

NEWSLETTER  
of  
THE MIDDLETON RAILWAY TRUST LIMITED

Firstly:

THE DEPARTMENT OF ABJECT APOLOGIES For some reason or other (lack of time to think?), I omitted some items from the new paint list in the Summer Newsletter (and the fact that they are locos owned by other groups makes it all the more embarrassing - no insult intended to the L.U.U.R.T.S. and the S.P.T.):

1. 'Courage' - which was painted a very pretty blue with black cab-frames and red buffer beam, by John Henderson just before he departed from Leeds. John has now left the University and is working for Imperial Metal Industries at Hereford. As he moved so far away, he decided to resign from his position as a Committee/Council member.
2. The Y7 - which is still in process of turning as correct a shade of green as possible.
- and 3. Hs385 - which was painted black to protect her and make her look attractive for the gricers. A new tall chimney has also been fitted to replace the one she lost on her travels from Denmark (we wait now to find out if she'll fit under the tunnel or if a hinge will be needed!).

THE DIVISION OF THE SALES EMPIRE As you will probably read in 'The Old Run', Tom has had to give up his Sales Manager's work due to ill health, and because of the expansion of our trading empire this has caused quite a vacancy. From Christmas, the Sales duties probably will be divided between:-

- Chris Rogers - 90 Spen Lane, Leeds LS6 3NA (ordering and ~~xxx~~ storing of sales stock)  
Derek Liley - 16 Fairfield Terrace, Leeds 13 (responsibility for the platform shop)  
Dave Watson - 9 Barras Place, Leeds LS12 4JR (responsibility for exhibition and rally sales).

Thanks are due to Philip and Michael Lavin (M.R.A. members), who very ably looked after the platform shop for the 8 weeks after Tom's departure at the beginning of September. It must be noted that the members of the Sales Consortium are already working members, and are taking on additional work or responsibility. This leads us to the next item -

WORK URGENTLY SEEKING WORKERS It is a sad fact that this year a c.60% higher number of visitors has been catered for by a lower than usual number of working members. Of course, some members are too distant, too young, too aged or too infirm to work for the continued existence of the Middleton Railway, but there is surely some still untapped energy amongst the membership. Perhaps you think we always receive dozens of offers of help when we appeal for help - we don't (we rarely get ANY replies to appeals for help); perhaps you think we can scrape by without your help - the time is approaching when we'll not be able to scrape by, particularly with the rapid expansion of our trade.

Every section of your Railway's business urgently needs workers: there are repairs and maintenance needed on the track to maintain safety and the approval of the Railway Inspectorate; there are repairs and maintenance needed on several locomotives - tubes to remove from 'Henry', tubes to be renewed in No. 6, preparations for the annual boiler inspections etc.; the joinery team needs help with the ballast brake van - they've installed seating in one side and renewed rotten woodwork, but the other block of seats is still to be built and then of course the old grot needs removing from the existing woodwork and it requires painting; a new platform has been started - longer and more substantial - it is urgently needed as the crowds of 1974 filled the present structure to a very dangerous extent, and it must be ready for Easter; of course there is always room for more freight traffic workers during the week; and next year we'll probably need more steam drivers, firemen, guards, train and platform stewards, shop assistants etc.

...of these jobs but think your lack of



etc.

If you are willing to try your hand at any of these jobs, but think your lack of expertise would cause you embarrassment, then our Train-In is the time for you to find out more about the way YOUR Railway is run, and perhaps to join in and help. The Train-In has been arranged to take place from 11a.m. onwards on Saturday and Sunday the 7th and 8th of December. Our various 'experts' will be there to explain the work of the Railway and to organise new volunteers (remember, most of our experts started out as ignorant about their work as you probably are, but they took the trouble to learn). The Train-In is also being opened to members of the public in the hopes of extending our working membership, so if you have any vaguely interested friends bring them along for some indoctrination. Please come - and show a bit of interest.

FREIGHT TRAFFIC for 1st July to 31st September was 343 tonnes in  
63 tonnes out

Between 1st August and 27th ~~Sept~~ September there was no freight traffic due to a steel company strike, and it was feared that our freight would not be resumed afterwards. However, it was and since then until the end of October, there were

26 loaded wagons in

14 loaded wagons out (c.10 tonnes to the wagon)

THE GREAT PASSENGER BOOM unfortunately fizzled out rather at the end of the season, due to the continuing bad weather - strong winds and heavy ■ showers nearly every weekend

But on one of the only two days which could be remotely described as 'Fairly Good', the ticket takings went up to almost £20 - approaching Summer Sunday level. Was this, I wonder, due to our advert. that week which was headed "Four days left, to ride on the Middleton Railway" - at least one passenger had come for sentiment's sake, thinking that we were closing down for good!

And now for the figures, not too bad considering the weather:

Comparative averages for Saturdays and Sundays:

<u>October</u>			<u>1971</u>		<u>1972</u>		<u>1973</u>		<u>1974</u>
	Saturday	Visitors	26		48		36		55
		Cash	£1.76 $\frac{1}{2}$ p		£2.98p		£3.40 $\frac{1}{2}$ p		£6.00p
	Sunday	Visitors	83		80		82		94
		Cash	£4.79p		£6.54p		£6.95p		£10.16p

Daily averages

<u>October</u>			<u>1971</u>		<u>1972</u>		<u>1973</u>		<u>1974</u>
		Visitors	55		65		59		74
		Cash	£3.28p		£4.73 $\frac{1}{2}$ p		£5.18p		£8.08p

Final figures (excluding Santa Specials and other non-Visitors' Service ~~xxx~~ events) for the past 4 years are:

	<u>VISITORS</u> (single <sup>as</sup> journeys)	<u>CASH</u>
1974	14,489	£812.04 $\frac{1}{2}$ p
1973	9,558	£426.63p
1972	8,242	£311.89 $\frac{1}{2}$ p
1971	5,390	£163.42 $\frac{1}{2}$ p

Daily averages for the whole season for the past 4 years were:

	<u>VISITORS</u> (single or ret)	<u>CASH</u>
1974	134	£13.31p
1973	90	£ 7.23p
1972	64	£ 4.27p
1971	40	£ 2.43p



MEMBERSHIP NOTES from Brian Ashurst. Sorry that the membership notes missed 'The Old Run on this occasion! Nevertheless we extend a warm welcome to the following new members who have joined since the last issue of the journal: Philip Evans, Pontefract; Karl Pashley, Barnsley; Stephen Morley, Rothwell; Philip Morgan, Leeds 10; P.F. Collins, Leeds 10; K.J. Mills, Leeds 15; Raymond Clough, Leeds 10; Clifford Reid, Leeds 10; George Dixon, Leeds 10; Mrs. Frances Edwards, Otley; Robert Bapty, Leeds 6; R. Parry, Leeds 10; Edward Hartley, Leeds 11; Mrs. Christiane Mills, Leeds 15; Ashley Norfolk, Otley; Dr. and Mrs. B. Paul, Leeds 8; Ian Nowland, Leeds 11; Keith Apperley, Stroud; B.H. Field, Leeds 17; David Smith, X Hull; Michael Shackleton, Braxford; Mark Mosley, Leeds 6; Christopher Watts, Pinner; Alan F. Collier, St. Paul's Cray; Peter Andrews, Leeds 14; and Anthony M. Sturgeon, Farnsley.

We hope to see many of these members in active service on the railway - they and you are urgently needed to carry on the work which is not growing less.

Regretfully, I have to report that nearly 20 members did not renew at the end of June - including one or two quite well-known names. This is the last Old Run before the New Year, and I hope those of you who receive membership renewal forms with it will lose no time in renewing; we do need your support.

#### FOR YOUR DIARY

Saturday and Sunday, 7th and 8th December from 11a.m. to dusk, or any time between -  
The Train-In for members and non-members.

Saturday and Sunday, 14th and 15th December from 1.30p.m. to 4.00p.m. - the 1974 Santa Special, with 200 gifts to be distributed to visitors' children. If you can help cope with the mob, please turn up at the platform. Locomotive in steam will be Peckett 2003, as No. 6 'Percy' is having 4 tubes renewed.

SPECIALS On the 30th September a mid-week steam special was arranged for schools, chiefly a party of 200 children from Middleton Primary School. Earlier this summer, the Industrial Railway Society held their A.G.M. gathering at the line, and at the end of October, it was the turn of the Branchline Society, whose Saturday morning visit was marred by a sudden 'bus strike which stranded half the party at the other side of Leeds. However, it's an ill wind as they say, and that afternoon (in atrocious weather, with few visitors in the offing) we swelled our meagre takings by carrying several stranded shoppers up to Belle Isle en route from the local supermarket.

OBSERVED AT THE LINE Specimens of a mutation of Homo Gricus, who have developed a sort of crab-like run, helped along by movement of only one arm; thought to be caused by the gricer's anxiety to reach an approaching steam loco as quickly as possible, whilst keeping his bag of grice-boxes from bouncing against his person!

Newsletter compiled by Sheila Young, November 1974.