

# THE OLD RUN

VOLUME 10 NUMBER 5 SPRING 1972

EDITOR: Mervyn Leah, 13 Arden Court, Court Leet, Binley Woods, Coventry, CV3 2NA.

## STOCKBOOK SPECIAL

The greater part of this issue comprises the 1972 edition of the Locomotive Stockbook, which is thereby being distributed free to all members. It will also be on sale to the general public throughout the coming season.

As will be seen from the A.G.M. minutes, it has been decided that The Old Run will in future appear only three times a year, although, subject to financial considerations and the availability of material, it may contain more pages per issue than previously. The next edition will therefore appear in July, and all contributions should reach the Editor by June 10th.

## Who's Who '72

President:	Viscount Garnock.
Vice Presidents:	Mr J Alcock, Dr. R.C. Lawrence, The Bishop of Wakefield.
Chairman:	Joe Lee, 27 Kellett Crescent, Leeds 12.
Deputy Chairman:	John Bushell, 12 Trelawn Crescent, Leeds, LS6 3JW.
Secretary:	John Edwards, 55 Village Way, Pinner, Middlesex, HA5 5AB.
Treasurer:	David Ware, c/o Lloyds Bank, 183 Woodhouse Lane, Leeds 2.
Membership Secretary:	Brian Ashurst, 18 Inglewood Drive, Otley, LS21 3LD.
Publicity Officer:	Clive Hirst, 36 Walkers Lane, Leeds 12.
Traffic Manager:	Gordon Crapper, 5 Templegate View, Leeds, LS15 0HQ.
Mechanical Engineer:	Jim Lodge, 8 Hayleigh Mount, Leeds, LS13 3NR.
Civil Engineer:	Tony Cowling, 114 Otley Road, Leeds, LS16 5JX.
Sales Manager:	Tom Apperley, 29 Poplar Rise, Leeds, LS13 4SQ.

## Jobs vacant

The weekday Robinsons & Birdsell traffic is vital to the railway's existence, but there are times when non-availability of crews means we cannot work it. During University vacations, ordinary MRT members take over the task, and this involves some people in coming down to the line four or five times a week, and stretching the safety rules as far as they can be stretched, due to lack of staff.

The need is, therefore, for people who could spare a minimum of one night a fortnight, regularly, to come forward for driver training on Flower — they must be over 17, but no other restrictions apply. Will anyone interested please contact Pete Nettleton as soon as possible.

We also need shunters, especially during the University vacations, and members living near the line are especially welcome for this. All you do is come down and follow the driver's instructions — and all trainee drivers must be passed shunters



first. The job does have perks, such as holding up police cars, LCT buses and fire engines at Moor Road level crossing! See me, Gordon Crapper or Tony Cowling if you would like to help.

Shunters' and **guards'** passes come together, and more of the latter are needed for the passenger service. If you can't manage weekday evenings, come at weekends instead!

Steam training will be given during the passenger service — sign the list in the 'log-hut' now! You always wanted to be an engine driver, and now's your chance!

So come on. Actually help us to run the railway — YOUR railway.

Richard Greenhough, LUURTS - MRT Co-ordinator.

## Membership

We extend a warm welcome to the following new members: Mr. C. Owen, Leeds 12; Ben Middleton, Leeds 8; David Evans, Leeds 6; Harvey Smith, Mirfield; Colin Roach, Mirfield; Colin Robinson, Leeds 16; Gareth Jones, Leeds 16; David Bushell, Woodlesford; Martin Oakley, Leeds 6; Mr. J.P.G. Rowe, Leeds 11; David Turner, Leeds 2; Anthony Dews, Batley; Mrs. H. Seith - Blenkinsop, Karlsruhe, W. Germany (see The Old Run, Winter 1971); Fred Coe, Leeds 11; Paul Douglas, Batley; Mrs. Pauline Lodge and James junior, Peter, Jennifer and Phillip, Leeds 13; Alex Metcalfe, Leeds 17; N. and A. Fish, Leeds 7; Mrs. J.A. Heap, Leeds 12; R. P. Thornton, Leeds 6; Clive Hirst, Leeds 12; Robert Renold, Bradford 9; Colin Marshall, Braintree; John Stout, Leeds 16; Colin Smith, Horsforth; J. M. Wood, Leeds 2; J. Henderson, Leeds 16; A. Smithson, Batley.

BRIAN ASHURST

## Forty years on

The celebrations of the fortieth anniversary of the introduction of the first main-line diesel were held on Saturday, 11th. March. They opened with a visit to the Hunslet Engine Company, where 'John Alcock', the aforementioned locomotive, was built. 80 - 90 people took part in this visit, having a complete works tour, and seeing locomotives being presently constructed before leaving. Transport was provided by a 1945 vintage Guy bus, preserved by the West Riding Transport Society.

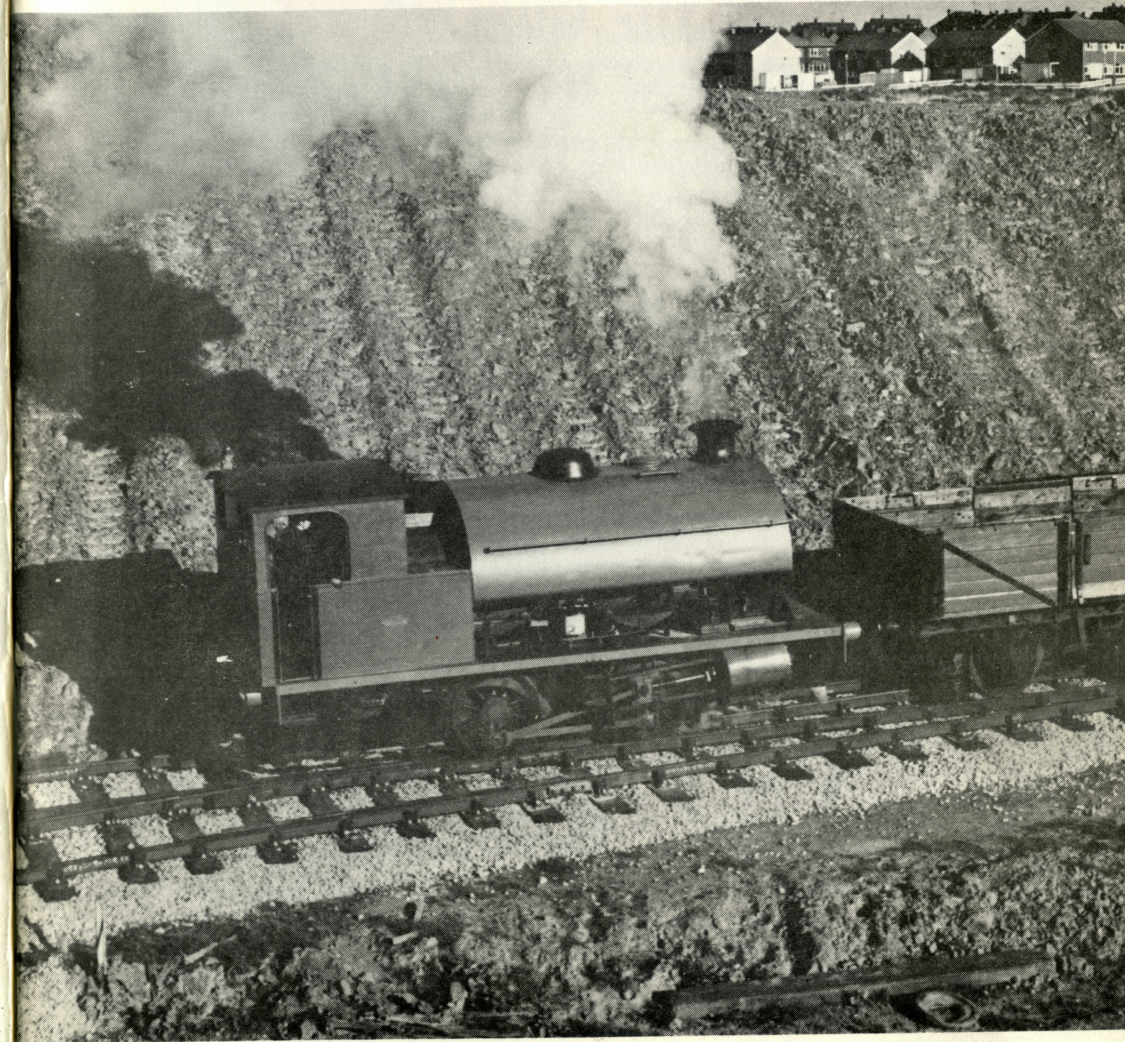
From 2p.m. the bus and a special train hauled by 'John Alcock', ran trips up to Middleton Park at half - hourly intervals. Hudson - Hunslet No. 1786 was named 'Courage' at 2p.m. and is at present restored in its original catalogue condition.

The Transport Cavalcade was led by a penny - farthing bicycle, and featured other old cycles, the preserved bus, a Tetley's Dray Wagon, and a 1936 Austin Saloon. On show at Moor Road were a Mann Steam Tractor, built in Leeds in 1916, a Gavioli Fair - Ground Organ, and all the diesel engines preserved by the MRT, with three of our steam locos'.

In the evening, the films 'Diesels for B.R.', 'Every Valley', 'Century of Buses', 'Locomotive Building', and 'Preserving Buses' were shown. Between the films, Bill Stocks, Mr. Len Coles, Peter Nettleton, and Norman Fearnly were interviewed about their work on the line.

CHARLES OLDROYD

# LOCOMOTIVE STOCKBOOK



THE 1758 MIDDLETON RAILWAY TRUST  
LEEDS



# TAKE A RIDE BEHIND STEAM ON THE WORLD'S OLDEST RAILWAY!

see p15 for full details

---

FOR SPEED AND FINESSE

# W B S

INSTANT PRINT

48/50 GREAT GEORGE STREET

LEEDS LS1 3DL

telephone 34146

# Introduction

It is doubly appropriate that this new edition of the Middleton Railway Stock-book should appear in 1972, a year which sees the anniversaries of two notable local developments which helped shape the history of railway traction.

It was in 1812 that the world's first successful commercial application of the steam locomotive took place. The scene of this historic event was the waggonway, dating from 1758, which ran from Middleton colliery to Leeds Bridge, and which developed in due course into the Middleton Railway as we know it today.

The locomotives were built in Leeds to the designs of one Matthew Murray, who used for traction purposes the rack-rail system patented by John Blenkinsop. Although these Murray-Blenkinsop machines can be regarded as something of a dead-end as far as subsequent developments are concerned, since a rack was found not to be necessary on level track, they did nonetheless prove the economic and technical viability of the steam locomotive in the workaday industrial environment in which it was to play such an important role. If over-shadowed by later and more public developments elsewhere, a working career of over twenty years for a fleet of four locomotives is a remarkable achievement for such an early date.



Over a century later, in 1932, the nearby works of the Hunslet Engine Company turned out its first standard - gauge diesel locomotive, which was soon to begin trials with the London Midland & Scottish Railway, and to become the first diesel to be acquired by a British main - line railway company. Once again, the main-stream of development lay elsewhere, for the standard diesel shunter as eventually selected for the LMS, and subsequently for BR, turned out to be a much bigger and more powerful machine, and with an electric rather than a mechanical transmission.

This little Hunslet did nonetheless do much to convince the British railway authorities that diesel traction had a future, as well as being the pioneer of designs which the Hunslet company have subsequently supplied to operators all over the world, in addition to the many users in this country. Appropriately, it was the first locomotive to be acquired by the newly - formed Middleton Railway Trust in 1960.

'John Alcock', as it is now called in honour of its distinguished designer, is in many ways typical of the locomotives the Trust has gathered together -- robust, unpretentious and potentially capable of hard work. For the Middleton is still a working industrial railway, carrying consignments of metal scrap for local industry, in addition to the weekend passenger service for the public. Its motive power consists, in the main, of the small tank engines and diesels which were once a common sight in colliery, gasworks and quarry yards, which never hit any headlines or broke any records, but which unobtrusively helped keep heavy industry on the move.

This book is intended to add to your appreciation and enjoyment of a visit to the Middleton Railway by giving the vital statistics of each locomotive, together with a concise history of its career to date. If you have not yet been to see us, we hope that your appetite will be whetted sufficiently to make you remedy that deficiency.

MERVYN LEAH, Publications Editor.

*COVER: Hawthorn Leslie O-4-OST No. 6 sparkles in the sunshine as she propels a visitors' train along the main line by the motorway embankment.*

# Steam Locomotives

## 1310

TYPE: 0-4-0T. BUILDER: North Eastern Railway, Gateshead Works. DATE: 1891.  
WORKS NO: 38. WEIGHT: 22 tons 14 cwt. BOILER PRESSURE: 160 p.s.i.  
CYLINDERS (2 inside): 14" x 20". WHEEL DIAMETER: 3'5".  
TRACTIVE EFFORT: 11,040 lbs. Joy valve gear.

One of the NER Class H shunting engines, produced between 1888 and 1923, and subsequently reclassified Y7 by the LNER. Withdrawn by the LNER in February 1931, and sold to Pelaw Main Collieries Ltd., later becoming No. 64 in the NCB Durham Division. Withdrawn from service again in 1964, and acquired from Watergate Colliery, near Gateshead, by the Steam Power Trust. Delivered to the Middleton Railway on 16th June 1965.

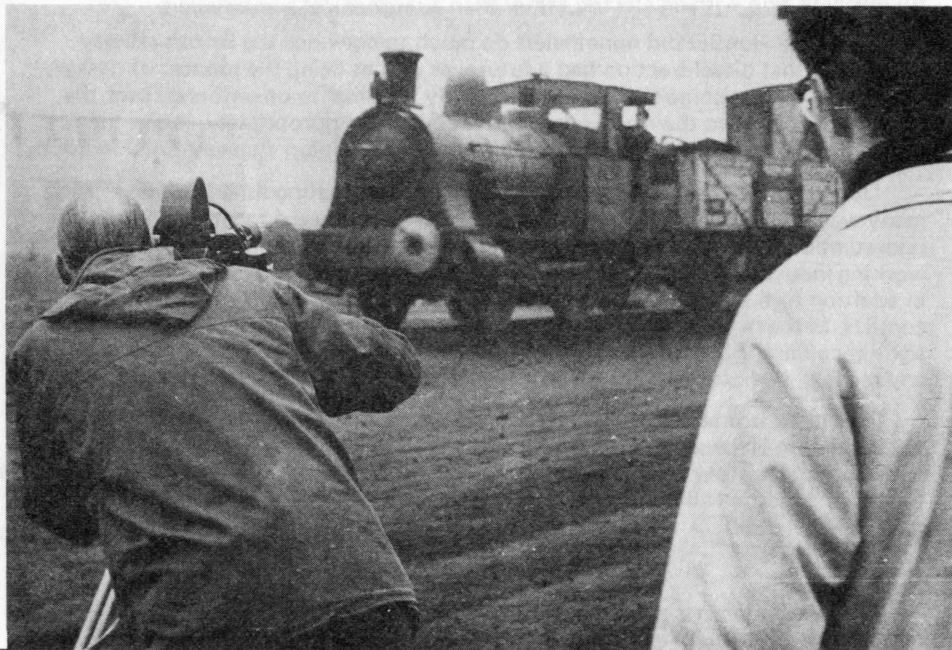
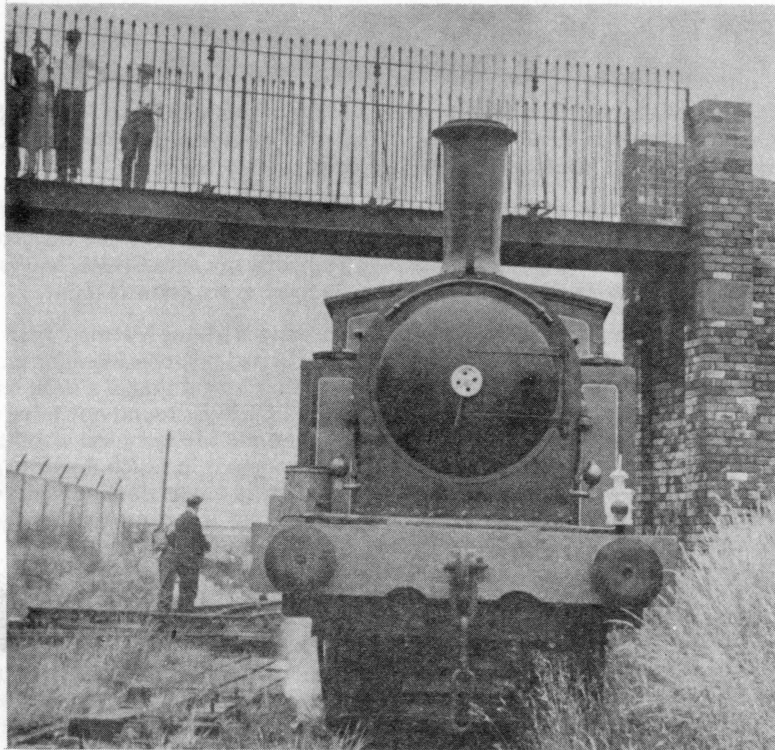
## WINDLE

TYPE: 0-4-0WT. BUILDER: E. Borrows & Sons, St. Helens. DATE 1909.  
WORKS NO. 53. WEIGHT: 25 tons. BOILER PRESSURE: 160 p.s.i.  
CYLINDERS (2 outside): 14½" x 20". WHEEL DIAMETER: 3'4".  
TRACTIVE EFFORT: 14,300 lbs. Stephenson valve gear.

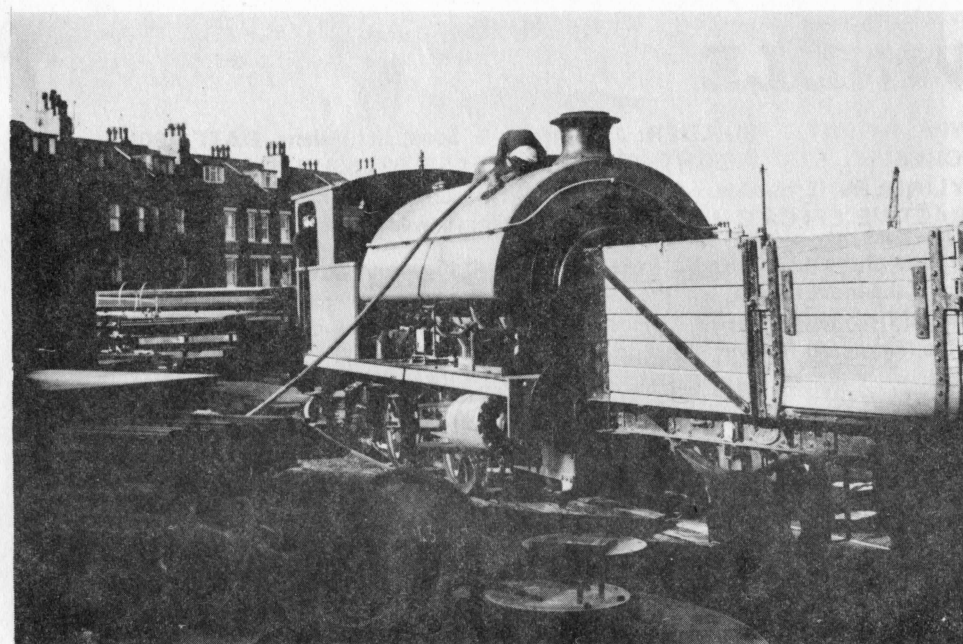
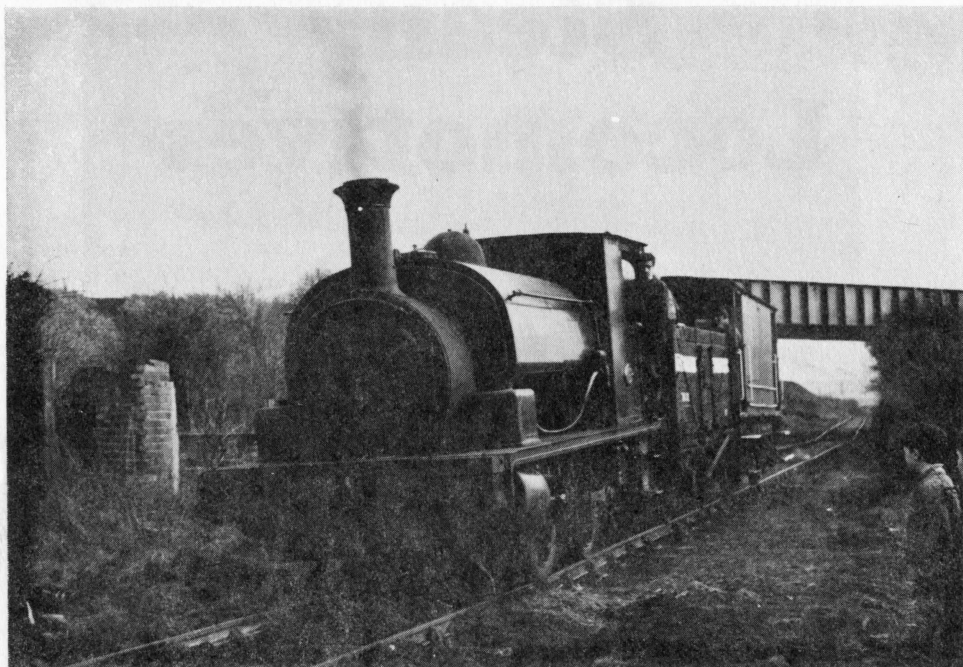
One of the distinctive Borrows engines, with the water tank forming an integral part of the main frames, and the valve gear sandwiched between frames and wheels. Worked from new at the St. Helens works of Pilkington Brothers Ltd., and presented to the Middleton Railway Trust on 17th October 1961.

*TOP LEFT: A view of 1310, before complete restoration to NER livery.*

*BOTTOM LEFT: 'WINDLE' as film star! In 1964 the Middleton Railway was featured in a cinema documentary, and the Borrows welltank was selected to operate a train, seen here on the former headshunt by the rugby ground. Not seen, however, is the diesel locomotive which was the real motive power, at the back of the train!*







## SWANSEA

TYPE: 0-6-0ST. BUILDER: Avonside Engine Co. Ltd., Bristol. DATE: 1909.  
WORKS NO: 1569. WEIGHT: 29 tons 15 cwt. BOILER PRESSURE: 160 p.s.i.  
CYLINDERS (2 outside): 14" x 20". WHEEL DIAMETER: 3'3".  
TRACTIVE EFFORT: 13,665lbs.

Built for Bynea Steel Works Ltd., near Llanelli, and reputed to have worked on the Swansea & Mumbles Railway in the years prior to electrification. Presented to the Middleton Railway Trust in 1961, arriving in Leeds on 12th April 1962. Subsequent restoration work carried out with parts from a similar locomotive (Avonside 1671 of 1913), acquired in 1966 from the Mersey Docks & Harbour Board.

## HENRY de LACY

TYPE: 0-4-0ST. BUILDER: Hudswell Clarke & Co. Ltd., Leeds. DATE: 1917.  
WORKS NO: 1309. WEIGHT: 28 tons 5 cwt. BOILER PRESSURE: 160 p.s.i.  
CYLINDERS (2 outside): 14" x 20". WHEEL DIAMETER: 3'4".  
TRACTIVE EFFORT: 13,320 lbs.

Built in Leeds, and used for all of its commercial life by the Leeds firm of Kirkstall Forge Engineering Ltd. Presented to the Middleton Railway Trust on 4th February 1969, arriving over BR tracks under its own steam. Maintenance work carried out with parts of another locomotive (Hudswell Clarke 1717 of 1940) presented to the Trust, also in 1969, by Midland - Yorkshire Tar Distillers Ltd., Stourton, Leeds.

## NO 6

TYPE: 0-4-0ST. BUILDER: R. & W. Hawthorn, Leslie & Co., Ltd., Newcastle.  
DATE: 1935. WORKS NO: 3860. WEIGHT: 33 tons. BOILER PRESSURE:  
165 p.s.i. CYLINDERS (2 outside): 15" x 22".  
WHEEL DIAMETER: 3'4". TRACTIVE EFFORT: 17,350 lbs.

One of the fleet of seven such locomotives once operated on the extensive quarry railways of Associated Portland Cement Manufacturers Ltd., at Swanscombe, Kent. Acquired by the Middleton Railway Trust on its withdrawal, and delivered to Leeds on 5th June 1971.

TOP LEFT: 'Henry de Lacy' coasts down from Middleton Park towards Hunslet Moor, with a visitors' train.

BOTTOM LEFT: No. 6 takes water in Dartmouth yard.





*Snow covers the colliery tips in this pre-motorway scene, as No. 54 propels a train of flat wagons towards Hunslet Moor.*



*'Matthew Murray' charges across Moor Road level crossing with a train of mineral wagons.*

Acknowledgements are due to the following photographers:  
J. D. Edwards, F. W. Hampson, D. Horner, M. J. Leah.



# 54

**TYPE:** 0-4-0T. **BUILDER:** Sentinel Ltd., Shrewsbury. **DATE:** 1933.  
**WORKS NO:** 8837. **WEIGHT:** 19 tons 6 cwt. **BOILER PRESSURE:** 275 p.s.i.,  
 (superheated). **CYLINDERS** (2 vertical): 6 $\frac{3}{4}$ " x 9".  
**WHEEL DIAMETER:** 2'6". **TRACTION EFFORT:** 7,260 lbs.

A typical Sentinel product, with its vertical water-tube boiler, vertical cylinders and chain drive to the wheels. Delivered to the LNER as No. 59, of Class Y1/2, and re-numbered 8153 in 1946, becoming 68153 on nationalisation. Transferred in 1954 to NER Departmental stock, as No. 54, and withdrawn from Geneva permanent-way depot, Darlington, where it had spent its whole career, on 29th June 1961. Acquired by the Middleton Railway Trust, and delivered on 23rd September 1961.

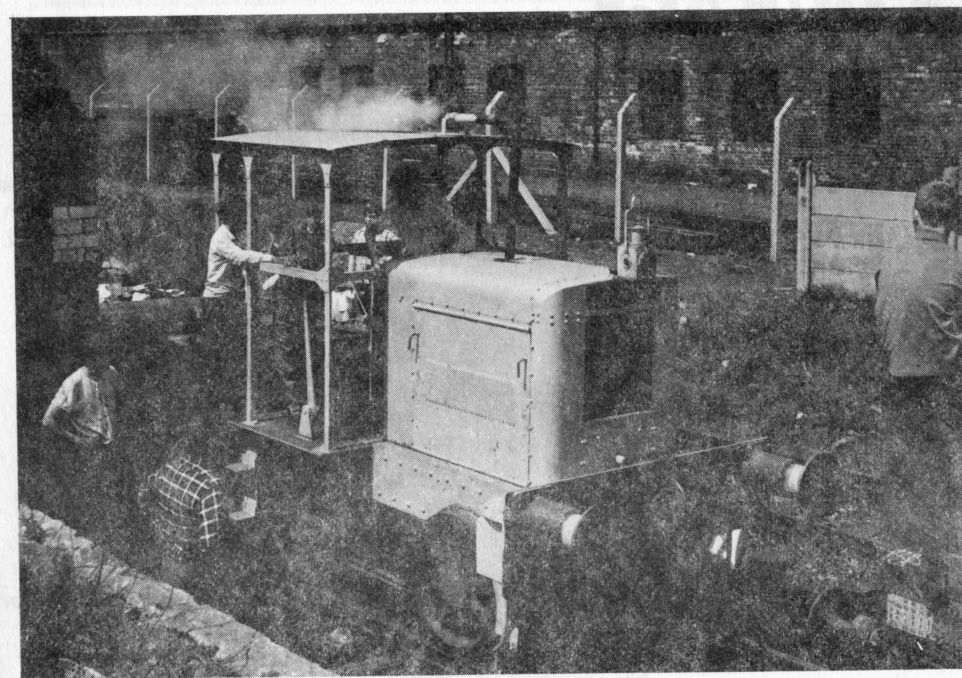
## MATTHEW MURRAY

**TYPE:** 0-4-0ST. **BUILDER:** W. G. Bagnall Ltd., Stafford. **DATE:** 1943.  
**WORKS NO:** 2702. **WEIGHT:** 16 tons 15 cwt. **BOILER PRESSURE:** 150 p.s.i.  
**CYLINDERS** (2 outside): 10" x 16". **WHEEL DIAMETER:** 2'9".  
**TRACTION EFFORT:** 6,180 lbs. **Bagnall-Price valve gear.**

A minor curiosity, in that it was the last of only a few standard-gauge engines to be fitted with this particular valve gear. Built originally for the Barnsley works of Thos. Firth & John Brown, and subsequently used by W. J. Fraser & Co. Ltd., of Monk Bretton, and Rope & Pearson of Normanton. Acquired from its final user, George Cohen Sons & Co. Ltd., Stanningley, in January 1966.

**TOP RIGHT:** *'John Alcock' emerges from the motorway tunnel with a goods train, during the chaos of road construction in the summer of 1971.*

**BOTTOM RIGHT:** *The diminutive 'Courage', with admirers.*





# Diesel Locomotives

## JOHN ALCOCK

TYPE: 0-6-0DM. BUILDER: Hunslet Engine Co. Ltd., Leeds. DATE: 1932.  
WORKS NO: 1697. WEIGHT: 21 tons 8 cwt. ENGINE: McLaren-Ricardo,  
(132 bhp). WHEEL DIAMETER: 3'0". TRACTIVE EFFORT: 10,520 lbs.

Britain's first main-line diesel, and the pioneer of the successful range of Hunslet diesel designs. Completed for demonstration at the British Industries Fair of February 1932. Thereafter on service trials with the LMSR, and subsequently taken into their stock as No. 7401. Loaned to the War Department in 1940 - 41, and 1944 - 45, and withdrawn by the LMSR in December 1945. Refurbished by Hunslet for use as their own works shunter, being loaned out for short periods to other users. Acquired by the Middleton Railway Trust in June 1960.

## COURAGE

TYPE: 0-4-0DM. BUILDER: Hunslet Engine Co. Ltd., Leeds. DATE: 1935.  
WORKS NO: 1786. WEIGHT: 6 tons 12 cwt. ENGINE: Lister (22 bhp).  
WHEEL DIAMETER: 2'9". TRACTIVE EFFORT: 1,800 lbs.

A diminutive machine, which spent its entire working career on a short line at the John Courage Brewery at Alton, Hants., but was in fact used only rarely. Acquired in very good condition by the Middleton Railway Trust, arriving on 23rd October 1968, and used mainly on engineering trains and other light duties.

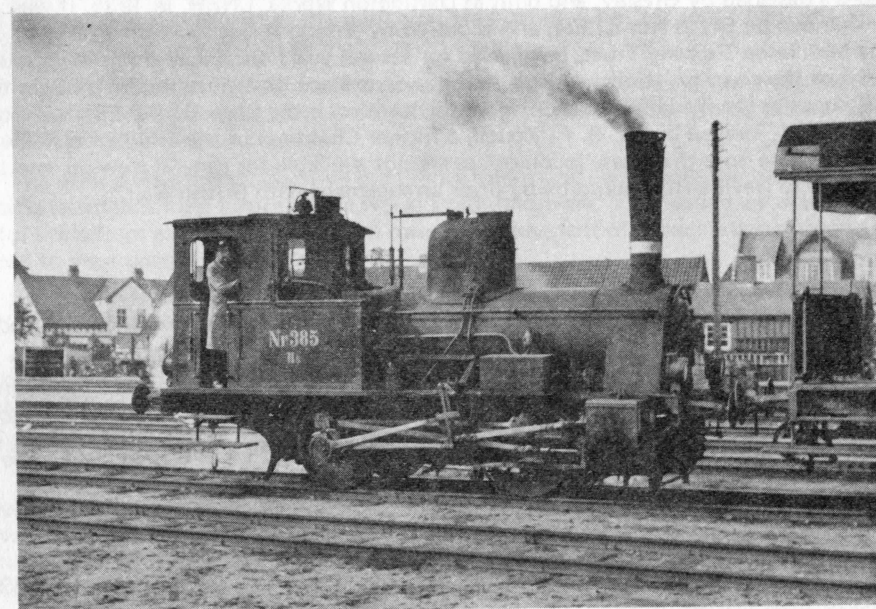
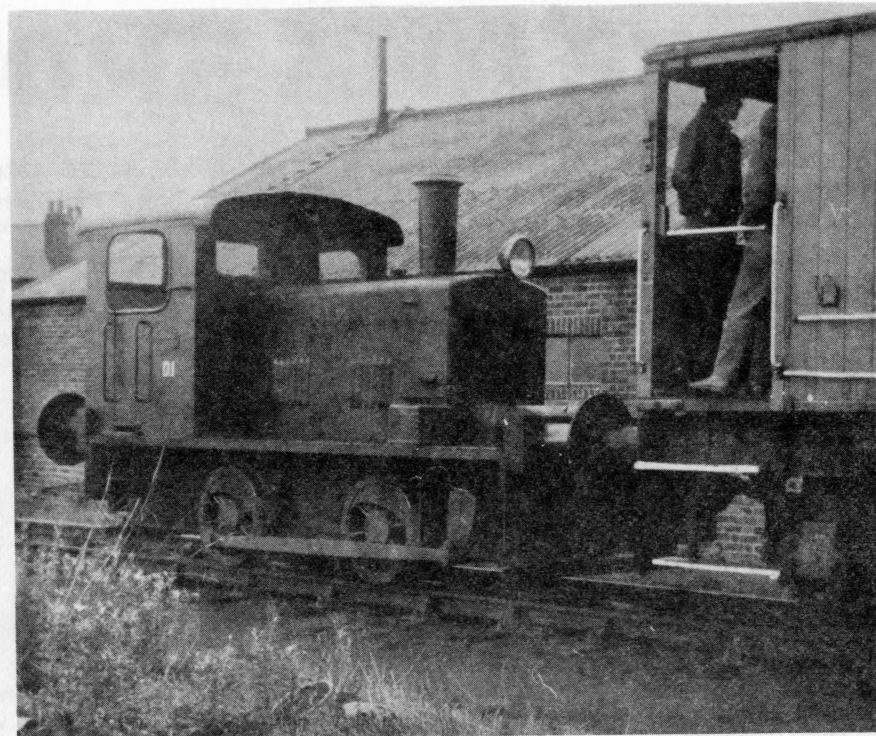
(No name or number)

TYPE: 0-4-0DM. BUILDER: John Fowler & Co. Ltd., Leeds. DATE: 1945.  
WORKS NO: 3900002. WEIGHT: 9 tons 6 cwt. ENGINE: Fowler-Sanders,  
(40 bhp). WHEEL DIAMETER: 2'6". TRACTIVE EFFORT:

Originally used at Keighley gasworks, and acquired from Cohens, Stanningley, in December 1968.

TOP RIGHT: The anonymous Fowler diesel and brake van near Hunslet Moor.

BOTTOM RIGHT: The veteran 0-4-0WT, No. 385, at work in Denmark before her acquisition by British enthusiasts.





# CARROLL

TYPE: 0-4-0DM. BUILDER: Hudswell Clarke & Co. Ltd., Leeds. DATE: 1946.  
WORKS NO: D 631. WEIGHT: 14 tons. ENGINE: Gardner 6LW (110bhp derated  
to 60bhp). WHEEL DIAMETER: 2'6". TRACTIVE EFFORT:

Formerly in use at Laisterdyke gasworks, Bradford, and acquired by the Middleton Railway Trust in November 1969.

## MIDDLETON LOCOMOTIVES AT OTHER SITES

Three locomotives associated with the Middleton Railway Trust are to be found elsewhere at the time of writing. **THE GREAT MARQUESS**, one of the Class K4, 2-6-0's designed by Gresley, and built at Darlington Works, LNER, in 1938. It was withdrawn by BR as No. 61994, and acquired by Viscount Garnock, the President of the Middleton Railway Trust, being used for several years on special trains in various parts of the country. It now resides, as it has done since its restoration in 1963, in the BR depot at Neville Hill, Leeds. Also at this location is the Class N7 0-6-2T, No. 69621, owned by Dr. R. F. Youell, a former Chairman of the Middleton Railway Trust. Please note that these locomotives are not available for general viewing, and that all visits to Neville Hill should be by prior arrangement with British Rail.



Very much on public display, however, is a small 0-4-0ST (Hudswell Clarke No. 402 of 1893) at Haworth yard, on the Keighley & Worth Valley Railway. Named **LORD MAYOR**, it was used for many years at the quarries of Cliffe Hill Granite Co. Ltd., Markfield, Leicestershire, transferring in 1948 to George Cohen Sons & Co. Ltd., at Kingsbury, near Birmingham, and later at Stanningley, near Leeds. Moved to Haworth in June 1968, and planned for use at Middleton when arrangements can be completed.

Meanwhile, on its way to Middleton at the time of writing was Danish State Railways 0-4-0WT No. 385, which has been acquired by the Steam Power Trust, owners of NER No. 1310. The 'foreigner' belongs to Class HS, and was built in 1893.

# COME AND SEE US

Visitors' trains operate every weekend from March to October, departing from Hunslet Moor Halt, at the junction of Moor Road and Tunstall Road, Leeds 11. LCT bus services 74 and 76, which stop nearby, leave regularly from Park Row, just off City Square.

If you are driving from the city centre, take A653 Dewsbury Road, turning left into Tunstall Road about a mile out of the centre. From the M1 Stourton interchange, follow A61 as far as the Regal Motors garage, then turn left into Church Street. After passing the church, go to the right of Tate's motor depot, then first left over a railway bridge into Beza Street, which leads directly to the Middleton Railway.

## ... OR JOIN US?

Compared with the value you get at your local supermarket, membership of the Middleton Railway Trust is a real bargain!

To begin with, you are entitled to unlimited free travel behind steam any weekend from March to October. The value of each trip is 10p. (5p. for children). That means you have only to make thirteen journeys a year to have fully recovered the cost of membership!

But there is more to it than that. The illustrated members' magazine ... produced in the same style and format as the book you are now reading ... is sent FREE to members. And by any standards that is good value!

In addition, occasional duplicated news-letters keep you informed of important events during the year. And there is a budding programme of social events with a railway bias to be held in Leeds.

The intangible gains are perhaps even more important. You share the thrill of helping to establish the future of the world's oldest railway. You learn a variety of useful skills from experts. And you can have the enjoyment of a fascinating hobby geared to your particular talents.

Friendship is another valuable benefit we can offer. There's no better way of getting to know people than getting down to a job of worthwhile work with them.

So join right away. Don't agonise for hours about it -- the amount of money involved is too trivial to matter that much. Even if you can't help actively, your name is valuable support for us as we negotiate with various bodies to secure a really exciting and stable future for the Middleton Railway.

The cost per year? £1.25 full, £0.65 under 18 years or pensioners. Send a postal order or cheque, made out to 'Middleton Railway Trust', to me at: 18 Inglewood Drive, Otley, LS21 3LD. (Please include your post-code, interests and skills, telephone number, and age if under 18). You will receive your membership card very soon afterwards.

**BRIAN ASHURST,**  
Membership Secretary.



# PAINTING & DECORATING?

For interior and exterior work contact:  
**William Holliday & Co**  
27 High Ridge Park, Rothwell,  
Leeds, LS26 0NL.  
**PHONE ROTHWELL 6701 after 6pm**



## INDUSTRIAL RAILWAY SOCIETY

The Society INTERESTED in the industrial and preservation railway scene — in Great Britain and overseas.

Members receive — for an annual subscription of £2.00 — a bi-monthly bulletin giving information on the rail transport field in industrial — and preservation — circles, past and present, plus bi-monthly printed magazine, the Industrial Railway Record.

If you are interested in joining us, write for specimen copy of the bulletin and the record to: Hon. Secretary, 14 Harcourt Street, Kettering, Northants.  
Access to library, industrial visits and other club facilities available.

Publishers of the well-known Pocket Book series. Titles now available — all prices POST FREE:

2EL	Industrial, Preserved and Minor Railway Locomotives in Great Britain	£1.00
NCB	Locomotives of the National Coal Board surface systems	75p
PL	Preserved Locomotives in the British Isles. (joint publication with Narrow Gauge Railway Society)	62½p
SP	Locomotives of Spain and Portugal	50p
NEF	Locomotives of North Eastern France	40p
NF	Locomotives of Northern France	35p
CF	Locomotives of Central France	35p
WF	Locomotives of Western France	25p
	SHROPSHIRE & MONTGOMERYSHIRE RAILWAY	£1.30

History of the railway from origin to final closure.  
Approx. 100 pages, 70 illustrations and 4 maps.

All available from: IRS, 44 Hicks Avenue, Greenford, Middlesex.  
(Reduced terms for bulk orders on all items.) Other books in course of preparation.

## Loco notes

HC D631 (not HE 1786 as reported in the Winter 1971 Old Run) is now repainted signal red, with black wheels and frames, a white stripe round the body, and yellow bufferbeams. The fuel pump and engine top end have been thoroughly overhauled, and part of the exhaust system has been renewed. Further work continues.

The air tanks of HE 1697 and HC D631, and the boiler of WB 2702, have all received satisfactory hydraulic tests. The boilers of HL 3860, HC 1309 and WB 2702 have been thoroughly examined by the boiler inspector and passed for the next 14 months.

The Sentinel and the steam crane will be serviceable until August, after which time they will require hydraulic tests. WB 2702 (Matthew Murray) has been re-erected, and at the time of writing is complete except for sundry 'plumbing'. HE 1697 is now being repainted for its fortieth birthday celebrations.

In addition to purely mechanical works, the 'yard people' have rebuilt the platforms at both Tunstall Road and Park Gates, and completely refurbished an ex-LMS container for use as a shop and waiting room.

JIM LODGE

## LETTERS TO THE EDITOR

### Another 'Swumbles'?

Sir,

I am writing to express my concern and anger at the treatment of the Railway's c1890 Middleton wagon.

When it arrived in 1969, there was the usual enthusiasm as to what we were going to do with this "Welcome Newcomer" (The Old Run, Summer 1969), and one of our members had traced a man who would advise us on how to restore the wagon to its former glory. Where has this man got to?

I know that the wagon was damaged beyond repair in 1970, due to a derailment, but is this an excuse to dump it at the end of a siding and seemingly forget about it?

After the accident, the wagon was parked next to the ill-fated railcar, and since the demolition of that siding has resided in Whittakers siding, at the full mercy of the vandals and the elements.

On more than one occasion, I personally have seen the wagon converted into a "den", complete with locked doors, for the local kids. These incidents were reported to a senior member.

After this, I was travelling home on the bus when I saw that some children had lit a fire in the wagon! I telephoned a prominent member as soon as I got home, and he promised action in the form of shifting the wagon. This incident happened in September 1971, and at the time of writing (January 1972) the wagon has still to be moved.

Don't the Committee of the Middleton Railway Trust realise that to have the wagon in its present condition and position is bad publicity? That if we are not careful, we will have another Swansea & Mumbles affair on our hands, with all the bad publicity that brought?



Please ensure that our wagon retains its rightful place as our prize exhibit — and not burned, smashed or left to rot — by voicing your opinions. The Committee cannot afford to go against the wishes of its members.

AE 1569 (Name and address supplied)

## As others see us

Sir,

I read with interest the letter from our late Belfast member, and whilst I do agree with some of the things which were said, I feel that with some of his comments he should firstly have checked his facts.

Our friend refers to the need for a bit of an effort to be made, but I can assure him that this is happening, not just in the sense he means, but also in many other and varied ways, by as many members as are able, although not by everyone, as we would have liked.

Before our learned friend starts making criticisms about the age of our firemen and the squeak from Henry de Lacy, it should be pointed out that all persons who fire the locomotives are trained and passed before being let loose with an engine, and then only under the driver's supervision.

As for the yard looking like a scrapyard, to you they may look like scrap, but the outer coating is not all. We know it makes it look nice, but in the atmosphere of Hunslet, everything soon looks "ugh"!

At the moment we are making progress as fast as we can, and if our friend is still thinking in this manner, all I can say is that if he wishes to see the railway that still operates near the site of the world's oldest railway, then to come down and see us. But in the words of the ancient miner: "If you want a job doing, it is quicker to do it yourself". And in the words of a Middleton worker: "Don't just stand there talking, come and give us a hand!"

MIDDLETON WORKER (Name & address supplied)

## TEN YEARS AFTER

From The Old Run, May 1962:

On the twelfth of April, the arrival of another engine at Parkside was witnessed by a few members and friends who turned out to help unload it. The engine was 'Swansea', originally from the Swansea & Mumbles Railway, but latterly from the Bynea Steel Works of South Wales. Its journey to Leeds was by means of a low-loading lorry provided by Wynn's of Newport as a means of celebrating their centenary of road haulage, which actually occurs during 1963.

The lorry, which arrived at about 10.30 a.m., was manoeuvred into place on the tramway crossing so that the engine could be lowered directly on to the rails. The unloading operation began in earnest straight away by lifting the back of the lorry with jacks so that the rear wheels could be removed. By twelve, 'Swansea' was safely resting on the track and the lorry was reassembled ready to begin its journey back.

When the lorry had departed, 'John Alcock' was called upon to tow 'Swansea' up to Claytons yard until some room could be made on the remains of Kings siding by removing one of the crane match trucks. It was during this operation that our p-w trolley disappeared never to be seen again (until a few weeks later), and the Sentinel ran over its own ashpan!