its activities. Through the good offices of its owner, we were able to have an extra four day Thomas event in August which generated some welcome additional revenue. The loco has generally performed satisfactorily, with little problems from the piston and valve glands following their renewal and realignment of the slide bars over last winter. However, whilst on a visit to the East Anglian Railway Museum, the loco. Suffered a failure of the cylinder block casting, rendering it unserviceable. It was perhaps fortunate that its next booked appearance as 'Thomas' was at the Tramway Museum at Crich where the loco was only ever intended to be a static exhibit so it was possible to honour this booking. On arrival back at Middleton, removal of the concrete in the smokebox revealed a large hole in the area of the casting that carried steam from the main steam pipe to the valve chest. Corrosion had taken its toll and what should have been a $\frac{3}{4}$ " thick casting had corroded to a wafer thickness in the place where it had failed. The Wakefield firm of Cast Metal Repairs were called in and they confirmed that they could carry out a repair by metal stitching, a well tried method for repairing iron castings where welding is not possible (as in this case). Indeed, Horwich Works of the Lancashire & Yorkshire Railway was using this method to repair cracked cylinder blocks well before the start of the last century. The thinned area of casting was cut out and a carefully shaped piece of steel was made to replace it, this being locked into place by many steel 'stitches' (tapped holes, into which screws are inserted and

peaned over). Due to its location, the company would guarantee its strength, but not its steam tightness. To overcome this, 'liquid metal' has been used to cover the area of the patch. This, again, is a well proven method of repairing castings that do not require strength but do require them to be water tight. By this dual approach we have been able to effect a satisfactory repair and the loco was successfully returned to service following its annual boiler inspection. It is now on its travels, again, before a return to Middleton for our 'Thomas' event in November.

No.6 After twenty five years of patient storage, No.6's turn has come at last! Initial work on stripping the loco down had commenced some while ago but this had been confined to removal of the non ferrous fittings and pipework. Further work started in August, initially on a fill-in basis to ensure that there was suitable work for volunteers to carry out as 1601 reached completion. No.6 was then shunted into the workshop at the beginning of September and work has started in earnest with stripping down. The cab and tank have been freed off, ready for lifting. Coupling and connecting rods have been removed, as has the valve gear. The safety valves have been removed, along with the remaining fittings. The boiler tubes have been removed and the main steam pipes freed off. At present, a few bolts still hold the smokebox to the frames but, once these are removed, the boiler should be free to lift from the frames. The intention is to remove cab, tanks and boiler at the same time as No.67's boiler is replaced in its frames, in a major craning exercise, probably at the end of November. Once this has

happened, No.6 will be shunted to the back of the works to enable the frames to be lifted from the wheels and restoration to commence in earnest.

The first parts of the loco to be overhauled was the ashpan, in surprisingly good condition after twenty six years of storage. This has been cleaned down, the dampers freed off and finally painted with high temperature aluminium paint. The connecting rods, coupling rods and eccentric rods have all been sanded down and given a coat of primer.

Despite its prolonged period of outside storage, what has been found so far has been encouraging. Although much of the platerwork has suffered from corrosion and will require repair/replacement, the more essential items appear to be in fair, even good condition. The boiler generally appears to be in good order and it is hoped that it will require little other than re-tubing. The copper firebox was only fitted in the late sixties and has seen little service. It may be that the smokebox tubeplate requires some remedial work but this will not become apparent until the boiler is lifted. The smokebox, itself, seems to be fit for further service. The valve gear appears to be 'tight' in the pins with no looseness and it is hoped that this will only require cleaning, inspecting and painting. There are some loose rivets in the frames that will have to be replaced and no doubt we will find much, much more as time goes on but it shouldn't be as big a task as was originally thought.

No.11 is a newcomer to these notes and full details of its arrival are given

elsewhere in this Old Run. It has arrived as a semi-built kit of parts, having been hastily put back together to aid transport following its purchase. Much work needs to be done to bring the loco back to an operating condition but it is basically sound and complete. It is currently residing at the back of the workshop, awaiting the opportunity to lift the boiler when the other planned boiler lifts take place.

AUSTIN No.1 This new acquisition entered the works during July for various jobs to be carried out, including the fitting of vacuum brake equipment. The vacuum brake system has been completed and utilises a rotary exhaustor from a first generation BR diesel multiple unit to provide the

necessary vacuum. . Most of the other work has involved freeing off seized or sticking equipment and other routine tasks to make it fit for routine service. New battery boxes have been provided, along with new batteries. The loco entered traffic during September. However, the left trailing axlebox has run hot and it will be necessary to lift the loco to effect repairs. It is planned to do this during December. It is known that the loco had a history of running hot boxes whilst at Keighley.

138C, 91, D577, 7401, Rowntree No.3 & 1786 are all serviceable and used as required. All other locos remain stored awaiting overhaul.



Bill Turnpenny removes a sandpipe from No.6. The sandboxes have to be removed to gain access to the bolts securing the boiler to the cylinder casting.

NOTES AND NEWS

Carriage & Wagon

The BR 16 ton mineral wagon was finally completed and outshopped in time for it to be used in the September gala. It looks very smart and is a credit to all those who have worked to get it into this condition. We have negotiated an extension of the loan of the vehicle from the NRM (who own it).

On the LNER Ballast Brake the laborious task of needle-gunning and cleaning the frames and other steelwork has now been completed and this has been painted. This has enabled us to make a start on replacement of the timbers, virtually all of which is new. The floor has been fitted and the hand brake column re-instated. Most of the side framework has now been made and trial fitted and side an end planking has been fitted up to waist height. We have found it impossible to get replacement screws of a suitable length and thickness to screw the planking to the steel uprights and we have had to adopt a compromise. Size 16 x 1½" screws are being used with a specially formed cup washer to prevent it from pulling through the holes in the steelwork. The ends of the screws will then have to be cut off flush with the planking. It is hoped that this vehicle will be complete and outshopped by Easter 2002 which will then allow us to start on the LMS van (the tool van) which is in desperate need of an overhaul.

We have also obtained a further wagon through the goodwill of one of our members. This is a BR standard 13 ton

open wagon, another type once very common everywhere. It is in relatively good condition, apart from a missing door and a few damaged floor planks. Wagons of this type were regular visitors to the line in the early days of the preservation era. An article on this appears elsewhere in the magazine.

Our coaching stock has suffered from some attacks of vandalism during the summer; on one occasion this resulted in all the windows on one side of the brake coach No.2084 being smashed and requiring replacement. The incident was discovered on a Tuesday evening and, in a true show of Middleton spirit, new glass was ordered, the old glass removed and the new glass fitted, together with other rectification work to doors, all in sufficient time for the vehicle to take up its duties on the Saturday.

Plant & Machinery

The new works compressor was finally installed and commissioned during October. Because of its power requirements, it was deemed necessary to install it as near to the control cubicle as possible and it was considered that the best solution was to move the horizontal milling machine to accommodate it. We have had this milling machine installed for about twelve years now but it has seen virtually no use in that time. Indeed, the writer can only think of one occasion on which it has been used and that was when it was adapted for grinding a slide bar. The miller has not been scrapped as it is in good condition but has been

put into storage, just in case. The new compressor is very much quieter than the old machine and is already proving to be of great benefit, if only because it doesn't create the noise! The old compressor is not being scrapped and it is intended that it will be overhauled to provide a standby or extra capacity if we ever need it.

Extension

Work continues behind the scenes on the extension and, although progress does seem slow, progress is there and we are ever more hopeful that a positive conclusion will be the outcome. Through the good offices of one of our members the earthworks have been re-assessed by suitably qualified engineers and it is felt that the earlier proposals were of a much higher standard than was necessary for the trains we operate. Consequently, we have been able to re-assess the costings for the works with a much reduced final cost. This is very important as costs are the biggest hurdle that we still have to overcome.

Cranes

Our 5 ton diesel crane was finally taken out of service in July for a major overhaul. This overhaul will include complete replacement of the cab, an overhaul of the drive shaft and replacement of the ropes. We have had this crane since 1980 when it arrived from Glasshoughton Colliery and it has been a very reliable and useful piece of equipment since virtually the day of its arrival. However, it was well worn when we got it and it is even more well worn now! It was planned to start this work imminently but, as with many of

our plans there has always been something more urgent requiring the attention of those volunteers that will undertake this work. How much we have come to rely on having the crane available has only now come to be realised! To overcome this situation we investigated the availability of other suitable cranes. This has resulted in the purchase of a 10 ton rail crane from Corus at Scunthorpe. (See separate article) As a result of this we are undertaking a review of the four other cranes we presently own to establish just what our future needs and aspirations are with regard to them.

New Storage Container

Storage of tools and equipment is one of our biggest problems. We have so much equipment that is not immediately required but has a potential future benefit for us. This ranges from essential spares through parts removed from locos under overhaul to acquisitions for the future. Because of its nature, much of this has to be stored under cover and we have gradually found that our workshops was becoming more and more a stores area. This both reduced the space available for maintenance and repair work and also created a real safety risk because of that lack of space. To overcome this problem we have purchased a second shipping container; this has been placed at the edge of the car park adjacent to the concrete hard standing area. The container is already virtually full, providing secure undercover and weatherproof storage for the spare engine for 138C, the 50kVA generator set, the horizontal milling machine, the large compressor and a host of parts

from loco No. 3860.

It is eventually intended to move the other shipping container, purchased several years ago, to lie adjacent to the new container but this will have to wait till there is a rail crane available.

Wanted.....

Wanted: Drawings or paintings of the

Railway or of its Stock. If you are good at drawing or painting, or if you know some talented person, please send us your artwork. It will be published in the Old Run and we may use them for our future adverts, leaflets etc.

Contact the Marketing Officer, or send an email to:

CROSSWORD - THE SOLUTION

Here are the answers to the Crossword that appeared in the last Old Run. (OK, we used a bit of licence with 38 down!)

ACROSS

- 1 SIGNAL
- 5 SIR BERKELEY
- 9 AHEAD
- 10 DEPOT
- 11 RAILROAD
- 12 INNER CITY
- 16 CHARTISM
- 19 WEIGHBRIDGE
- 23 ALIBI
- 24 NEB
- 25 ENTERTAINMENT
- 30 HELLS KITCHEN
- 31 ANASTASIA
- 35 MIDDAY
- 36 BUNKER
- 37 KIBBUTZ
- 39 FROGSPAWN
- 40 DETESTS
- 42 AJAR
- 43 MIAMI
- 44 FISHPLATE
- 45 SHUNTING

DOWN

- 1 STATIC WATER TANK
- 2 GREEN LIGHT
- 3 ADDER
- 4 TIE
- 5 SOOT
- 6 BARDIC
- 7 RAILWAY
- 8 LOOP
- 13 CAB
- 14 TPI
- 15 AGISM
- 17 IRIS
- 18 MAIN LINE RUNNING
- 20 HOUR
- 21 RECAP
- 22 ANT
- 26 ELMS
- 27 NYLON
- 28 FACING POINT
- 29 SKI
- 30 HANDBRAKE
- 32 ASBESTOS
- 33 TRUCKS
- 34 SIZE
- 38 FOURTH
- 39 FIRE
- 40 DEF
- 41 SPA



Steve Roberts (left) discusses the finer points of the Smiths crane with Martyn Ashworth during its inspection prior to purchase.



ABOVE 67 gets a brief breath of fresh air as it is shunted out from the back of the workshops in preparation for fitting the boiler to the frames.

BELOW the LNER Ballast Brake van is beginning to look more like its old self as the new timber sides and ends are fitted to the framework.



13 TON OPEN WAGON - B490310

This wagon arrived on the back of a low loader during October. It is the property of member Richard Coleman and had previously been at the Northants Ironstone Trust at Hunsbury Hill. It was soon pressed into service as one of the 'Troublesome Trucks' at the Thomas weekends. The wagon is in fairly good condition although it is missing a drop door and vacuum brake cylinder and has several damaged floor planks. Apart from the vacuum cylinder, these items will be replaced over the next few months and the wagon will be painted in British Railways standard 'Bauxite' used to denote vacuum fitted wagons. The vacuum cylinder will be replaced but this will have to await acquisition of a suitable one.

Wagon History (Kindly provided by Richard Coleman)

For its 'Green Arrow' fast vacuum fitted freight service the L.N.E.R. built open wagons with distinctive steel bodywork and wooden floors. When introduced in 1945 these vehicles were a radical departure from any high-sided open wagon previously produced by the L.N.E.R. or anybody else. Although some unfitted (unbraked) versions were built, far more were vacuum braked from new and B.R. went on to build far more batches, initially with only minor detail differences (position of label boards, etc.) but later with more substantial changes, including a soda-ash traffic design and a shock absorbing version. On early examples it was found impossible to knock nails into the

body sides to help secure loads with ropes. Later builds of the wagons have distinctive circular bulges about two thirds of the way up the sides and end. These are internal recesses which accommodate rings to which ropes could be tied.

When I made enquiries in 1996 with the rolling stock section at Derby regarding purchasing B490310 the vehicle was missing off all records. They had to send someone from Derby to Northampton track depot to inspect the wagon and allocate ownership to Transrail. Because the vehicle was missing from the records it survived the scrapping purge at the depot, which saw several bogie rail cranes and vintage L. N.E.R., G.W.R. and L.M.S. internal use wagons destroyed. The wagon was used at the track depot as a mobile fuel bowser for the rail cranes and carried the number 024434. It was fitted with a large fuel tank and had one of its drop doors removed. When I eventually purchased the vehicle it was 'sold as seen' and was dumped in an abandoned siding covered with brambles. The wagon had latterly been used as a mobile scrap skip by the track welding school and contained several tonnes of rail off-cuts. The track depot refused to unload it and it was delivered partly loaded. I spent a happy morning throwing the small sections of rail into a skip; I smiled when the skip lorry attempted to lift the skip and the skip stayed on the ground and the lorry front wheels lifted up! I smiled even more when the scrap yard paid me over £250 for the rail as that covered the transport

costs!

Number	Built	Year	Current Location
E280364	Darlington	1947	Great Central Railway
E295193	Darlington	1948	Tanfield Railway
E296379	Darlington	1948	North York Moors Railway
B475522	Sildon	1950	East Anglian Railway Museum
B489672	Birmingham	1953	Bodmin Railway
B490310	Sildon	1952	Middleton Railway

One further example is preserved on the Llangollen Railway, which I have yet to identify. The 'E' denotes an L.N.E.R. build and the 'B' a British Railways build.

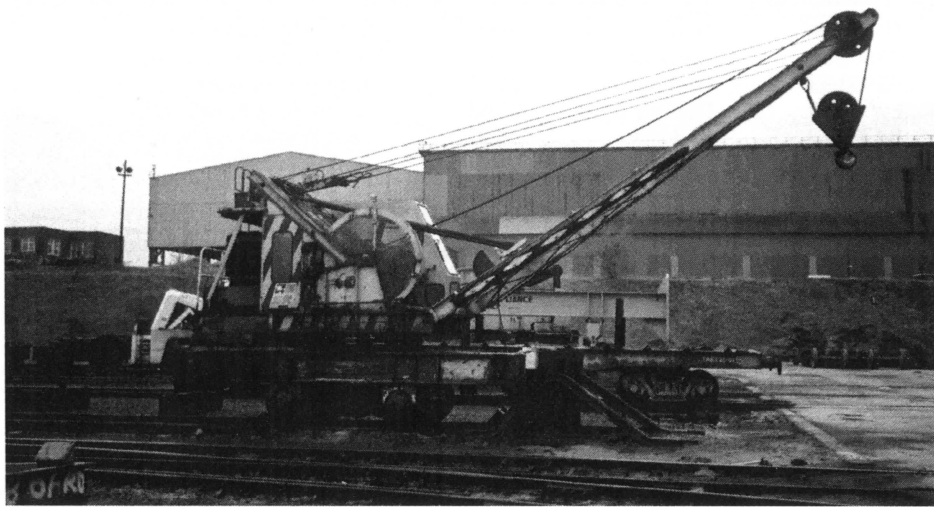
10 TON RAIL CRANE - No. 24899

We have been on the look out for a second crane for some time now, although not with any vigour. Ideally, we were looking for a 10 ton machine with a 40 foot long jib but nothing suitable had reared its head. The withdrawal of our Booths 5 ton crane for overhaul has, however, brought home to us just how much we have come to rely on it over the last twenty years and we were soon experiencing problems in getting everything done that we needed to do. The latest edition of the Traction & Rolling Stock Advertiser carried adverts for three cranes and one of them was of 10 ton capacity - it seemed worthy of a second look and so arrangements were made to do just this. We were initially told it was a Jones crane converted to diesel from steam but the reality was that it was a Smiths crane and had always been diesel powered! It was presently lying out of use at the mobile plant workshops of Corus (formerly British Steel), Scunthorpe and was one of two similar machines available for disposal.

The initial inspection showed that,

although this crane had been out of service for two years it was in a better general condition than its counterpart which had been in use until July this year. Arrangements were made for the engine to be started and, after a few moments hesitation, it spluttered into life. Although many controls were quite stiff we managed to put it through all its motions and satisfy ourselves that there was nothing major amiss. A deal was quickly agreed and Allely's low loader picked it up and delivered it to Middleton on Wednesday, 28 November.

Although much of the paperwork for the crane has not survived, the statutory inspection reports have and something of its history can be gleaned from studying these. The crane was ordered from Thomas Smith & Sons (Rodley) Limited (their works No 24899) by The Appleby-Frodingham Steel Company to their order No.F7393.M.2 for use at the Frodingham Steelworks Mill Field Site and was completed on 25 January 1960 and delivered shortly afterwards. It was fitted with a 25 foot long jib and had a



Thomas Smith Crane No 24899 in storage outside the heavy mobile plant workshops at Corus Steelworks, Scunthorpe

capacity of 10 tons at 12 foot radius, 7 tons at 16 foot radius and 5 tons at 20 foot radius. Power was supplied by a Dorman 4DL engine driving through a fluid coupling and clutch arrangement. A Farval automatic lubrication system was provided.

Given the running number D12 by Appleby-Frodingham, it was soon put to work. Just what its initial duties were is not presently known but it appears to have had a relatively arduous life in the first few years and its condition soon started to deteriorate. The Insurance inspection carried out in October 1962 required various repairs and the ropes and hook were condemned twelve months later. By 1967 it was in need of a major overhaul and this was carried out on site at Frodingham. It is likely that the Dorman engine was replaced at this time, superseded by the Ford engine and Brockhouse transmission it

presently carries, but this is not definite. Whatever work was done it was substantial enough for the cranes stability to be re-assessed and checked, something unlikely to be needed following a straight forward overhaul.

The crane continued to be deployed at the Mill Field site and its work continued to be arduous. The Inspection report for 1974 listed damage to the jib, superstructure panels, ladders and windows together with various oil leaks and loose components. By 1977 another major overhaul was necessary, the crane returning to service on 29 October of that year, again at the Mill Field. However, by the end of 1979, it seems to have been transferred to the Mobile Plant Central Engineering Workshops where its life became much less arduous and its use less frequent. A second hand jib was fitted in 1995, being taken from crane No.0645/20/10

but the reason for this is not recorded. By 1998 the crane was being little used, most of its previous duties being handled by fork lift trucks and it was

eventually taken out of service during 1999, being stored outside the Central Engineering Workshops where it remained until purchase by Middleton.

CHANGES AT THE MIDDLETON RAILWAY

Changes at Middleton Railway?

About a year ago a house move by my son and the arrival of a grand daughter requiring babysitting on Mondays gave me the opportunity to break my weekend journey to Chester to revisit the Middleton Railway after an absence of several years.

Many of the faces remain the same showing little sign of ageing or loss of enthusiasm but the addition of several young people both male and female has added a 'breath of fresh air' to the atmosphere. Hopefully these youngsters will remain with Railway, not only learning the many practical and organisational skills required, but learning also to give and become a victim of the banter and teasing which form an integral part of the social life.

Enjoyable 'after hours' additions to this social life include the admirable cook-it-yourself barbecues following special events and the MIC classes which should be taken seriously as learning valuable theory enhances practical skills. Learning is also enhanced by the consumption of lager or wine on these occasions. I do not know whether or not the addition to the social scene of drinking at the Gardeners Arms still happens after Council meetings! The track continues to climb to Park Halt but has not reached Middleton

Park, a situation which was imminent ten years ago, but the wooden sleepers have been largely replaced by 'modern' concrete ones. The branch lines through the jungles to Balm Road and Robinson & Birdsalls appear unchanged.

With locos, there appears to be a situation of 'You win some and you lose some' The former stalwarts of the fleet, Mirvale and Sentinel languish forlornly and Y7 and Sir Berkeley have recently become static exhibits along with other projects requiring Tender Loving Care. However Arthur (*we really should start calling it Matthew Murray - Ed*) is now running in all its splendour, 67 is undergoing resurrection and Percy is being dismantled. I am sure Percy will soon have a smile on her face as she joins her friend Thomas. Thomas may need a friend as she has a new rival for her owner's affections.

The diseasel fleet appears to remain much the same, so either their products of volume in litres and working pressure in bar is less than 250 or the magic air receiver inspector thinks it is. Perhaps diesels just go on forever only needing new coats of paint.

Coaching stock remains unchanged but passengers who appreciate the comfortable wooden seats are sure to be impressed by the magnificent reconstruction of the wooden brake van.

The acquisition of the Hunsbury Hill wagon will further enhance the freight fleet.

Outside there have been huge improvements. The car park is lined with sleepers to prevent cars hurtling into the mud banks, the coal heap has been relocated, surrounded by sleepers to discourage the escape of lumps; a coal staging post has been built to allow easier loading into locos, and a container has been purchased to store parts which no one will ever want to reach.

In 1989 on my first visit to Middleton one dark winter night, several crane jibs towered eerily into the sky giving the impression of a railway rich in lifting appliances, but the recent necessity to purchase a 'new' crane seems to refute that idea!

I fondly remember visits with Middleton loco to Quorn, Embsay, Foxfield, East Lancs, Drax Power Station and Lakenby steelworks and I believe that the Y7 has been to Tanfield but perhaps current policy does not encourage locos to go on their holidays.

IN SEARCH OF AN ANSWER.....

In a light-hearted tale Peter Nettleton tells of how we got our new crane

Following completion of tests on 67's boiler, it is ready to lift back into the loco frames but there is a problem. Now that the tubes are installed, it is too heavy for our five ton capacity diesel crane to lift. Indeed, when Matthew Murray's (much smaller) boiler was lifted earlier this year, the crane, which

Middleton Railway enjoys facilities unrivalled by many better-known railway organisations. The superbly equipped shed has a powerful heater used prudently to defrost volunteers. This heater has replaced the stove, scene of many reminiscences, gossip, plans, hopes and general time wasting. There is a wide range of modern machinery and tools, some less than fifty years old. Much of the paint is within its sell-by date. The personnel are invariably helpful and friendliness rarely masked by a gloomy face. The railway is also in an enviable position to receive the benefits of the human ageing process. Recent and forthcoming retirements should increase labour force hours allowing more time for the production of tedious documents of questionable authenticity, sweeping up, looking for items being used and therefore not in their proper storage place, inspecting sanding discs to ensure no abrasive particles remain before their disposal, buying polish and scrapers for others to use and undertaking a thousand and one essential tasks!

And the future.....

has seen better times, broke out into a serious sweat and only conceded to do the job after the promise of an easier life in its old age.

It was quickly apparent that neither the fork lift truck, JCB or even the pallet truck, nor all three together, would be

able to lift 67's boiler so some thinking had to be done. When this didn't lift the boiler either the only option seemed the (expensive) hire of a road crane.

At about this time the October issue of the Traction & Rolling Stock Advertiser dropped through our letterbox complete with an advert for a Knight in Shining Armour cleverly disguised as a ten ton diesel rail crane.

A telephone enquiry revealed that the crane was situated at the Corus Steel Works in deepest Scunthorpe. It was in working order but required batteries. This seemed too good to be true so a jolly day out to Scunthorpe was quickly arranged to check it out.

So it was that one cold but sunny Wednesday in November our heroes, well, Steph Chapman, Steve Roberts and Peter Nettleton set out with map, compass, machete, etc. on safari to deepest Lincolnshire. We also took overalls, boots, hard hats, batteries, safety pins, and string all tied up in a large spotted hankie.

A navigational error resulted in arrival, not at the Corus Steel Works but Morrison's car park. This situation was quickly turned to our advantage by a visit to the café for teas and bacon butties. As anyone in the know will tell you, these are vital if a mission is to succeed. Suitably refreshed, we retraced our route, turned right instead of left and arrived at Corus's tradesman's entrance. Following a detailed map on the back of an old envelope we went 100 yds to the right, turned left, took 30 paces, subtracted the number we first thought of and were

confronted by not one, but two cranes. A bit more exploration led us to a door helpfully not marked 'Crane Sales Office' and so we had arrived.

We soon discovered that we had a choice of two identical cranes, both built by Smiths of Rodley in the early 1960s – very modern by our standards. A quick inspection and some questions told us that one had been in use until recently and was quite well worn and the other had stood idle for two years but was thought to be in better condition. We soon got bored with just looking and kicking the tyres and made noises about a test drive. These were countered by the noise of falling eyebrows and raised jaws – or perhaps the other way round – and stock excuse No. 438 'we haven't got anyone available'. 'No problem' we said 'we know how to drive cranes and these batteries are not really for Steph's Walkman'.

'We can't let you do that unless you're inducted (indoctrinated?)' countered the Corus folk and that was that. We made a point of looking round a bit more to keep them away from their nice warm office a bit longer and left with a promise that a test drive would be arranged.

So, two weeks later our intrepid heroes set out again for Corus, Scunthorpe. We were so excited that we missed the turn for Morrison's and arrived to find a crane with its engine running. Naturally enough, it was the crane we didn't want to test drive, but it's the thought that counts.

At the sales office we explained what

had happened and excuse No. 439 received an airing. 'We have a driver but no fitters with jump leads' they said but we gained a tactical advantage with mutterings like 'no test drive, no sale' and 'we're not coming all this way again'. A sweet smile from Steph tipped the balance and a fitter with the wherewithal duly appeared to crank the other crane into life. After a few false alarms, much coughing and spluttering and volumes of smoke, the engine decided it might as well just get on with it. Once the smoke cleared we were able to see that everything more or less worked before the driver had to dash off to warmer climes.

After some negotiations, a deal was struck and the crane was ours. All attempts by the Corus folk to put the crane in the post box failed and so a low loader was dispatched to the east to convey it to Middleton. I can never understand why, but everything that arrives at Middleton on a low loader does so at the dead of night and the crane was no exception. 'Where do you want it mate' asked the driver. 'Oh just leave it over there in the car park' we replied. The unloading ramp was quickly built and, after cups of tea all round, the crane began its journey towards Middleton track. Or that was the plan; the crane had obviously heard about us as it steadfastly refused to roll, even though it was downhill. Clearly gravity was having an off day! The workshop pinch bar was brought into play and things were moving – but not for long. The crane wheels became stuck on a fishplate joint on the ramp. This time Carroll came to the rescue and pulled the crane the last few feet onto the track and the into the yard so that the unloading ramp could be

dismantled. At this stage the crane jib was still fully lowered and had to be raised before we felt that we could go home. Since the Corus driver had stayed in Scunthorpe we had to do this for ourselves and made our first unpleasant discovery – the Owner's Handbook was missing. Oh well, if it was easy it would be boring!

After a few false attempts the proper combination of magic passes was discovered and the jib raised so that the crane could be moved around curves without knocking everything over in its wake. With the yard tidy again and the crane looking as though it belonged there, we all went home with a satisfied feeling.

Before the crane can be used it must be examined by our insurance inspector and before that it must be in proper working order. This means that all the various gizmos must work including the safe working load indicator. This is a clever device which senses the radius of the lifting hook and the weight being lifted. If the weight exceeds the rating a bell rings to warn the driver of the danger. If this were a modern device it would be a black box full of electronics and a label saying "No user serviceable parts inside" Alas, in the sixties, things were still serviceable and this particular box contains cams, levers, springs, rollers and micro switches. The only thing it doesn't have is a service manual and, you've guessed haven't you, it doesn't work properly. We are making progress but its hard going finding a fault when you don't know how something is supposed to work. Still, as I said earlier, if it was easy it would be boring. In the meantime, the crane is quite interesting to look at and takes up a fair bit of space which would otherwise just get filled up with junk!

FROM THE MARKETING OFFICER.....

It now seems a long time since I formally took over the Marketing Officer's position at the 2001 AGM. I would like to take the opportunity of this new issue of the Old Run to comment on a few items.

Firstly, Saying thank you to Howard Bishop who held that role for three years and passed it on to me. I have to confess that Howard has been of a great help and support during these first months of transition. As an organisation we couldn't afford any errors nor a halt in the marketing process. To learn what was going on, hold you breath: A Day out with Thomas in August, then the Heritage and Volunteers Open Days, then the Gala in September, then A Day out with Thomas again in November and finally Santa in December!! At the same time, some additional events took place which had to be fitted in such as the Matthew Murray naming ceremony, the visit of the Coach Drivers Club (Coach operators) organised by Leeds Leisure Department and the publication of the 2002 leaflet. If I could sum up in three words Howard's achievements I would say: organisation, effectiveness, and friendliness. Organisation, because all the necessary tools were there, classified and ready to use. Effectiveness, because those tools were the fruit of three years of careful research and have proved to be successful. And Friendliness because during the transition period I never felt alone and always new I could ring or send an e-mail with a question and would get an answer very promptly - with kind comments, moreover.

Secondly, in the previous Old Run it had been advertised that the position of PUBLICITY Officer was vacant, but this job is NOT ONLY about Publicity, It is about MARKETING! Howard would certainly not contradict me. Publicity is a very important part of that role, but not all of it, by far. May I remind you of the Marketing Fundamentals:

- Offer the right Product
- to our targeted customers
- at a price that is acceptable to them
- based on their perception of the value
- at a cost that allows us to be profitable.

Most of it is already well known and has proved successful in recent years. My main aim and what I will endeavour to achieve in that role is that we think of the Marketing position in these terms and not only as publicity. In future issues we will come back to these points.

Finally, reviewing the past events:

- The Leeds Steam Festival: A great achievement for the railway (Howard's baby). Which demonstrated that the MRT was able to organise something new and different. The Leeds & District Traction Engine Club joined us and this has allowed us to establish, I hope, a long lasting friendly partnership.
- Matthew Murray in Leeds City

Square: Last July, Leeds City Council Leisure Services invited us to display Matthew Murray as part of the city 's hosting of the Conference on Parks and Leisure. We went on the local TV news three times with a ¾ page spread in the Evening Post. This again, very much raised our profile as a partner with our local authorities.

- The Gala weekend, one of our great institutions was the occasion of the Matthew Murray naming ceremony. Again, this added to the good fun of these two days and it has been an excellent opportunity for local Public Relations. One of the highlights was the presence of Matthew Murray's great great great granddaughter, Diane Dryden and excellent publicity was made of it. (¾ page in the Evening Post). Well done Keith Hartley who suggested inviting Diane.
- A Day out with Thomas went very well and takings have increased by 9% against last year. Our fears were that

the August event (new to us) would impact on our visitor numbers in November. Fortunately this hasn't been the case. Hence it is likely that we will, from now, hold three Days out with Thomas per year instead of two. Our Fat Controller was reported to be excellent by our young visitors, many thanks to Ian Smith.

Santa, our last event of the year is just about over now. It has been extremely popular. On Sunday December 16th we had to add an extra train at the end of the day. It has been an opportunity to continue and develop excellent relationship with BBC Radio Leeds. One of the keys of the organisation was advanced booking. We couldn't have done it without the great help of Cedric Woodv (our Santa Hotline man) and his wife who took up to 42 phone calls per day....

IF YOU WISH TO JOIN THE MARKETING COMMITTEE, PLEASE CONTACT ME. THE NEXT MEETING IS ON WEDNESDAY 16 JANUARY, 19:30 @ MOOR ROAD. WE MEET EVERY MONTH. ANY SUGGESTIONS AND OFFERS OF HELP ARE VERY WELCOME.

MEET THE TEAM.....

As some of us may not know all our active members we have created this section to introduce them. It is felt that, as an organisation, we should present our unsung heroes to our other members. The aim is not to disclose the secret life or the most hidden details of those under review but just to have a snapshot on them.

Stan and Carol Holdsworth. What better stalwarts to kick off with than these two!

Stan: Treasurer and Council member
Carol: Shop assistant
Both are retired.

Stan has been a member since: 1992. He took (early) retirement that year and read an article in the press about the railway. This paper pictured Ian Smith and it ended with a plea that Middleton was looking for 'white collar' workers to help with the increasing workload. A few days later, Stan is meeting Ian and Steve Roberts, at that time Shop Manager and Treasurer. It can be

pictured very easily, a nice and sunny day, Stan expressing his will to be involved in helping the railway. Steve saying he would like to pass on one of his two roles, and that to do the treasurers job you don't need to come to the railway. Stan chose to accept the challenge. He obviously didn't hear Steve ending his sentence: "To do the Treasurers job you don't need to come to the railway.... **More than 2-3 times a week**". Thus, after a short induction period Stan is officially nominated Treasurer, a position he has not been able to shake off (not that he wants to!) Our Auditors are extremely satisfied with the way the ledgers are held, and month on month the MRT council is provided with accurate and up to date financial reporting.

Amongst all his other achievements is the Wednesday Gang. If you come to the railway between 10:00 AM and 2:00 PM on this day you will see those busy bees caring about the station, the coaches or the platform.

Stan could be defined as: Tight with the

Trust's money but certainly not with his sense of humour.

Carol, active member since 1994.

Carol retired from teaching in 1994, and almost every week you will meet her in the shop. She knows what the business is about and will always greet the visitors with a smile. Being in the shop is not opening the doors with the first train at 11:00 AM. but it is coming much earlier to prepare and warm it for the day, and for example make sure everything is available, checking that the mugs are clean (in other words cleaning them) and at the end of the day spending a long time in tidying up and counting the days takings. But it is also stocktaking, and all those other tasks, which you may think happen by themselves and not necessarily see the work behind it. For example do you think the tea towels are magically self-cleaned during the weekdays? Ask Carol about it!

Carol could be defined as: We wished we had 20 of her at the railway!



LETTERS TO THE EDITOR

The editor welcomes letter from members (and non-members!).

MIKE THOMLINSON WRITES:

LNER Van (circa 1943)

As some will know I have taken on the task of rebuilding the LNER van. I am often asked when it will be finished. I will now say categorically that it will be finished as early in 2002 as my right ankle, my little, and big helpers will allow. Hopefully no later than March.

I have enjoyed my first year assisting with the good cause and would like to thank everyone for making me welcome, and for all the help and advice I have been given. I can recommend it. I look forward to many more happy and productive years at Middleton Railway.

The reference to right ankle may confuse those that don't know but Mike was unfortunate enough to slip and

break it a short while ago (not at Middleton, though). The little helper is his grandson and the big helpers are those he cajoles into giving him a hand! Ed.

PETER EXCELL WRITES:

Peckett Diesels

I note that the latest 'Old Run' claims that the "Austin's" Peckett diesel is the only one left. However, according to the Industrial Railway Society Handbook there is still another, preserved at Aberthaw Power Station in South Wales. That one is a unique 0-6-0; the Middleton one is the last of the 0-4-0's of which four were built.

Happy to set the record straight, Mr Excell. I'm hoping to put together an article on the Peckett diesels for a future Old Run. Ed.

MISSING CAPTIONS.....

Unfortunately, some of the pictures in the last Old Run were devoid of captions or wrongly captioned. To put the record straight and destroy their anonymity, here they are:

Front Cover Newly repainted Rowntree No.3 poses for the camera.

Inside Front Cover A large crowd watches on as the Fat Controller entertains them with a performance of the 'Troublesome Trucks'

Inside Rear Cover Some of the 'Wednesday Gang' - (L to R) Stan Holdsworth, Bruce Inman, Ken Hardy & Colin Turner. Their motto: 'Have paint, will paint it!'

Rear Cover Andrew Plumb, our newest (and youngest) fireman does battle with the cramped cab of the Y7 as he puts on a shovelful of coal.

THE MIDDLETON RAILWAY TRUST LIMITED

(Limited by Guarantee and not having a share capital)

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