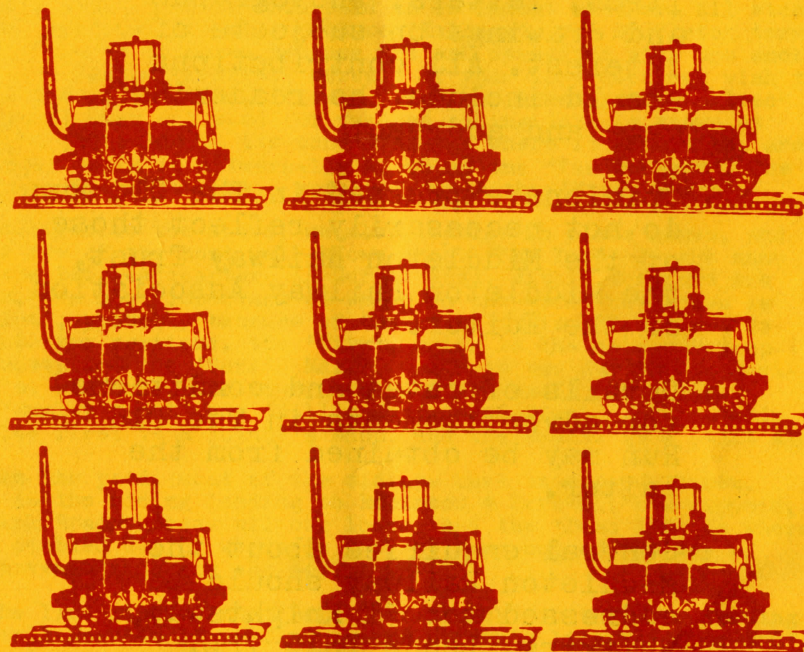


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS

WINTER 1978

THE OLD RUN

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

The Editor invites all readers to contribute articles, news items, letters, photographs and drawings on subjects of interest. All contributions should include the reader's name and address.

Opinions expressed in The Old Run do not necessarily reflect those of the Middleton Railway Trust, the Middleton Railway Association or the Editor.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor.

General enquiries about the Middleton Railway should be addressed to: 71 Knightsway, Whitkirk, Leeds LS15 7BL.

DEADLINE FOR MATERIAL FOR THE NEXT ISSUE: 28th FEBRUARY

WHAT'S IN A NAME?

Browsing through some back numbers of The Old Run recently, I came across an article in the Autumn 1971 issue, entitled "A Bag by any other name...". Written by Jim Lodge, it explained the nicknames of some of the Trust's locos, and informed the membership that some of these names were far removed from their real ones!

This has prompted me to write a similar article, expanding the idea to include many of the now-familiar Middleton oddities, which must seem like another language to the visiting public. Any society like ours always builds up its own language, giving nicknames to many places and things. This article gives some of the more popular words and nicknames in use at Middleton, and also sets out to give an insight as to their origins. Further comments on these words would be most welcome from the more veteran Trust members.

Beginning with words associated with the locomotives, the name 'Fizzo Start' is used to describe the various easy-start preparations used to help start diesels from cold in inclement weather. All steam locos, and sometimes diesels, produce 'Kellogg', the Middleton term for smoke. This is so named because the ash deposited with the smoke resembles the famous breakfast cereal! If your loco does not wish to co-operate and raise steam, it is a 'Pig', or something even less complimentary! Sump oil used for various oiling jobs is known as 'Bog Oil', a reference to its condition and where it should be, and the passenger train is universally known as the 'Van & Wagon'. The 1895 colliery wagon is always referred to as the 'Miggy Wagon'.

In addition to the above, we also indulge in place names, and here are a few of the most well-known ones. 'The Yard' is the name given to the MRT headquarters in Garnet Road. Within the yard are three huts, the most important of which is the works hut known as the 'Bog Hut', probably because of the state it is in! The hut is divided into two portions, the 'City', which is the main workshop for the Trust, and the 'Serf's Half', which is the MRA's main meeting place at weekends. The other two huts are ex-BR containers, known as 'Gumley's Hut' and 'Bill's Hut' respectively, after their tenants. The first is a joiner's shop, and the second is a paint store.

Within the yard, most of the sidings have been given names. 'Robbies' is the siding leading to Robinson & Birdsell's scrapyards, whilst 'Back Road' houses all our locos, and the 'Dead End' is where locos are stabled during weekends to keep them out of the way of shunting movements during the day.

On the line itself, the 'Balm Road Branch' is the line leading from Tunstall Road to BR, whilst coming off this line is 'Moor End', the siding leading to Claytons' Moor End works. The platform siding at Tunstall Road used to be known as 'Whittakers' prior to motorway construction, this being the name of the coal staithes to the north of this point, before all was swept away by the M1.

Another Middleton term worthy of mention is 'Gricer'. This is a nationally used term for the railway enthusiast, but has been slightly changed in meaning at Middleton to denote the loud-mouthed types who haunt our railway, never buying tickets or sales stock to aid our efforts, but instead belittling all our best efforts at keeping the line open. In all, a thoroughly detestable fellow is the Middleton Gricer!

Ian Smith

Craneology

An insignificant announcement which appeared on the Financial Page of the Yorkshire Post some time ago, to the effect that the local crane manufacturing firm of Thomas Smith & Sons, of Rodley, Leeds, had ceased to be a member of the Thomas W Ward group of companies and joined the Clarke Chapman group which already controlled the next-door firm of Clyde, Crane & Booth, as well as the well-known builders of breakdown cranes, Cowans Sheldon of Carlisle, prompted Derek Plummer to take a closer look at the four cranes in Dartmouth Yard.

The crane last used by Claytons was built by Thomas Smith & Sons, originally as a steam crane. It was converted to diesel power later, but retained most of the mechanism apart from the cylinders and cranks. Sad to relate, one of the jib foot brackets broke, rendering the crane unserviceable. After the failure, the jib was removed, and the crane left on the water-tap siding, where it remained until it was recently cut up for scrap. All lifting of steel in the yard is now carried out by a road crane.

Of the other three cranes in the yard, one was built by Isles Ltd, of Stanningley, Leeds, to what was the traditional Leeds design, with cast iron frames. Isles built cranes for railway companies and many industrial users, including some small cargo-handling cranes in 1912 for the Great Central Railway's Immingham Dock branch. They ceased the manufacture of cranes in 1932.

A second example of a Smith, Rodley crane is to be found without its boiler, which was transferred to the Middleton Railway crane a few years ago to replace a defective boiler. The Middleton crane has a cast frame and, like all the other cranes in Dartmouth Yard, is unsprung--unlike main-line permanent way cranes, which have sprung axles to enable them to be locomotive-hauled between work sites with the self-propelling gear disengaged.

The study of crane types is almost as rewarding as that of locomotives, and if you wish to delve further into this subject, it is recommended that you consult 'Railway Steam Cranes' by John S Brownlie, published by the author and distributed by Holmes, McDougall Ltd.

Letter to the Editor

Sir,

Malcolm Midgeley and myself wish to clarify what was written in the last Old Run under the heading "Shaping Up--In Duplicate".

In fact, the sophisticated machine has not been given to the railway, but it has been acquired from a friend by Malcolm Midgeley and will be owned by Malcolm and myself (when we have paid for it).

When it has been reassembled, should anyone have any shaping work, they should get in touch with Malcolm Midgeley or myself.

OLD RUN NEWS

CORRESPONDENT: Hubert Nettleton, 31 Barkly Road, Leeds LS11 7JS.

BARRY WOOD RESIGNS

Barry Wood has resigned after a short reign as Chief Mechanical Engineer in charge of steam locomotives, his request being reluctantly agreed to by the October meeting of the Council. No appointment has so far been made of a successor.

Adrian Caltieri has also resigned as a Council member, as he is moving to another part of the country to continue his studies.

ANYONE FOR WASTE DUTY?

As suggested in earlier issues of The Old Run, we have been given a citywide waste paper collection for next May. We shall require a minimum of thirty helpers to man the sites around the City each Saturday--three people at each of ten sites from 09.00 until approximately 16.00hrs. Not a bad stint, really, and a wonderful opportunity to raise £1000 for the Trust. Any volunteers?

Joe Lee

THE LANDSCAPE CHANGES (CONTINUED)

Fencing of both sides of our line at the southern end by the local authority has considerably improved the appearance of the track and also, it is hoped, the security.

Hopes that our trains would journey through green pastures this summer were disappointed--apparently some treatment had to be given to the soil used for the landscaping of the old pit hills before seeding could take place. We are, however, informed that seeding has now definitely been done, and grass should be sprouting for next Spring.

Regrettably, the attractiveness of this will be offset to some extent by the opencast mining which is shortly to commence to the west of the line in the vicinity of Lockwood Farm. It seems likely that a section of the old Middleton Light Railway trackbed will disappear under the action of the draglines, and another landmark will vanish in the face of progress.

SUMMER SEASON SUCCESS

In spite of the poor Summer weather, the season's results were quite satisfactory. A total of 12,359 single passenger journeys were made on the 68 days on which the passenger service was operated. This figure does not include the School Specials.

The three steam locomotives which ran the service, 'Windle', Peckett 2003 and 'Henry de Lacy', got through their schedules without

major disasters, although the high life which 'Henry' has been enjoying this season--hauling the School Specials and appearing in the Lord Mayor's Parade--appears to have taken its toll. The Mechanical Engineering staff will have to take a long, hard look into his innards to see what needs to be done.

Shop sales are up on last year, although the exact figure is not available at the time of writing.

For 1979 the passenger service will again commence at Easter, but the Council has decided that, in view of the fall-off in the number of passengers towards the end of the season, the service will be closed at the end of September. Plans at present are for the Peckett and 'Windle' to be joined by Bagnall No 2702, 'Matthew Murray', as the locos scheduled to run the 1979 service.

Before that, however, the Christmas Specials will again be run on 16th and 17th December, and it is hoped that all members will obtain the maximum possible publicity for this effort.

MECHANICAL MATTERS AND OTHER HAPPENINGS

Much of the work carried out "up the yard" in the past couple of months has concerned the preparation of our Hunslet diesel, No 1697 'John Alcock', in readiness for its departure for the National Railway Museum at York.

Operations commenced with a very thorough cleaning using some high pressure steam-cleaning equipment "borrowed" by one of our members. (Middleton members must be highly placed in the National League of Cadgers!) As well as reducing the all-up weight of the loco considerably, the clean-up produced some revelations--the inevitable patches of rust of course, but also the grain of the wooden floorboards of the cab, hidden for years under layers of oil, grease and Middleton muck. Did you know that the mileage recorder in the cab is made of solid brass?

Then the hands of Ian Smith and Graham Parkin with various volunteers got busy with wire brushes, emery and red oxide, and finally to the actual painting. As previously reported, the locomotive is being painted in its original black, but the insides of the cab and the engine compartments will be white.

Meanwhile, spanner-twiddler Peter Nettleton got down to the job of replacing all the plastic pressure pipes associated with the pneumatic control of the transmission with steel bundy tubing. The result is a very much-neater and no doubt more efficient layout.

The backroom boys have also been busy in other directions. The exterior of the hut has been completely creosoted to protect it against the winter weather, and battery fluorescent lighting has been installed in the shop and ticket office at Tunstall Road Halt.

Work has started on the building of an oil store, one of the requirements of the Railway Inspectorate. Foundations have been dug out, leading to the construction of the concrete floor. The store will be built using concrete sections from a prefabricated building purchased some years ago.

The overhaul of Bagnall No 2702, 'Matthew Murray', is proceeding satisfactorily, and the loco will soon be ready for repainting. The yard staff will be glad of volunteers to help, and any scrubbers (wire brush variety, of course!) will be welcome. Don't leave it to the few to flog themselves to death--don your overalls and come and get dirty! There is a lot of satisfaction to be obtained. All and any of your skills can be used during the busy winter preparations.

RALLY AND EXHIBITION NOTES

In spite of the difficulties in obtaining regular transport, the Middleton stand has appeared at several rallies and exhibitions during the summer.

In mid-July we made our annual visit to the Masham Traction Engine Rally, and in early August we attended the Ilkley Model Railway Exhibition organised by the Yorkshire Dales Railway Society; at both we displayed a selection of our locomotive worksplates and nameplates.

The Huddersfield 'Metro 78' two-day event was notable for the contrasts in the weather. The first day was grand, but the second day was one of heavy rain, but the Middleton stock and stand staff were kept dry under our covering tarpaulin. On this day we made the discovery that the down-draught from a hovering helicopter is capable of producing an unexpected deluge of water from the roof-sheet of our stand on to any unwary person admiring our exhibits!

At the 'Metro 78' event at Bradford on 27th and 28th August, the weather conditions permitted the unusual sight of five hot-air balloons alft at the same time.

After a break of one or two years, we paid a profitable visit in mid-September to the Halifax Model Railway Exhibition.

The last event before this edition of The Old Run went to print was the always successful Leeds Model Railway Exhibition at the Leeds Corn Exchange building. The takings on the Middleton stand were up on previous years, and our thanks are due to Mr Don Townsley, the Exhibition Manager, for the advantageous site allocated to Middleton. Amongst the varied selection of layouts on display at this exhibition, a notable one was Lyoncross Colliery in '0' gauge, on which were to be seen typical industrial locomotives--O-6-OT and O-4-OT--and a Sentinel locomotive similar to the Middleton real thing. For the grand finale on the Saturday evening, a train of some 125 vehicles was hauled by a single American 'Big-Boy'.

At the time of writing, our programme of future events is as follows:

2nd December 1978: Village Hall, Shadwell, near Leeds. An exhibition arranged by the Hornby '0' Gauge Collectors.

14th, 16th & 17th April 1979: Harrogate Model Railway Exhibition.

Attendance at these shows is, however, very dependent on the availability of transport, and again we appeal for anyone who can

help in this direction, as well as those who can give a hand on the stand, to get in touch with Derek Plummer (Horsforth 581851).

Derek would like to thank the small band of volunteers who have helped during the year. Without them, Middleton would not have had its name on show among the enthusiasts who attend these events.

...AND TALKS TOO

John Bushell, the Trust's Historian, has been spreading the fame of Middleton recently in a series of local lecture engagements. Among the places he has visited have been Beeston Townswomen's Guild, Armley Prison, Woodlesford Methodist Church Men's Society and Bradford Railway Circle. Quite a variety!

MIDDLETON DOCUMENTS SAVED

The Trust was approached a few months ago by Phillips, the Leeds firm of auctioneers, drawing our attention to one of the lots in a forthcoming auction of old books and documents, which they thought might be of interest. The specification read as follows:

"Industrial documents relating to the workings of the coal mines and the Middleton estates during their hey-day in the early decades of the nineteenth century. During this period, the Middleton estate and colliery belonged to the Brandling family with John Blenkinsop, Esq., employed as their estate and mining manager.

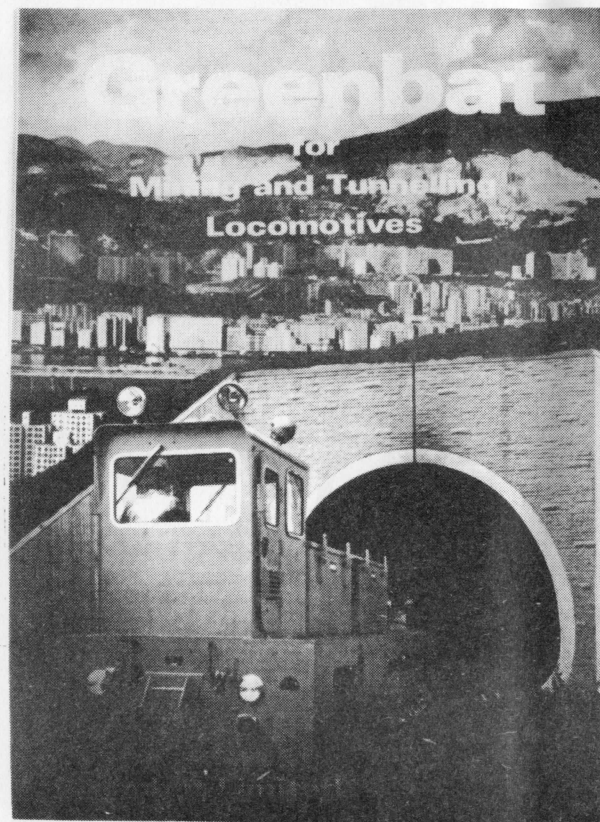
Pay ledger 1841-6
1 Survey Book
1 Survey Note Book 1823
Brandlings Estate Account for their Northumberland Newcastle Estates 1798-1804
Brandling Estate Account Book 1814-16 (Middleton estates)
Brandling Estate Account Book 1823-6
Leeds Staith Accounts 1863-71
2 Estate Receipts (tied on bundles) 1810
Rothwell Great Tithes Rental 1799-1802 (Rothwell Great Tithes were bought by Charles Brandling in 1786)
Middleton Rare Books 1875, 1877, 1879
Middleton Accounts, Letters, etc"

Council decided not to put in a bid for these items, but Joe Lee agreed to attend the auction as an observer. We are happy to report that the documents were in fact purchased by the Archives Department of Leeds Libraries, and have so been saved for the use of future generations of local historians.

HUNSLET MILL PRESERVATION SCHEME

The Northern Mill Engine Society held a meeting at Rothwell on 1st August to consider a proposal for the acquisition and preservation of the old Thwaite Mills putty-making and flint-grinding water mill at Hunslet. The mill incorporates a well equipped fitters' workshop. A further meeting is being arranged to pursue the objective of preserving this historic and interesting mill.

YOU CAN'T SEE THE JOIN!



This advert for Greenbat locomotives recently caught our eye. It was a full-page colour spread in a glossy export promotion magazine, accompanying an article on the Hong Kong underground.

The locomotive will be familiar to Old Run readers as one of the Greenbat machines tested at Middleton last year, and the background is most certainly Hong Kong. But surely that tunnel mouth looks familiar too!

Yes, one of the official photographs of the tests on our line has been spliced on to a view of Hong Kong to give a not unconvincing impression of what the Hong Kong underground might look like. (In the text of the article there is, however, a shot of what it really looks like, with Greenbat loco hard at work.)

It all goes to show that the camera may not actually lie, but considerable liberties can be taken with the truth, all the same!

BRIEFLY...

Middleton was featured in a fifteen-minute Radio Leeds programme on 20th October, and in a children's programme on the previous day.

Tony Cowling has recently moved house, and can now be found at: 65 Pinner Road, Sheffield S11 8UG. Telephone Sheffield (0742) 661763.

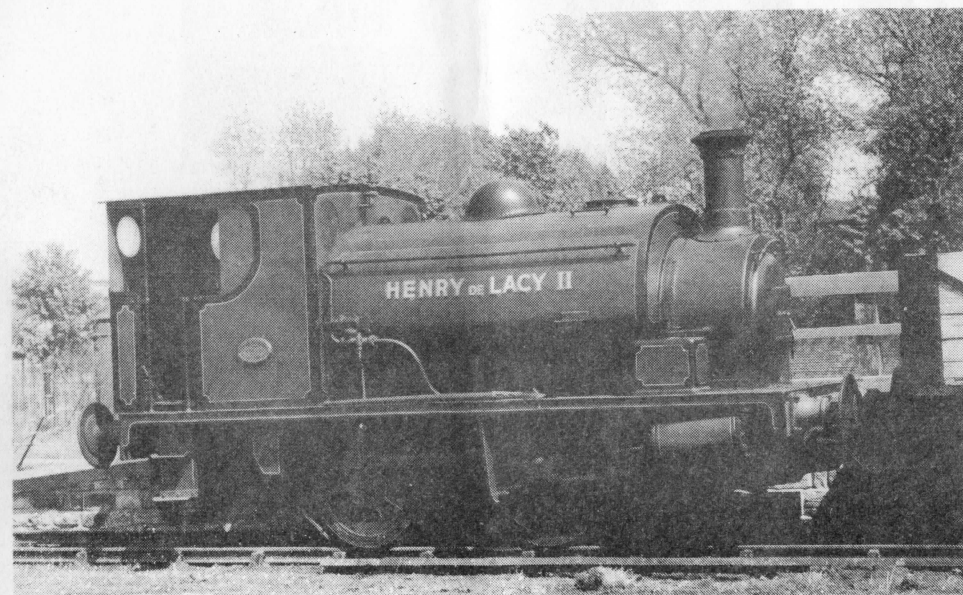
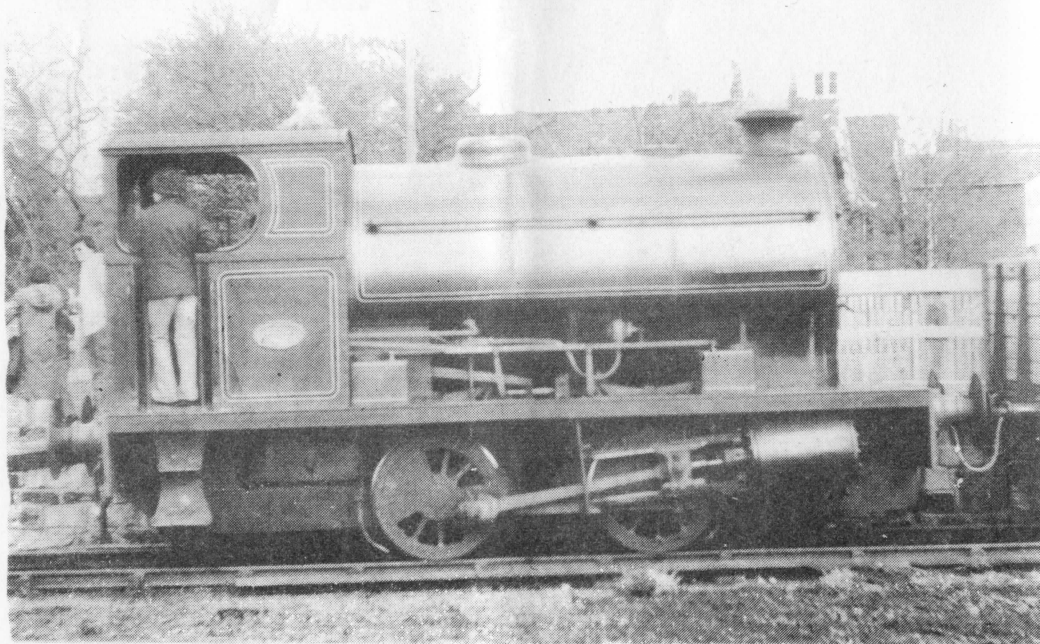
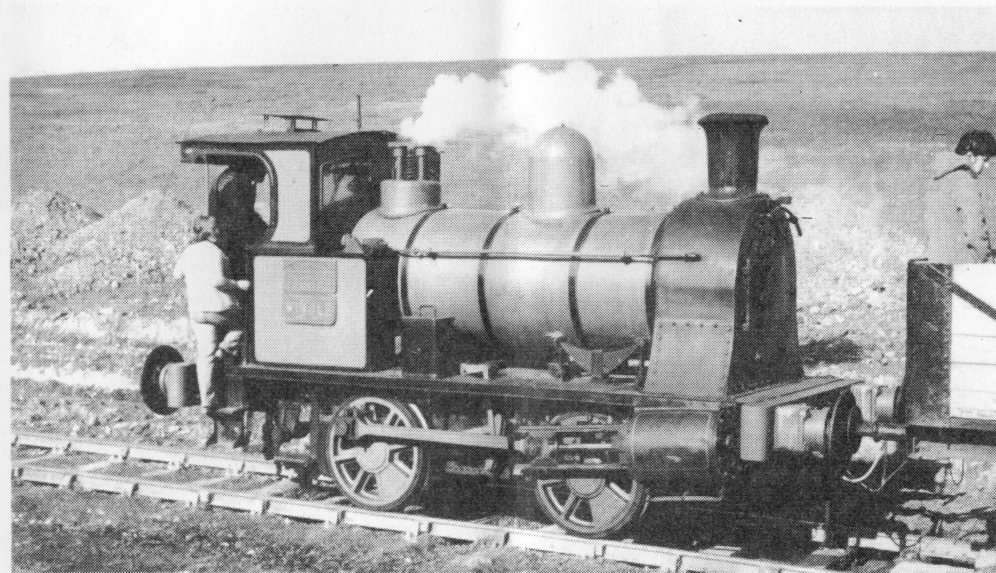
A mechanical facing point lock has been fitted to the main line/yard points, so that the lock-bolt can be padlocked to secure the points for passenger trains instead of using a point clamp.

Motive power variety on the passenger service this year.
 RIGHT: 'Windle' awaits departure from Middleton Park Gates on 26th March, with the effects of the landscaping evident in the background.

BELOW: The Peckett poses at Tunstall Road in June.

BELOW RIGHT: 'Henry de Lacy II' occupies the same spot on 27th May.

Summer of '78



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TRAMS—WITH A DIFFERENCE

Kenneth Hartley



The Peckett and passenger stock approach Tunstall Road from the south on 7th May.



An unscheduled stop during the Lord Mayor's Parade on 24th June! The faulty pipe on the lorry was soon put right, and 'Henry de Lacy' was back on the road.

PHOTOGRAPHS BY K J MILLS, IAN SMITH, TONY BELL.

Tramcars were originally intended to have a part in the Middleton Railway Preservation Society's scheme of things, so I suppose that no apology is needed for the following notes.

The 'classic' steam tramway, in England, had all but disappeared soon after the start of the twentieth century, and I knew it not, for the Swansea & Mumbles, Wantage Tramway, etc., were not the same sort of thing. So far as I know, the Wolverton & Stoney Stratford, which ran until the mid-1920s, was the only survivor of this type at the time to which my notes relate. Unfortunately, I never saw either this line or the 'Mumbles'.

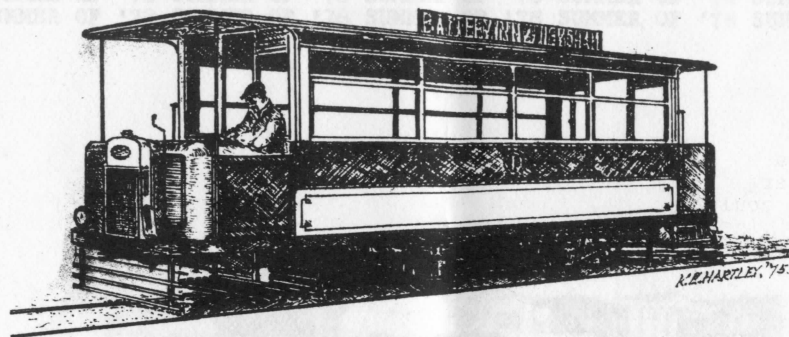
Steam railways and all types of steam road vehicles have—of course!—always interested me. On the other hand, electric trams—usually of the four-wheel, double-decker type—left me cold, metaphorically and—far too frequently!—literally also! My daily winter journeys on Huddersfield Corporation trams were not comfortable ones, by any means.

However, the most exotic British trams I have ever come across, and travelled in, were not powered by steam, or electricity, or even drawn by horses. They were petrol-engined vehicles, and they ran at Morecambe, The Battery Inn and Strawberry Gardens, near Heysham, a distance of about 2-2½ miles, over a mildly undulating route.

After a brief initial visit to this Lancashire resort, it was decided that, for the following year, our annual summer holiday should be spent there. Thus it was that, in July 1923, we arrived at our digs, which turned out to be on the above stretch of road (as yet unknown, as were the petrol trams also). The house was situated halfway up a stiff-ish little rise (at the bottom there was one of the three or four passing loops on the line), and it wasn't long before I saw one of these rare tramcars. I was more than a little surprised, as well as eager to sample a trip in it!

Now, in 1923, the local transport scene in the Morecambe area was far more interesting than it is nowadays. First, of course, there were the steam-hauled trains of the new LM&SR, with a station, Euston Road, quite close to the Promenade and Shipbreaking Jetty. Then there was the ex-Midland Railway electrified line between the resort and Heysham Harbour, with OHW power supply. Neither the trains nor the catenary were noteworthy for their beauty, but to me they were something quite new. This line could be seen, at some distance, from our digs, and steam trains as well as electrics could sometimes be observed, although I saw only one rather rare item, viz. an old MR double-framed 0-4-4WT engine (of a class originally built, I believe, for the London suburban services) running light engine towards Heysham.

Running the whole length of the "prom" was a double-track set of tramlines, on which four-wheel, open-top, double-deck trams plied



LEYLAND PETROL TRAMCAR (1912)

between the Battery Inn and Bare, a distance of $2\frac{3}{4}$ miles. I believe there were about eight cars in use, and they, too, were not electric, but were pulled by two horses. A ride on the top deck was a pleasant experience in the comparatively traffic-free days of fifty-odd years ago, but alas!--these horse trams, believed to be the last to operate in England, ceased to run in 1926. Morecambe Corporation, the owners, were not, one feels, so astute as their counterparts in the Isle of Man, where the horse trams at Douglas still flourish.

The petrol trams, however, were far more of a rarity than the above, and were operated by the Morecambe Tramways Co., which had opened in 1886 with horse cars. The motor vehicles were introduced in 1912, and it seems very likely that they were built, at least as regards the chassis, at Leyland, for the engines were Leyland units, and the radiators (one at each end) and front and rear "dash" panels were unmistakably Leyland. The 55hp engine transmitted its power via a three-speed (I think) gearbox (in both directions), but I have no details as to the final drive. Full control gear was fitted at each end.

The cars ran on four wheels, with the axleboxes supported by long half-elliptical springs, railway-fashion, the pair at the power-unit end having extra spring leaves. Dimensions are not available, but the wheelbase was less than one-quarter of the overall length of the vehicle, so that the overhang at each end was considerable.

It is understood that there were six cars in all, of which No 1 was a smart enclosed saloon, while others were of the toastrack type, or completely open above the waistline. All were single-deck, 37-seat vehicles, and the end platforms were semi-open, in the usual tramcar style. The livery was a rich red-brown with, I think, black frame and running gear.

By 1923, these cars were past their best, and were somewhat noisy and not very comfortable. Perhaps this was due to plans for the not-far-distant future, for, in 1924, Heysham UDC purchased the undertaking, and scrapped the tramway, in conjunction with a road improvement programme.

Accidents, whether due to bad maintenance or carelessness, were not unknown. I do not know how frequently these occurred, as I was at Morecambe for only one week, but I do know that, on the Friday, three different trams were involved in collisions--luckily, without anyone being injured, although there was a certain amount of damage to the cars.

The first "event" occurred soon after 10.30am, so far as I remember, near our digs--in fact, at the loop previously mentioned. There was a big Barford & Perkins petrol roller standing at this spot, on the right-hand side of the road, apparently slightly overlapping one track. Anyhow, down the hill came one of the trams--I don't know what number it was--en route to Heysham, and ran into the roller with a loud crash. Both vehicles were somewhat damaged, and there was an almighty argument between the drivers, each one blaming the other, of course! I could not stop to hear the end of it, or indeed witness the arrival of the police, and never heard what was the real cause of the collision.

The second affair happened in the early evening, at the next crossing loop--nearer Heysham--and involved two trams, which were supposed to pass each other at this point. Whether the drivers couldn't stop, or tried to cross whilst on the move, I can't say, but at the lower exit of the loop, their cars met in a side-by-side "bump", which damaged several axleboxes but not, I recall, very much else. Again, I never heard the truth about this encounter, as I had to return home the next day.

In these days of preservation of various forms of transport, and of the considerable interest in trams, one can but regret that the movement had not commenced many years earlier. A Leyland petrol tram at Crich might then have been a possibility!

Morecambe Corporation started operating buses in 1919, with two single-deckers running along the sea front. Further vehicles were purchased in 1922, and by 1923 Heysham UDC (or a private operator) had commenced a service between that place and Morecambe. Ultimately, with the merger of the Borough of Morecambe, and Heysham UDC, all public transport in the Borough, which had not been absorbed by Ribble, was taken over by the municipality. Amongst the various routes, the following may sound somewhat familiar:

- 1: Euston Road station to Middleton factory and Middleton Tower holiday camp.
- 2: Battery to Middleton Sands, via Heysham Road.
- 3: Battery to Middleton Tower holiday camp.

Middleton Park Gates Halt was still a very long time into the future!

Now and then

From The Old Run, Winter 1973:

This season, the MRT has engaged in a new experiment, the combined Rail-Road-River tour. The concept behind the scheme was to offer a novel kind of See-Your-City tour, attracting a kind of person who would not otherwise be a potential MRT passenger. From Water Lane, the boat ran beneath Leeds Bridge through locks to Thwaite Gate. A connecting LOT bus took passengers over the newest section of the Motorway, where a steam train ride was available. The bus then conveyed passengers back to the starting point. When the day dawned cold and breezy, little did we expect the problems that were to reduce our timetables to chaos. A large hole had been dug alongside the line by the waste disposal merchants, and all the efforts of Joe couldn't get the line made safe for the day. The boat arrived almost an hour late, having waited at the main BWB depot instead of Victoria Bridge. As was to be expected, the timetable was disrupted beyond the point of repair, and to crown everything the boat was similarly late on the second day.

ASSOCIATION ADVERTISER

EDITOR: Ian Smith, 8 Manor Farm Drive, Belle Isle, Leeds LS10 3RW.

EDITORIAL

By the time this Old Run comes out, the passenger service will have been finished for over two months. This does not mean that the railway has stopped working, however, and members are desperately needed to assist with the many projects now underway. Details of the projects are given below, and you are asked to come and assist us with the jobs in hand if at all possible.

Contributions to the Advertiser have at last found their way to me, and some of them will be published next issue.

A new venture for the Association is the proposed formation of a Locospotters' Section, and further details are enclosed in the Association News (MRA members only) with this issue. For any Trust members with locospotting sons, we are running a trip to Wath, Tinsley and Doncaster depots in February, and interested people are asked to write to me at the address above for further details.

Ian Smith

DOWN AT THE LINE

The major effort in September and October was the repainting of 'John Alcock' for the NRM. Supervised by Graham Parkin and myself, MRA members have cleaned and derusted the locomotive to enable the top coat to be put on by Trust members. A start has also been made on repainting Bagnall 2702, 'Matthew Murray', and a preservative coat of red oxide has been applied to the saddletank of No 6. Next for attention is D631, 'Carroll', and all members are welcome to come down and help.

NEW MEMBERS

We welcome as new members: Mark Caves, Clive Langston, Andrew Dawson, David Gigsword, Paul Harrison.

LOCOQUIZ NO 2

Due to the delays experienced in sending the last Old Run to members, Locoquiz 2 is repeated in this issue, but the prize is different. This time it is another copy of the Ian Allan book, 'Deltics --A Symposium', so send your entries to the Advertiser Editor and try to win this very good book.

1. What were the last BR numbers of the following preserved locomotives? (a) LNER 4771 'Green Arrow'; (b) LNER 3442 'The Great Marquess'; (c) SR C1; (d) GWR 3717 'City of Truro'; (e) LMS 16440.
2. What was unique about the following two locomotives? (a) LMS 'Fury'; (b) LNER 10000.
3. In LNER locomotive classification, what wheel arrangements did the following letters represent? (EG A=any loco with a 4-6-2 wheel arrangement.) (a) V; (b) D; (c) Y; (d) K; (e) F.
4. What have the following locomotives all got in common? (a) Brush 'Falcon'; (b) English Electric DP2; (c) English Electric D0226; (d) Hawker Siddeley 'Kestrel'.
5. Two locomotives preserved at York were designed by Mr William Stroudley. (a) What are their numbers and names? (b) When were they built? (c) What are their wheel arrangements?
6. Built in 1932, this pioneer LMS locomotive also worked for the War Department before becoming works shunter for its builders. It was sold for preservation in 1960, and operated its new owner's first passenger service in June that year. It is named after its designer.
7. Apart from GWR 6000, three other British steam locomotives have visited the United States. What are they? They are all preserved in this country today.
8. Most people have heard of the famous LMS 'Black Fives'. What were the 'Red Fives'?
9. Which locomotive played the 'Titfield Thunderbolt' in the film of the same name?
10. What were the 'Austerity' J94 locomotives of the LNER?

THE DEAN GOODS LOCOMOTIVES OF THE GWR

When the Great Western Railway required new goods locomotives in 1883, the Locomotive Superintendent, William Dean, designed a very useful tender locomotive, No 2301, which was eventually multiplied to 280 examples. They were built between the years 1883 and 1899 in two types, 2301-2580 and 2361-2380. The latter series differed in having outside frames.

The locomotives were particularly notable for having a huge brass dome on the second ring of the boiler, and a round-topped firebox. In later years, many were rebuilt with Belpaire fireboxes.

A notable achievement for these locomotives was their use in both World Wars by the ROD and WD respectively. In the Second World War they received some bizarre modifications, with pannier tanks and condensing apparatus in addition to their tenders! A good photo of one of these conversions appears on p14 of 'Collett and Hawksworth Locomotives' published by Ian Allan Ltd.

A small batch of Dean Goods locos was also rebuilt by Churchward, Dean's successor, to form a class of 2-6-2T known as 'Hole-in-the-Wall', due to the holes in the tanks to allow for access to the valve gear.

The only preserved Dean Goods is No 2516, which is now in Swindon Museum, after being withdrawn in 1956. General dimensions of the class are: Driving wheel diameter: 5'2"; Cylinders: 17"x24"; Boiler pressure: 180psi; Tractive effort: 17,120 lb.

(EDITOR'S NOTE: This article was adapted from notes sent in by Martin Lightfoot. Have any other readers got ideas for Locostudies such as this one? I'll be happy to print any others sent in.)

NOW YOU KNOW!

It is now twenty years since BR began running steam excursions behind preserved steam locomotives. In 1959, the Highland 'Jones Goods' 4-6-0, No 103, and MR 'Compound' No 1000 were restored and run on special excursions. CR 4-2-2 No 123 soon followed, and was joined in later years by such veterans as NBR 4-4-0, 'Glen Douglas', Great North of Scotland Railway 4-4-0 No 49 'Gordon Highlander' and GWR 4-4-0 No 3440 'City of Truro'. These were joined later by Drummond LSWR T9 4-4-0 No 120. These locos operated until the mid-sixties, when they were retired, the Scottish ones to Glasgow Museum, and the others to depots up and down the country. So you can see that BR's "new idea" of running their preserved locos from York to Leeds and Harrogate is not so new after all!

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