

THE OLD RUN

JOURNAL of the Middlesex Railway Preservation Society

March 1961

(Reprinted Edition)

No. 10



FIRST PASSENGER AT MIDDLETON: SEE INSIDE

RAG WEEK 1960

Editorial.

Last month's cover illustration may have seemed very familiar to our local members. While it was not our engine John Alcock (ex-L.M.S. No. 7051) it was a reproduction of a photograph of a similar type constructed by the Hunslet Engine Company in 1932 and now withdrawn. General specifications of the loco are as follows:

Diam. coupled wheels	3' 6"	Wheelbase	8' 0"
Overall height	11' 4 ⁵ / ₈ "	Overall width	8' 2"
Length over buffers	19' 8"	Maximum speed 1st gear	5 mph
Fuel capacity	60 galls.	" " 2nd gear	9 mph
Weight in working order	21 tons 8 cwt.	" " 3rd gear	17 mph
Maximum Axle load	7 tons 5 cwt.	" " 4th gear	30 mph
Maximum tractive effort	10,520 lbs.	Minimum curve radius easily traversed	100 feet
Ratio: Adhesive wt./Tractive effort	4.56:1	Max power:	165h.p. at 1000 rpm.

In complete contrast this month's cover illustration is of our first passenger on the Railway, at the beginning of Rag week, 1960. Mrs. Dora Langton of Bramley used to regularly travel on the Swansea and Mumbles "in my younger days" and is here pictured in front of the sole surviving electric railcar, number 2, at Parkside. Also visible in the photo are Messrs. A.J. Brown, M. Harrison, R. Harrison and myself. An article on last year's Rag effort appears elsewhere in this issue.

Our urgent requests for more volunteer train crews has not met with any success and I would like to say at this stage that unless more volunteers are forthcoming in the near future we shall have to cease freight traffic and then we are really in the soup. It could well mean the end of the Society so I am taking this opportunity of begging anyone who can spare the odd hour in the mornings or lunchtimes to let me know immediately. Crisis time is likely to be in late April and the whole of May when the majority of our operating staff will be doing exams.

It was very obvious on our last open day on 18th March that the afternoon was rather spoilt by members of the 'younger generation' who seemed to be practically everywhere except under the wheels of the train. It has been decided therefore that in future that youngsters under the age of 15 will only be allowed on the railway during future open days if they are accompanied by an adult. This does not apply to those members of the Society who are not yet 15, however. Of the 110 visitors and members present on the 18th 50-60% were unaccompanied and under the prescribed age!

I would like to thank those contributors who have given me material for Old Run this month. Due to shortage of space some of it is being held over till next month. This doesn't mean that we have plenty to fill the magazine and news, notes, articles and photographs will be welcomed for possible inclusion in the April issue. Please send any material you have to Mike Crew, 131, Sandringham Drive, Moortown, Leeds, 17, by 28th April at the latest.

"999" by "61506"

It is well known that many pregrouping locomotives have been restored and overhauled and operate special enthusiasts' trains in the full splendour of pregrouping liveries.

The Great Eastern is, at the moment, poorly represented by restored locomotives. True, an N4 is going to Clapham as a glass-case exhibit, and 68619 is treated with loving care as an unofficial working museum-piece by Stratford Works, but on the other hand the 'Claud Hamilton' and '1500' classes are not to be represented by preserved locos. This is to be regretted as these two types WERE the Great Eastern to many enthusiasts. The Chairman has therefore been casting round for some historic piece of Great Easternalia worth preserving but not too dear.

In 1915, Mr. A. J. Hill, C.M.E. of the G.E.R. produced the first two of the L77 class 0-6-2T engines, nos. 1000/1, the latter being superheated. These compact and versatile locos were the forerunners of a class of 134. The G. E. version had top feed (soon abandoned), Belpaire firebox, parallel brass-rimmed chimneys and rectangular boxes round the safety valves. 1002-11 followed in 1921 (unsuperheated till L.N.E.R. days) and 990-999 were under construction in 1922, being finished after grouping. 999 was the last G.E. loco to be built and the last loco to be built at Stratford Works, which in L.N.E.R. days became the London area repair works for that company. The locos had G.E. right-hand drive and were Westinghouse fitted, 1000-11 never being dual fitted. Sir Nigel Gresley found them so suitable for the Liverpool Street suburban services that he ordered 112 more with only minor modifications of the Hill design: left-hand drive, flower-pot chimneys, round-topped fireboxes and long travel valves. These locos were built at Gorton, Robert Stephenson's and William Beardmore's, in 1925-8. All 134 were working as late as 1954.

The N7s produced fantastic performances: 1800 passengers per train of 8/10 coaches on the London suburban services, Southend expresses, push-and-pull working, empty stock -- in fact, anything. Their achievements equal those of 2-6-2 and 2-6-4 locos on other lines. Peter Proud and O. S. Nock have recorded 64-67 m.p.h. on the level with full trains; the writer has noted 78 down Brentwood bank (1 in 100)!

The locos have 18" x 24" inside cylinders and Walschaerts valve gear working large diameter piston valves. Coupled wheels 4' 10" (yes! even at 78 m.p.h.), boiler pressure 180 lbs/sq. ins., Water 1600 gallons, coal $3\frac{1}{4}$ tons and weight in full working order 61 tons.

The Chairman is approaching the E.R. at Liverpool Street with a view to acquiring the last G.E. N7 (999, then 7999 and now 69621) and restoring her to original condition except for the Belpaire firebox. Being in good condition she is likely to be one of the last N7s to go. Needless to say, the Chairman aims to bring 999 to Middleton if he succeeds in acquiring her!

ANNUAL GENERAL MEETING!

The second annual general meeting of the Middleton Railway Preservation Society will take place on Saturday, 6th May, 1961 at 2.15 p.m. in the Physics Dept., the University of Leeds, Woodhouse Lane, Leeds, 2 (Buses 1 from City Square, 30/33/36/56 from Central Bus Station, alighting at the University Road stop), by kind permission of Professor Stoner.

Items for the agenda should be sent to Mr. C. C. Thornburn, 25, Cavendish Road, Leeds, 1, at least a fortnight before the meeting. Nominations for members of the committee may also be sent but will be accepted on the afternoon of the meeting.

Members' friends and other interested persons are invited to attend. The Physics Dept. may be found by walking up Woodhouse Lane, past the School of Chemistry, turning left almost immediately along a private road leading directly to the Dept. Remember the date: Saturday, 6th May, at 2.15 p.m. in the Physics Dept.

ANNUAL DINNER

Arrangements for the Annual Dinner are nearing completion. The Dinner will be held in University House, University Road, Leeds, 2, on Friday, 9th June, 1961, at 7.00 p.m. (for 7.30). Tickets are priced at the remarkably low price of 10/- and can be obtained now from Mrs. S. M. Youell, 21, Burley Wood Crescent, Leeds, 4. Please book immediately so that we can make the necessary arrangements as soon as possible.

This is undoubtedly the Social Occasion of the Year, where members will be able to meet fellow members and a number of well-known Railway Celebrities, including, we hope, the Society President, Lord Garnock, and the Society's Vice-Presidents among several others.

10/- may seem rather a lot for our younger members, but I would say it will be well worth it and we hope to see a high proportion of our younger members at the dinner.

~~X~~ Remember: FRIDAY, 9TH JUNE, at 7.00 p.m. for 7.30 p.m. Dress Informal. The dinner is a joint dinner with members of the Leeds University Union Railway Society. Members of R.C.T.S. & L.C.G.B. welcome by prior arrangement.

OPEN DAY

The Society's next Open day is to be held on Saturday, 29th April. The party should meet at Hunslet Station at approx 1.40 p.m. The tour of the line will commence at 1.45 p.m. and visitors will have ample opportunity to view the Society's museum pieces. The visit should be completed by 4.30 p.m. It is regretted that persons under the age of 15 (except Society members) will not be allowed to take part unless they are accompanied by an adult or permission is given by the Duty Officer present. A silver collection in aid of the Society's funds will be made during the afternoon. Please advertise this open day as much as you can. All members of the public are welcome.

The Middleton Railway.

No doubt many members will be unfamiliar with the layout of the Middleton Railway, living many miles from Leeds. It is primarily for these members, therefore that the map on the facing page has been included this month.

The railway which is still in use by the Society stretches from Whitaker's staith at the North End to Parkside bridge in the South. Freight traffic is carried from British Railways, Balm Road to Messrs Clayton's and Robinson & Birdsell's. The line to the south of Parkside bridge, as far as Broom Pit is now operated by British Railways and the junction between our section of the line and theirs is temporarily disconnected. Track on the incline below Broom Pit has been lifted but could be relaid. Track above Whitaker's staith has been lifted and the site is occupied by a row of garages (the lease of which expires shortly). Beyond these the Gas Board have taken possession and there seems little likelihood of re-opening this section.

New sidings are to be constructed to Acme's (the old track is too dilapidated for use) and to Messrs Clayton's and Evans' also along the same line towards British Railways, Clayton's siding branching off to the left and Evans' to the right.

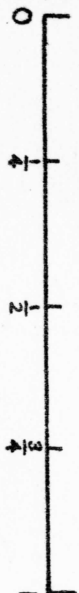
Track of the old Middleton Light Railway has all been lifted except for the tramway/railway double crossing (just to the left of 1881 on the map) but some still remains along Moor Road.

Gradients on the line are approximately:- 1 in 60-80 from B.R. to Moor Road, 1 in 45-50 from here to the junction, more or less level to the end of the head shunt to Clayton's and R & B's, 1 in 50 round the curve into these yards; 1 in 60 from the tramway crossing to Parkside bridge. All UP gradients! The track is also more or less level from Burton Road crossing to Whitaker's staith.






The section from Clayton's to British Railways at Balm Road (Hunslet North Down) is the only section in regular daily use: that between Whitaker's and Parkside is used only occasionally, usually on open days and other special occasions.

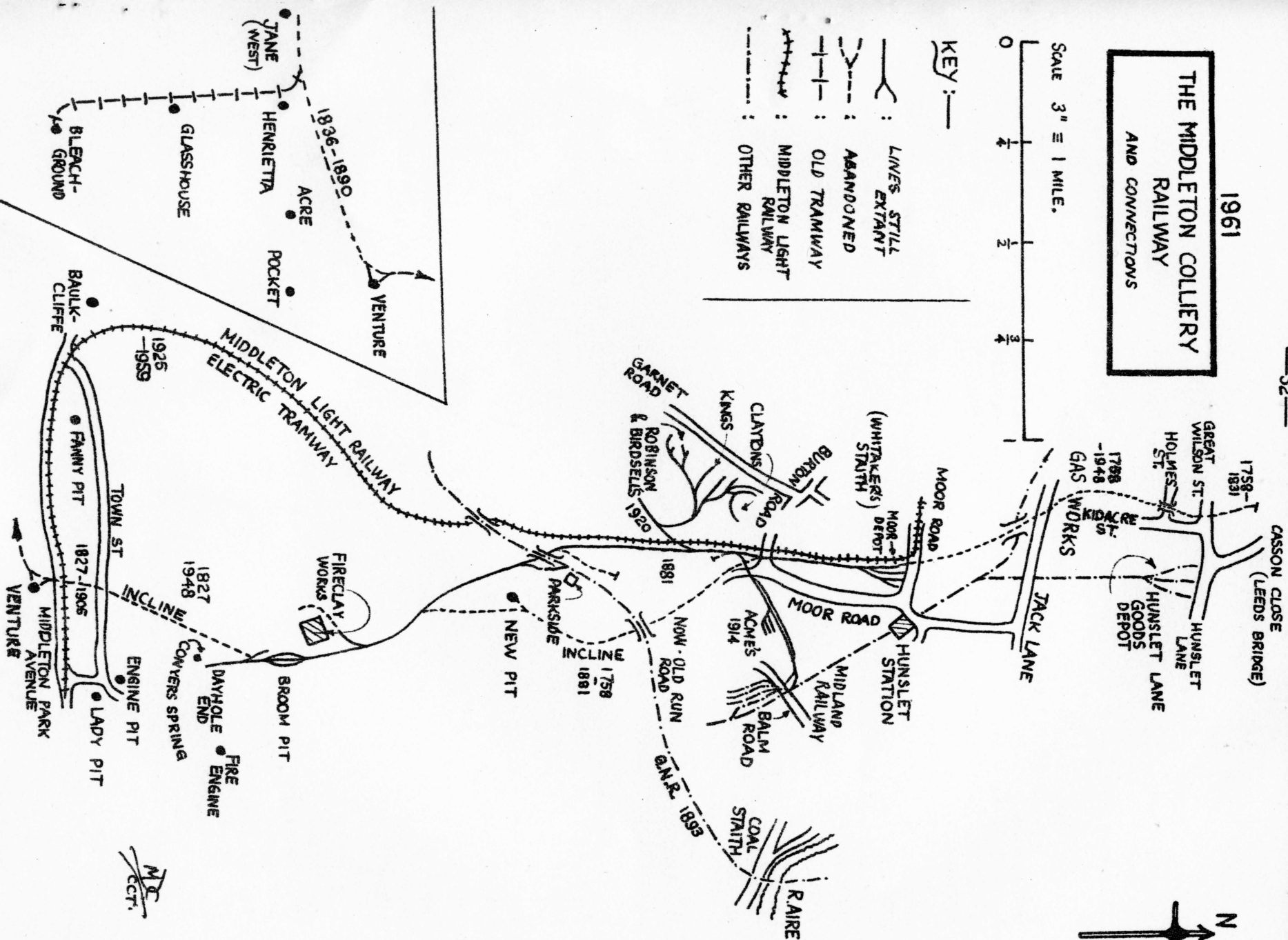
The map appears in a somewhat similar form in the second edition of the 'Middleton Colliery Railway' histories, copies of which may be obtained from committee members of Mr. R. A. Bayliss, 74, Forest Road, Loughborough, Leics., price 1/3 post free. Copies of the lavishly illustrated Swansea & Mumbles histories may also be obtained from Mr. Bayliss at 2/9: back numbers of the Old Run are available in limited numbers at 1/- each. Postage will be paid by us for large orders. Copies of the Leeds University Railway Society journal are 1/6 and can be obtained from either the Editor of the Old Run or Mr. B. Ashurst, c/o Leeds University Union, Leeds, 2.

Scale 3" = 1 mile.



KEY:—

	LINES STILL EXTANT
	ABANDONED
	OLD TRAMWAY
	MIDDLETON LIGHT RAILWAY
	OTHER RAILWAYS



Membership Report

The year 1960 gave an encouraging start to M.R.P.S. activities, membership for the year reaching a final total of 141.

1961 has also made a good start, with a membership at present consisting of 1 Honorary, 4 Life, 74 Ordinary and 49 Junior and Student members, a total of 128. The encouraging feature of the membership for 1961 is that almost all the new members have made substantial donations to the Society. To all these members I would like to express my sincerest thanks.

The fall in membership when re-enrolment falls due is, I think, to be expected. However I hope that all members will ensure that the Society receives due publicity on all possible occasions, as it is obvious that we are short of the two necessities of life, namely Money and Maintenance Men! During the 1st year of the Society's existence there was a severe ban on publicity (we were attempting to get summat for nowt!) with the result that 75% of the membership can be described as 'local'. I would like to ask members to create a National Society by going along to local meetings of railway enthusiasts, armed with a Society Prospectus and Railway History, and writing my name and address in as many diaries and address books as humanly possible. I will be pleased to answer all enquiries and despatch Society Publications to all people who request them.

This year sees a change in membership regulations. In future, all members joining on or after October 1st will become ipso facto members for the subsequent year and will receive the Old Run for the 15month period of membership. The most important feature of this system is that current members may enrol for the following year at any time between October 1st and January 1st, when subscriptions fall due.

Lastly, I'm afraid, an apology. It is a regrettable fact that during early Society days several members were enrolled but did not receive all copies of the Old Run. For this I must apologise but point out that in the formative year the committee had no mean task in bringing into operation a disused railway and forming a supporting Society simultaneously. It was for this reason that I took over the post of Membership Secretary during October, last year, being temporarily resident in Birmingham and unable to help the Society on site. I can assure everyone that I have not as yet 'lost' a member: however, members are at present still becoming 'lost' due to the fact that a subscription slipped into the hand of a sweating committee member at Middleton may easily be forgotten at the end of the day. I would ask all members to avoid this by sending subscriptions to me directly or, if giving a subscription to any other member to send me a postcard with details for confirmation.

28th March, 1961

T. G. Cawthray
Membership Secretary

M.R.P.S. Goes International

Yes, the fair sex leads the way! We extend a very warm welcome to our first overseas member, all the way from the U.S.A., where steam engines are a thing of the past, few and far between: if present trends continue the same will be said for us, for the steam engine is rapidly giving way to the diesel and electric. We are indeed fortunate, however, that their demise has been anticipated for a representative collection of British Steam Engines is gradually being built up for preservation.

New members notified during the last month are as follows:-

98.	Mr. S. V. Melling, B.Sc., A.M.I.Loco.E.,	Harrogate, Yorks.
99.	Miss S. Craviotto	Goleta, California, U.S.A.
169.	Mr. K. N. Swain, F.E.A.I.	Harrow, Middlesex.
170.	Mr. S. G. Hibberd	Dore, Sheffield.
171.	Mr. J. A. Hill	Leeds, 6.
172.	Mr. P. W. Skillern	Great Moor, Stockport, Ches.
173.	Mr. M. Green	Oakes, Huddersfield.
174.	Air-Marshall Sir Robert Saundby, K.C.B.	Burghclere, Newbury, Berks.
175.	Mr. R. J. Bareham	Hyde Park, Leeds, 6.
176.	Mr. T. J. Saunders	London, N.6.
177.	Mr. N. Straker, F.C.A.	Stairfoot, Barnsley.
178.	Mr. M. G. Boddy	Leeds, 12.
179.	Mr. I. Robinson	Hull.
180.	Mr. R. I. Kay	Clitheroe, Lancs.
181.	Mr. R. J. E. Newman	Lancing, Surrey.
182.	Mr. G. Fletcher	Leeds, 17.
183.	Dr. R. W. Rattray	Ingrow, Keighley.

Full details of the Society will be gladly supplied on request: please apply either to the Membership Secretary, 1, Midland Terrace, Frizinghall, Bradford, 9, or to General Secretary, Mrs. S. M. Youell, 21, Burley Wood Crescent, Leeds, 4. Members of the committee are always in attendance on site on Saturdays and Sundays, weather permitting, and will be pleased to answer queries. Membership is open to all over 16 and costs £1 per year, with a special reduction for members under 18 and persons undergoing full time education after that age, for which the fee is only 5/-. Life membership is £20. All members are free to travel on the trains which are run on the line, subject to the driver's permission when freight trains are being worked.

Articles and notes for this issue have been supplied by R. N. Higgins, T. G. Cawthray, A. K. Terry, Dr. R. C. Lawrence, B. Ashurst, Dr. R. F. Youell, R. A. Southcott, L.U.U.R.S. & W.R.R.C. All further material please to:-

131, Sandringham Drive, Moortown, Leeds, 17.

Dates for your Diary

- Tuesday, 11th April, 7.15 p.m. Physics Dept., Leeds University. "The Midland and Great Northern Joint Railway and its locos", talk by Dr. R. C. Lawrence, illustrated by photos and models. (The Middleton lecture has unfortunately had to be postponed).
- Sunday, 16th April, 7.30 a.m. Leeds Corn Exchange. W.R.R.C. trip to Derby Works and area sheds, returning via Manchester.
- Tuesday, 18th April, 6.45 p.m. Huddersfield shed. L.C.G.B. No notifications necessary. Travel by 5.50 p.m. from Leeds City Station.
- Sunday, 23rd April, 10.15 a.m. Central Station. M.R.P.S. Doncaster Works and Shed. 3/- under 14, 5/- full fare. Bookings before 18th April to M. Crew.
- Sunday, 23rd April, a.m. Trip around the Blackpool tramway system on specially hired vehicles. Full details may be obtained from A. K. Terry, 18, Lidgett Place, Roundhay, Leeds, 8. Please enclose a foolscap stamped addressed envelope if an application form is required. Early booking advised.
- Tuesday, 25th April, 6.40 p.m. Leeds City Stn., Looking Hall. L.C.G.B. visit to Leeds City Control Office. Non-members please apply to Mr. Langthorne at 8, Kirkdale Terrace, Lower Wortley, Leeds, 12. Please state to which Society you belong.
- Thursday, 27th April, 7.15 p.m. Physics Dept., Leeds University. L.U.U.R.S. Annual General Meeting followed by an informal evening with members' colour slides, photographs, etc. Everyone welcome.
- Saturday, 29th April, 1.40 p.m. Hunslet Station. M.R.P.S. 3rd Open Day. Visitors shown the line and the Society's museum pieces. Everyone especially welcome; children under 15 accompanied by an adult.
- Tuesday, 2nd May, 7.00 p.m. Ardsley shed. L.C.G.B. Please apply to Mr. Langthorne (address above) if non-member. Party strictly limited. Early application advised.
- Saturday, 6th May, 2.15 p.m. Physics Dept., Leeds University. M.R.P.S. Annual General Meeting. Items for agenda please to C. C. Thornburn (address on page 30).
- Sunday, 14th May, 7.30 a.m. Corn Exchange. W.R.R.C. trip to Darlington Works and North Eastern Area sheds. Bookings to Mr. P. S. Wells, 34, West Lea Crescent, Broadlea Gardens, West Ardsley, Wakefield. Early application very advisable.
- Sunday, 28th May, 10.15 a.m. Central Station. W.R.R.C. Doncaster Works and Shed. Details as for the M.R.P.S. trip on 23rd April (above). Bookings to Mr. P. Wells (as above). Early application again very advisable.
- Sunday, 4th June, a.m. Repeat tram tour of Blackpool. Details above: applications to A.K. Terry with foolscap SAE.
- Friday, 9th June, 7.00 p.m. University House. L.U.U.R.S. and M.R.P.S. Joint Annual Dinner. 10/- tickets from Mrs S.M. Muell (address page 30).

All readers of the Old Run are welcome at the above functions, provided prior notice is given when required. Please tell your friends so that they can also come. Again I regret I have had no details of other Leeds Railway Society activities.

Rag Week in Retrospect

Rag week, June, 1960, was magnificent. It was so in four ways. First, a derelict railway near the centre of our third largest city was put in running order and a regular passenger service operated along it, by amateurs, within six months of the foundation of the Preservation Society. Secondly, the "impossible" task of dismantling, transporting and re-assembling the world's largest double deck vehicle was undertaken in one week and finished in the nick of time (with the seats still being screwed in as the first train left). Thirdly, the effort represented the most imaginative co-operation between local industries, the City authorities, members of the University and people living near the site to raise money for charity that a single student's "stunt" has ever inspired in Leeds. Fourthly, from our point of view, we leapt with a great bound onto the map of railway operators, and we are there to stay. That is just how a society which aims to be progressive while maintaining a unique tradition ought to begin.

Members will know the bare and dramatic facts from the Old Run published in April-May-June-July of 1960. What I should like to say now, from the viewpoint of the Society's representative at the University Union, is how we can learn from that experience. Those who shared in its 16-hour back-breaking, sizzling, temper-fraying days will know that there was no glory in it. Rag Committee saw it as a financial flop, raising less than £15 in a week, collected from 7700 passengers. But a very large proportion of the 7700 were Hunslet Children, who had the time of their lives on innumerable free free journeys ("Lasses upstairs! Lads inside! --- how will we ever forget!), as the admirable B.B.C. film shows. In fact, what was most wholly memorable about the week was our relationship with Hunslet and that is the moral we should draw. A railway, or at least our railway, is a public service and so, if it is to perform its function best, it should always keep such a friendly relationship with the public as we achieved that week, becoming an accepted part of the social scene and an object of local pride.

As our project expands to include the museum, a passenger service and still more intensive industrial working we ought not to retire into an aura of financial security, governed by an aloof, 'managerial' committee, which is a foreseeable development in ten years' time, but ensure now that the Hunslet people will always have a voice in our affairs - this is to our advantage as much as theirs. One way of beginning this development is the publication of a monthly or bi-monthly news-sheet, published separately from the Old Run, which would outline the main events on the railway and could be distributed free via the local schools, churches and clubs. Such a news-sheet would be bound to increase interest in and goodwill towards the railway and will provide us with a solid backing in any public debates.

Our railway has deep roots in Hunslet and it is up to us to see that they are nourished.

+++++

Ed: I should be pleased to have comments on the suggestions above for further consideration. There is no doubt that a better understanding between the local residents and the railway would be very beneficial to all concerned and might help us tremendously in the future.

My Journey to Middleton

My journey to Middleton takes me over two wonderful branch lines, the Barnoldswick branch and the Skipton-Ilkley. The one and only train out of Barnoldswick on Saturdays is the conveniently timed at 8.19 a.m. The train is a steam rail-motor or push-and-pull. As the engine brings a coal train to Barnoldswick before it works the passenger it is impossible or highly unlikely that a diesel unit will be substituted! Cheers! On a recent visit I was very fortunate in being able to ride to Skipton in the cab of a B.R. Class 2, 2-6-2 tank, 84017. This loco is fitted with a G.W.R. type speedometer and it was thus easy to check the speed at any particular instant. We set off bang on time and soon reached 40 m.p.h. on the superbly kept single line section to the junction. At the signalbox the driver leaned out of his cab with the train staff but, seeing the train coming towards him at over 35 m.p.h. the signalman dived out of the way, allowing the staff to fall harmlessly on the track. It was now double track all the way and after a brief halt at Earby, the junction station, we soon picked up speed again and shot through Thornton-in-Craven at 50 m.p.h. By Elslack, the next station, we were doing 58 and with further acceleration we reached 62 m.p.h. for over a mile in Broughton Cutting, on the long straight section to Skipton - not bad going for a Class 2! We pulled into Skipton at 8.34 a.m., doing 9 miles in 15½ minutes start to stop, including the stop at Earby and the slowing down at Barnoldswick Junction.

Unlike the Skipton-Keighley-Leeds trains, the diesels via Ilkley seem to be very poorly patronised. I was the only passenger! The first few miles out of Skipton are the most difficult: 1 in 80 up on a sharp curve out of platform 5. The whole of the route is through difficult undulating country over Ilkley Moor and on the downhill stretch between Guiseley and Apperly Jct. the driver has to keep at a steady 70 m.p.h. to keep time. The diesel unit tries desperately to wrench itself off the sharply curved track! The episode is at least as exciting as the big dipper and can be really frightening. The rest of the journey over the Leeds and Bradford extension of the Midland is uneventful.

And then: the worst part of the journey - Middleton Light Railway - CLOSED: Hunslet Station - CLOSED: Only your feet (or the public transport) to take you to Middleton. But, at the end of the journey: THE Middleton Railway.

Society photographs advertised in the last two editions of the Old Run are still on sale. All orders should be accompanied by the appropriate remittance, together with sufficient to cover postage on small orders, and sent to Mr. Mike Gilks, 104, Sandringham Drive, Moortown, Leeds, 17. Mr. Gilks will also be pleased to receive any newspaper cuttings or photos for the Society's collection of publicity snippets and photographic collection respectively. We still need really good photographs of 'Life at Middleton'.

Next month's edition of Old Run is to be a bumper edition containing a number of photos, both half-tone blocks and stencilled. It will also contain articles on tram no. 6 and the unique Metropolitan Electric locos (subject to photos being available).

Bits and Pieces

Uniforms including overalls are now being supplied by Mr. J. Bailey and members wishing to purchase garments for a very reasonable amount should see Mr. Bailey at 12, Burton Crescent, Dewsbury Road, Leeds, 11. We have a reasonable stock at present that should be sufficient for practically everyone who regularly works on the site.

A number of reprints of the Railway Magazine article on The Middleton Railway have been ordered and may be purchased from any Society Official, price 1/- each. The article appeared in the April edition of the Railway Magazine.

Freight traffic continues to be carried fairly regularly and no major crises have arisen in the last month apart from a cylinder head gasket failure on the engine during the morning of Open Day. Though there has been little out-traffic from Clayton's we shall make up for this during May when two shipping contracts will have to be dealt with.

Work is progressing over Easter on a new stretch of track inside Messrs. Clayton's yard, a loop being constructed from the innermost straight road round into the works itself. This will enable wagons to be unloaded and loaded directly inside the works and will save everyone a considerable time.

Work has also been progressing very well, mainly thanks to some fine weather for a change, on the section of track below Acme's which is now far more reliable than it was some time ago. A considerable section of track has also been relaid between the headshunt points and the tramway crossing where most of the sleepers and many of the chairs were found to be virtually non-existent. On completion of this section there will be relatively little very urgent permanent way repair-work and we will be able to get on with work on the new sidings.

Messrs. G. King, M. Daykin and M. Gilks have been co-opted on to the Committee in place of Messrs Furniss & Pratt

Tram 517 was due to be moved from Swinegate to Middleton on 25th March and further details will appear next month: this will leave us with only one tram remaining in Swinegate, No. 160, due for removal in a few weeks' time.

The committee has expressed interest in a number of Railway vehicles for possible future preservation and among these are a car from the Grimsby & Immingham Railway and a Great Eastern N7 0-6-2T. An appeal is to be launched also for the reprieve of one of the Metropolitan Electrics when they are shortly withdrawn. We are informed that 'Windle' has now been withdrawn from active service and should be ready to come to Leeds definitely in two months.

As a result of a court case on Friday, 17th March, a motorist who failed to stop at the Moor Road crossing when the train was halfway across, with the usual STOP sign displayed, was fined a total of £3 with 2/6 costs. His licence has also been endorsed. The case was tried at the Leeds Magistrates Court. Evidence for the Society in the case which was brought by the Police was given by Dr. R. F. Youell and Mr. B. Wade.

For Sale.

1. British Narrow Gauge Railways - Jones (as new) 10/-
2. Railway Magazines, numbers 642/3/5/6/7/9, 652/3, 689, 690. (good condition) 1/- each or 8/- the lot.
3. Irish Railfan's News (a duplicated magazine), Volumes 1-5 comprising 20 issues. (good condition) 5/- the lot.
All post free from R. Southcott, 5, Lavant Road, Chichester, Sussex. Proceeds towards M.R.P.S. funds.
4. Railway Magazines. A large number dated around 1920 to 1930. Very reasonable condition. 9d each or any reasonable offer accepted. Proceeds to M.R.P.S. funds. Apply to the Editor, Old Run.
5. Railwaymen's uniforms, Middleton Histories, Swansea and Mumbles Histories, L.U.U.R.S. journals, Railway Magazine Reprints) see elsewhere in this issue.

Wanted.

6. A committee member urgently requires a typewriter in reasonable condition so that he can cope with his M.R.P.S. duties more efficiently. All offers considered. Apply to T. G. Cawthray, 1, Midland Terrace, Bradford, 9.
7. Train crews. Apply to the Editor.

Available.

8. The committee will be pleased to arrange for talks (with film and slides etc) to be given to Railway Societies, both locally and elsewhere, by one of its members. These talks can be arranged to be of any length to suit the organizers and applications should be made to either the Society's Chairman, Dr. R. F. Youell or Mr. M. Crew. Similar talks have already been given or have been arranged for the L.C.G.B., Leeds Grammar School Scientific Society, Abingdon School Railway Society and various other Societies in Keighley, Sheffield and surrounding districts. No charges are made but contributions towards the Society are always welcome.