

THE OLD RUN

JOURNAL OF THE
MIDDLETON RAILWAY TRUST



No.166

AUTUMN 1999

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Opinions expressed in the magazine do not necessarily reflect those of the Middleton Railway Trust Ltd., Middleton Railway Association or the Editor. Many thanks to the members who provided articles, reports, letters and photos for this issue.

CONTENTS

Loco Notes	4
From The Desk of the Marketing Officer	8
Times Past	14
Industrial Steam At Farnley	16
Remembering Fred	20
Middleton Lodge	22

Cover Picture: Mike Scargill on the footplate of 'Annie' and trainee fireman Michael Garbett seen on one of the many multi-headed trains of the 1999 Gala
(Photo: courtesy of the Yorkshire Post)

EDITORIAL

Thank you for the encouraging response to my first attempt at editing 'The Old Run'. Both Graham Smith who printed the magazine and myself (editor and acting typesetter) feel that the effort was worthwhile and although not a radical change in format we have managed to change the magazine for the better.

Unfortunately this issue will be published later than we would have liked but due to an unforeseen return to full-time work and other commitments my time is becoming somewhat limited. If anyone would like to volunteer to take over the editorship they can contact me direct at the addresses opposite. In the meantime I will continue to edit the Winter edition.

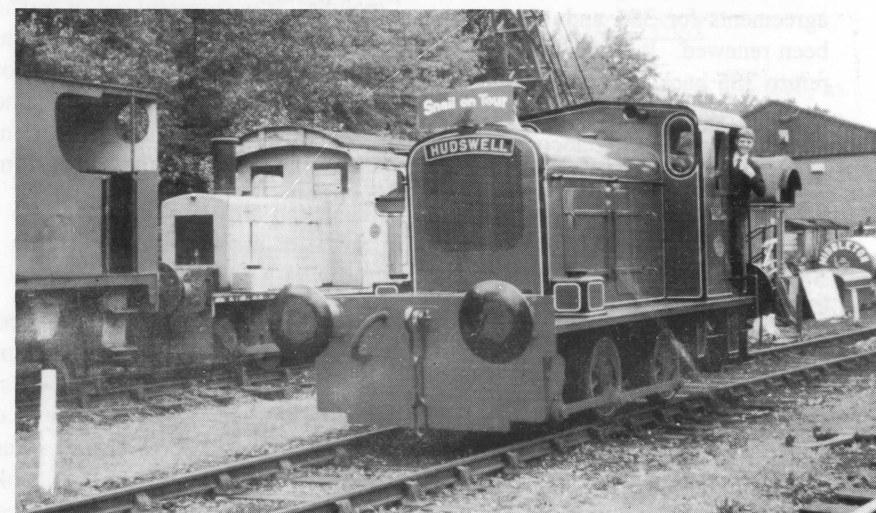
Thank you to everyone who has submitted articles, letters, photos or other items for publication. We can't do without you.

Articles for the Winter issue should be sent to the Editor by e-mail or post (see head of col. 1 for address).

Photos should still be sent to :
Sheila Bye,
15 Leylands Lane,
Bradford,
Yorkshire BD9 5PX.
E-mail:
sbye@leylands.free-online.co.uk



Two small visitors, with the bear necessities of life, who attended our Teddy Bears' Picnic 1.8.99 (Photo: Keith Hartley)



Carroll trundles (apparently slowly!) through the yard, 25.9.99, bearing an irreverent 'Snail On Tour' sign produced by young Andrew Plumb (who can be seen on the footplate). (Photo: Ian Dobson)

LOCO NOTES

Steve Roberts

The last few months have been ones of ups and downs as far as our locos have been concerned. We have managed to come through the season but we have burnt some of that precious midnight oil on occasion in an endeavour to keep our head above water and provide the locos requested by the Traffic Manager.

385

As suggested last time, a meeting has taken place between the Railway and the Trustees of the Steam Power Trust. In simple terms, the agreements for **385** and **1310** have been renewed. It is our intention to return **385** back to running order as soon as time and finances allow. For the short term, the loco is stored at the back of the platform but it is intended to bring the loco into the new museum building as soon as space can be found; probably during the early part of next year.

1310

This popular N.E. tank loco has continued to perform relatively faultlessly over the remainder of the season and is currently available for traffic. Some attention has been given to the injectors to maintain

their reliability. The loco has developed a tendency to drop firebars on occasion and this resulted in its failure on 31 October when a large part of the firegrate collapsed. It is possible that we will have to invest in a new set of firebars before next year. Routine maintenance over the winter is all that is presently planned to enable the loco to take its place on next years roster.

1625

The little Cockerill continues to perform relatively faultlessly and satisfactorily. It has required only minimal attention to brake cylinder and piston glands over the past few months. It is currently out of traffic awaiting its annual boiler inspection. Next year is the last full year of availability as it will then become due for a full boiler inspection, requiring removal of the boiler from the frames.

67

Work on the Ship Canal tank has again been virtually non existent over the last few months whilst priority has been given to other loco work. However, some progress has been maintained and the LH tank repairs have now been completed and the first of several coats of paint applied. The cab roof has recently

been extracted from its long term resting place at the south end of the yard and work will commence imminently on repairs to this. This will essentially leave the boiler repairs as the main outstanding work. With no major trackwork planned this winter we should be in a position to progress this aspect fairly rapidly (famous last words!) and this powerful tank should be available early next season.

1601

There is really positive news to report on this loco at last! After many months of negotiations, we have agreed to sell a share in this locomotive to one of our stalwart members on very favourable terms. The deal is similar in many respects to that existing on our other part Railway owned locomotives and effectively gives the Railway complete control over the use and future of the locomotive. The prime object of this part sale has been to obtain a sufficient cash injection to enable us to purchase a new boiler without recourse to breaking the bank. Within days of the agreement being signed, a new riveted boiler was ordered from the Bradford firm of Israel Newton & Sons Ltd. A snip at £35,100!! On top of this we will have to pay out about £2,000 for transport and insurance company inspections. The boiler will be built

along traditional lines but will incorporate some design improvements over the original to take account of modern safety requirements. Examples of this are the substitution of the existing lap seams on the boiler barrel with double riveted butt straps and the repositioning of the gauge glasses so that the bottom valve is above the firebox crown. Delivery of the new boiler is not expected until late next year but we are hoping that this can be improved upon. As a consequence of these recent events, some work has been carried out on preparing the loco for removal of the old boiler which will be sent to Newton's to act as a reference during the building of the new boiler.

2387 BROOKES No.1

Good news to report on this loco, as well. The new boiler arrived from Winson Engineering during September and was immediately dropped into the frames. Since then there has been much frantic activity expended to complete the loco. Many unforeseen problems have had to be overcome in fitting the various parts to the new boiler, which is of fully welded construction and, of necessity, differs slightly from the original. Examples of this are the fitting of the combination injectors to the boiler backhead. It was found the theses would not fit as designed

but this was overcome by fitting the original right hand injector to the left side and vice versa with the left hand one. However, this then meant that the various associated pipes no longer fitted and some modification has been necessary to these. The conversion to a side tank loco has also necessitated some modifications to auxiliary equipment such as drain cock operating linkage.

What has not so far been announced but has not been a well-kept secret is the fact that the loco has now emerged as 'Thomas', hence its conversion to side tank and repainting in the famous blue livery. The owner has been in negotiation with Britt Allcroft over this for several months and has only recently concluded these. Our imminent Thomas event over the first two weekends of November caused much crystal ball gazing and thought. If we could have the loco ready for our own events would save the very considerable costs of hiring in a loco and transporting it. It was touch and go but the loco was first steamed on 27 October and passed its insurance exam on 29 October. Various jobs remain to be completed but the loco is sufficiently finished to allow it to operate on our Thomas weekends. Indeed, the loco was pressed into service to operate the last train of

the day following the failure of 1310 on the 31st October (see above)

Whilst 2387 will spend the winter with us and will return frequently, it is a condition of the agreement with Britt Allcroft that the loco will be officially stabled in the Midlands. Already various visits to other lines are in the pipeline and will hopefully come to fruition.

2103

Much midnight oil was expended to get this loco back into steam in time for our Autumn steam gala and it is pleasing to report that this was successfully achieved. Steam was first raised during August and this showed that various problems required rectification before it could be released to traffic. Chief among these were the fact that both injectors would not work satisfactorily. The problem with one injector was easily overcome - some vital parts had been left out on assembly! Dismantling and cleaning of the other injector has effected some significant improvement but both injectors do tend to waste water when in use.

The loco has now taken its place on the roster and is seeing regular use. It is proving to be a useful addition to the fleet.

54

Work progresses, albeit slowly, on the overhaul of our Sentinel at the Buckinghamshire Railway Centre. To progress this work, we have recently taken the opportunity to purchase a spare firebox which is being fitted to the boiler. This has cost us £250 which, incidentally was exactly the same price of the last new firebox supplied by Sentinel to British Railways in 1957! (We bought that from BR for £20 in 1961!)

1210 SIR BERKELEY

Sir Berkeley has been available for most of the season. It did, however fail to run at our Autumn Gala as it was required by its owners to be on the Worth Valley railway on that date. Problems with a badly leaking regulator have led to a new regulator valve being machined and fitted. The old one was of steel and had corroded badly. Our replacement is of cast iron which is a much more suitable material for this.

The loco returned to Middleton metals at the beginning of October but, although available, has not been used since. Next year is the last full year of its boiler certificate and it is likely that it will remain at Middleton throughout the year. Discussions are presently ongoing

with a view to an agreement with the owners over the locos future. It is likely that we will undertake the mechanical overhaul of the loco with the boiler being sent away for any work that is required. In return we will have free use and the loco will be based at Middleton when not required elsewhere.

7401, 91, D631, D577, 138C, Rowntree No.3 and 1786 are all serviceable and are used as required. All other locos remain stored, awaiting repair.



INTERNET WEBSITE ADDRESS

The Middleton Railway Internet Website can now be found at:-

<http://www.middletonrailway.org.uk>

This change has been made in order to provide a more user-friendly and independent URL at which to log-on.

The Railway's e-mail address is also being changed to:-

info@middletonrailway.org.uk

FROM THE DESK OF THE MARKETING OFFICER

Howard Bishop

Members will be interested to know that in the Heritage Railway Association's annual literature awards presented at Ravenglass in September, in the Leaflet Section the Middleton Railway's 1999 leaflet was rated seventh out of 37 entries. Our near neighbours, Keighley and Worth Valley Railway came second, with the Embsay and Bolton Abbey Railway receiving first place, so Yorkshire was well represented. We are hopeful that our leaflet for 2000 will receive an even higher rating. Art and design work has again been undertaken at cost (a bit of parental arm twisting) by Andrew Bishop of Newark, and as I write these notes the order for next year's leaflets has been placed with our near neighbours, John Blackburn Limited, Print and Marketing Solutions, of Old Run Road, Hunslet. We are greatly indebted to them again this year for offering to sponsor 50% of the printing costs, a considerable saving on our Marketing budget.

By the time these notes appear in print we shall be nearing the end of our 1999 running season. The Annual Gala weekend will have

gone, the November "Thomas" will be upon us and Santa Specials will see the year out.

We can't underestimate both the commercial and public relations value of the "Thomas" phenomenon on Heritage Railways. Preserved railways need "Thomas" for their futures, for the next generation of enthusiastic volunteers must come from children weaned on "Thomas the Tank Engine and Friends". "Thomas" does have an incredible following. There needs to be a balance between the Britt Allcroft concept of a "theme park event" and a realistic individual railway scene.

This is perhaps a time for reflection. Over recent years Heritage Railways have experienced a subtle but nevertheless noticeable shift of emphasis. Whereas at one time many preserved railways were viewed chiefly as a hobby activity for a few dedicated enthusiasts, we are now recognised as an integral part of a tourist and leisure industry, by the public, by tourist authorities and local authorities, and by other tourist attractions. The question arises, "Can we survive in an increasingly competitive area?" for each year there are more and more counter-

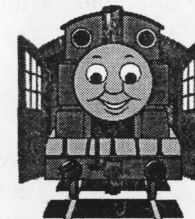
attractions springing up to tempt people away from our particular venue.

Statistics being thrown up by our customer survey show that there is no shortage of first-time visitors to our Railway, at special events and on normal service days. But to survive and prosper those first-time visitors need to be converted to visitors who are coming back on repeat visits. We have to offer an experience that makes them want to come back with their families a second, third and fourth time. So we need to look at the product we offer. Not only do the locos hauling our trains need to be immaculate, the coaches also need to be in good serviceable condition. And what about the lineside environment? Are there weeds, and rubbish lying around? What we may view as valuable spare parts may be viewed by visitors as a rusting eyesore! Should they be moved and put out of sight? Is our timekeeping good? What about the general cleanliness of public areas, and the friendliness of our staff in dealing with the public and making them feel so welcome that they cannot afford not to return?

These are areas we can all reflect on, and more importantly try and help to improve in the future.

"THOMAS" THE TANK ENGINE PRIZE WINNERS

*The competition prize winners
For the November event are...*



***Rebecca Campbell,
16 Henconnor Avenue,
Leeds LS7 3NW***

***Katie Hornshaw,
3 Knightshill,
Whitkirk,
Leeds LS15 7AU***

***Elliot Harris,
49 Briarmains Road,
Birstall WF17 9QT***

***Stephanie Sixsmith,
25 Lonsdale Close,
Belle Isle,
Leeds 10***

Congratulations To All

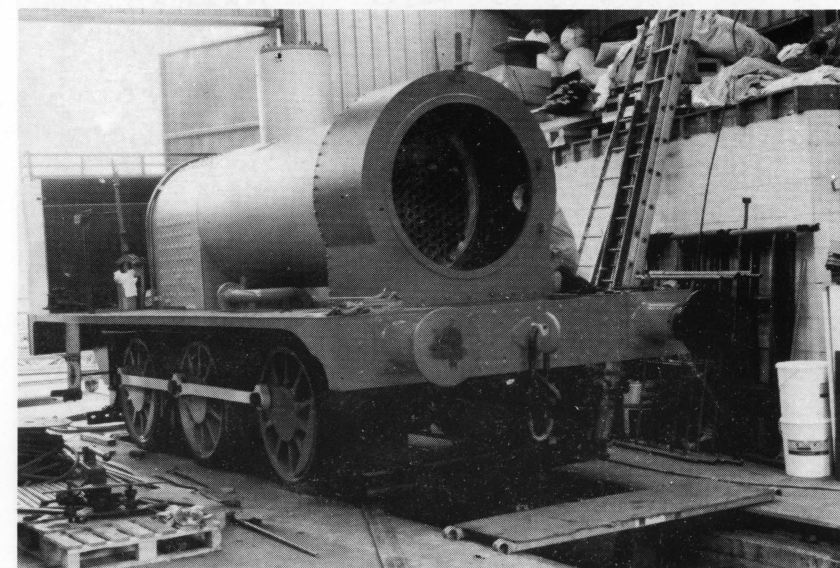
These two pages give an insight into a small part of the vast amount of behind the scenes work our regular **Volunteer** Working Members achieve to keep the railway running. (Are you interested in joining us?)
Tel. 0113 2710 320



Graham Parkin prepares 2103 for 'lining out' (with a tin can !)
(Photo: Ian Dobson)



The 'MRT Gang' seen repairing the track at Moor Road level crossing 3.7.99
(Photo: Ian Dobson)



Mid Sept. '99. Will Thomas be ready for its first outing on November 6th? See next Issue (Photo: Graham Smith)

1999 GALA GALLERY



1310 waits to cross Moor Road with a Gala Special. (Photo: Graham Smith)



Annie seen on the Balm Road Branch with her demonstration goods train. (Photo: Howard Bishop)



Visiting vintage vehicles Wallace Arnold Coach, Scammell Tractor Unit and Garrett Steam Wagon (Photo: Howard Bishop)

'Lilian' fully working Fairground Organ. (Photo: Graham Smith)



TIMES PAST - Autumn 1846

THE FARNLEY IRON COMPANY: Sheila Bye

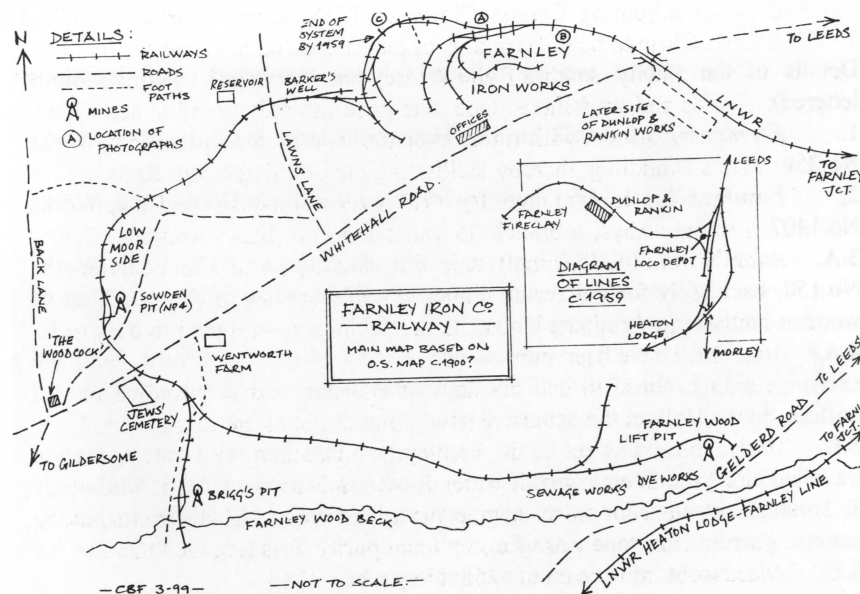
The subject of this issue's Times Past initially might not seem to have Middleton Railway connections. However, the Middleton coal and fireclay pits on the S.E. corner of Leeds, and the network of railways which served them, were mirrored from the mid 19th century onwards by the pits and related railways at New Farnley, on the S.W. corner of Leeds. The same beds of coal and fireclay lay below Middleton and Farnley, stretching even further westwards to the Low Moor, Bowling and Bierley areas south of Bradford. West of Middleton, beds of ironstone also existed so, whilst only coal and fireclay were exploited at Middleton, the more westerly sites supported substantial and world-famous ironworks.

In 1799, the manor of Farnley, mainly farms and weavers' cottages, with a scattering of small coal pits, was purchased by James Armitage of Hunslet, a cloth merchant who lived at Carr Hall, c.100 yards west of our Moor Road Station, and who, in his younger days, owned property on the edge of Leeds adjoining Casson Close. In 1758, when Charles Brandling leased Casson Close to be the terminus of his Middleton to Leeds waggonway, the area immediately south of the Close was occupied by small yards, cottages, stables and workshops. One lane gave the only possible access, and the nine property owners with rights over the lane granted permission for its use by Charles Brandling, thereby facilitating the building of our Railway; one of the nine was James Armitage. By 1787, when Jonathan Teal mapped the Middleton waggonways, a branch 35 yards long, labelled 'Armitage Staith', ran westwards from the (original) main line, slightly north of our Station site. This was probably for delivering domestic coal supplies to Carr Hall, or the more recently built Armitage House, though James was reputed to be a miser, so deliveries may have been infrequent!

Armitage chose to end his days in Hunslet, and he installed his son Edward in the Hall on the extensive newly-purchased estates at Farnley. It was Edward's four sons who set up the Farnley Iron Company in 1844, in order to fully exploit the mineral wealth beneath their inheritance. As at Middleton, there was coal ideal for steam engine firing and coal ideal for iron smelting, and the Farnley ironstone was of exceptional purity. It is recorded that the first blast furnace went into use on the 25th November, 1846.

A fireclay works started in conjunction with the ironworks, producing

furnace-lining bricks, as well as bricks for building the new village needed to house hundreds of workers who flooded into this quiet country area in the 1840s and 50s, mainly from other iron-working areas. A school, Mechanics' Institute, Co-op shop, and corrugated iron church were built for the village, and a nearby cottonmill was purchased to employ the womenfolk. There were NO pubs, leaving toppers with a long sobering walk home from beyond the village! Apart from pubs, the Farnley Iron Works and its village were largely self-sufficient. During the last quarter of the 19th century, however, there was a depression in the British iron and steel industry, and the Farnley company never recovered from this, as they persisted using the uneconomical coldblast process. The works was sold during the 1910s, and used for a short time by various other firms. The fireclay trade continued from 1927 until (I think) the 1960s, as the Farnley Fireclay Company. Most traces of the works, as well as most of the workers' village, have since disappeared. The magnificent glazed brick (Farnley of course) single storey office building still adorns Whitehall Road, however, near the entrance to the modern light industrial/commercial estate which now occupies the site.

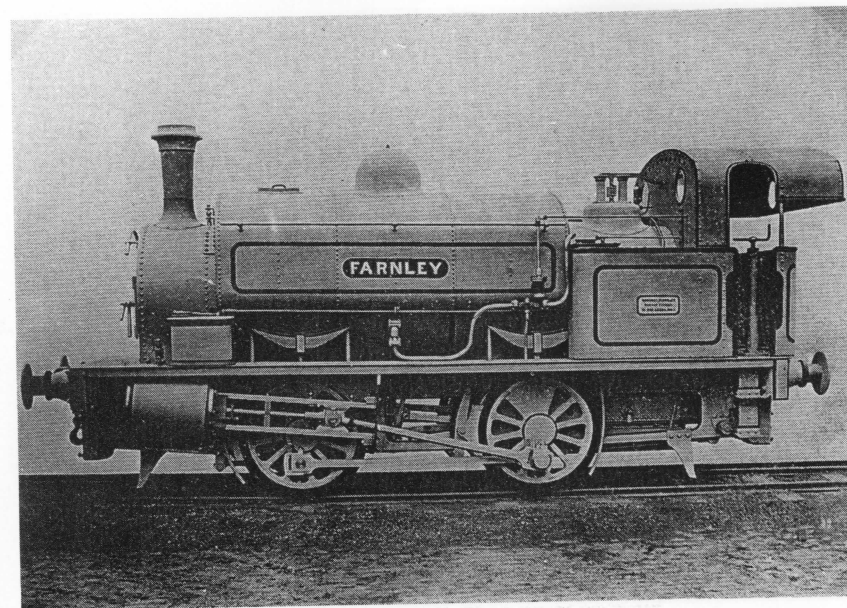


INDUSTRIAL STEAM AT FARNLEY: Colin Foster

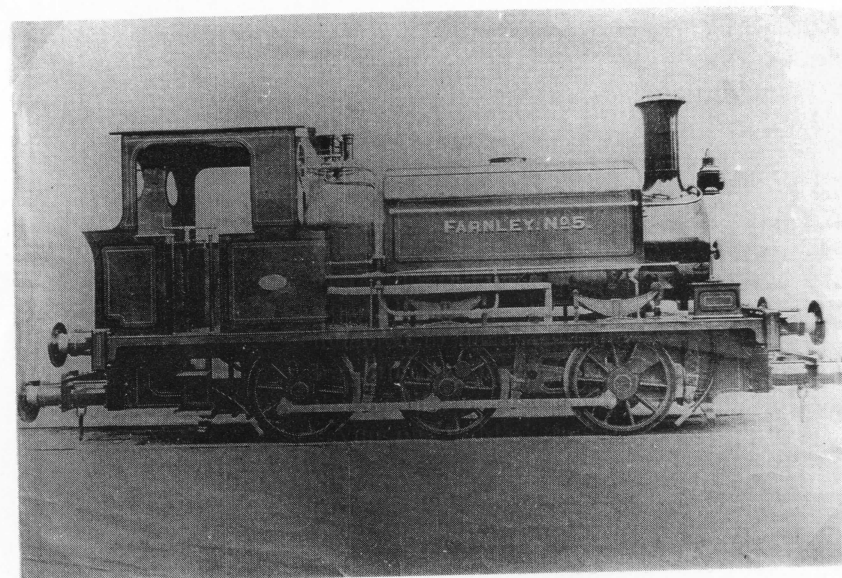
Most of the accompanying photographs show operation on the railway of the Farnley Fireclay Co., glazed bricks and sanitary ware works, Leeds, during its last years of use. This was the remnant of a once extensive system owned by the Farnley Iron Co., which is shown on the accompanying map. The network originally connected the various pits and works buildings. The railway operations were archaic to the end, and were not modernised in any way; just look at the train of chaldron wagons! There were internal movements on the site by rail using the company's locomotive, and the despatch of products through a branch connection with British Railways (LMR). This latter traffic was carried in 'Palbrick' wagons and collected by a 'Jinty' 0-6-0T No.47569 from Farnley Junction shed (55C). As well as the 'Jinty', the photographs show two of the locomotives that were owned by Farnley Iron Company, and the last active locomotive in the days of Farnley Fireclay Company.

Details of the photos are as follows (photos numbered, map locations lettered):

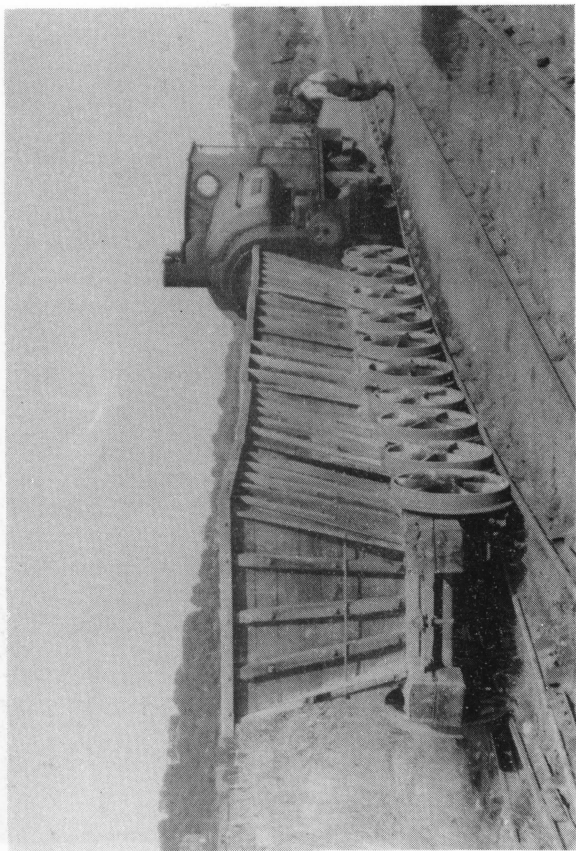
1. *Farnley* No.3 0-4-0ST built by Hudswell Clarke & Co. in 1883, Works No.250
2. *Farnley* No.5 0-6-0ST built by Manning Wardle & Co. in 1898, Works No.1407
- 3.A. *Atlas* No.18 0-4-0ST built by Avonside Engine Co. in 1906, Works No.150, ex Firth Brown's Atlas Works, Sheffield, seen shunting a train of wooden-bodied chaldron wagons.
- 4.A. *Atlas* No.18 taking water in the Fireclay Co. works yard, with the exchange sidings for British Railways traffic behind. Notice the two sets of buffers, the lower ones being for chaldron wagons.
- 5.B. 'Jinty' 0-6-0T No.47569, arriving at the Farnley system having travelled along the branch from Farnley Junction. Note the elderly Mackenzie & Holland signal, with its wooden arm and slotted post, similar to N.E.R. pattern, guarding the yard entrance.
- 6.C. *Atlas* No.18, at the end of the Farnley line!
- 7.A. *Atlas* No.18 in the same location as Photo 4.



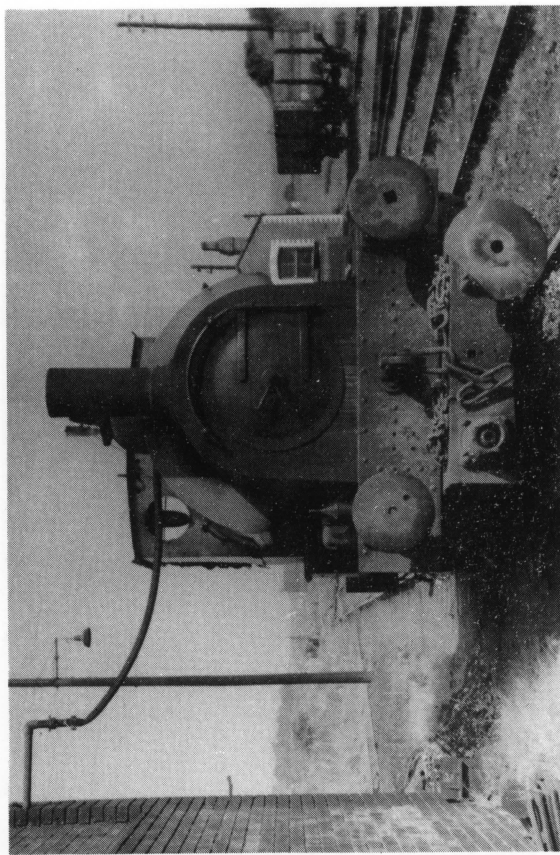
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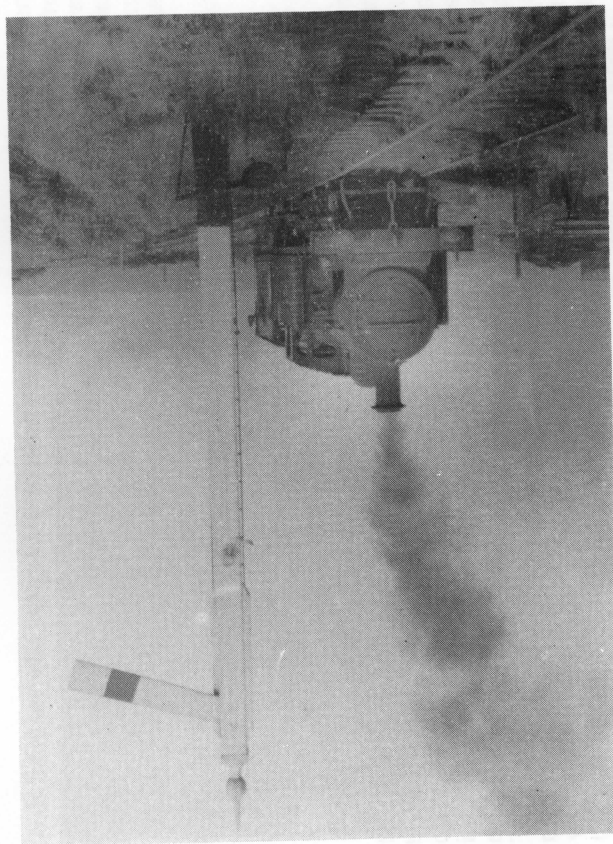
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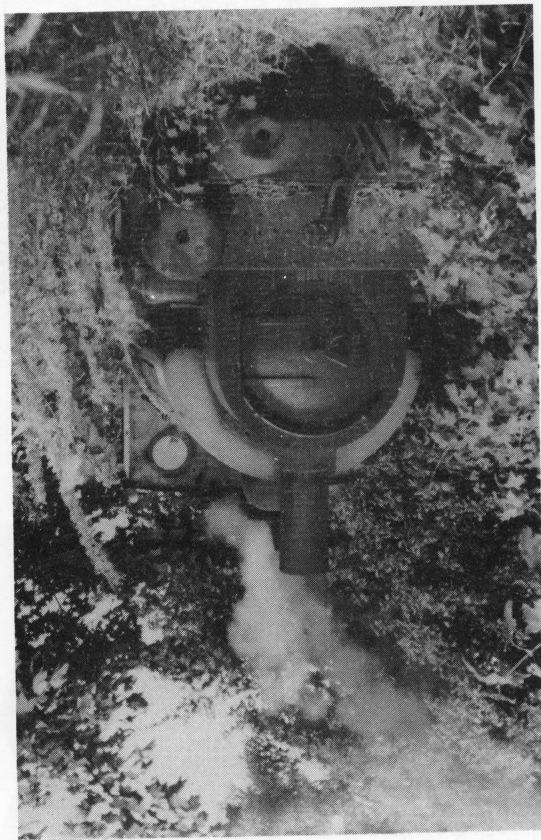
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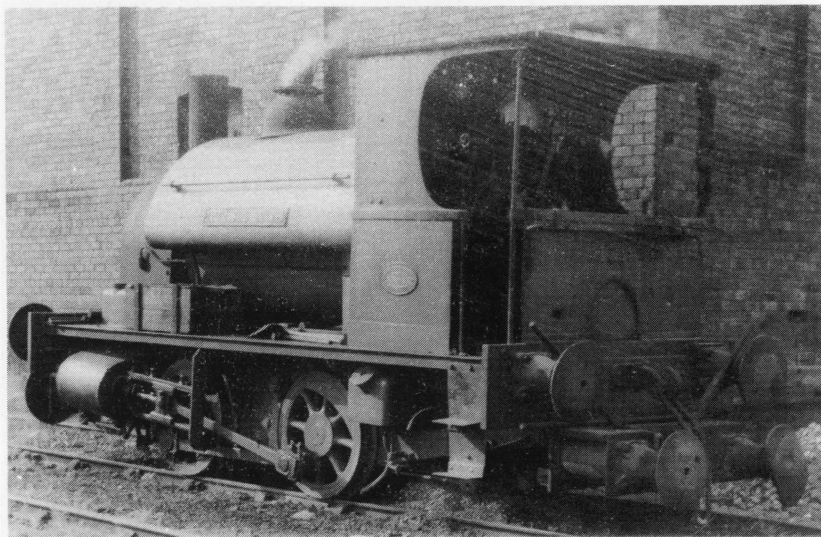
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5.



6.



7.

REMEMBERING FRED

On Saturday morning, 10th July, a very special ceremony took place at Moor Road Station, in honour of a very special man, our Founder and first Chairman, Fred Youell, who died last December.

Fred's widow, Susan, had decided that his ashes should be divided, one half going to the East Anglian Railway Museum which houses his treasured Great Eastern locomotive, and the other half coming to 'his' Railway - the Middleton. After some debate, the excellent idea was decided upon that Middleton's half of Fred's ashes should be buried beneath the main running track alongside the Moor Road platform, so that in effect he became a part of his beloved permanent way. (For a long time Fred had termed himself our Permanent Way Advisor, and he really was an expert in this as in most other aspects of railway work and operating procedure.)

The ceremony began with a short introduction by current Chairman Steve Roberts, after which past Chairman Ian Smith spoke about Fred's work for the Middleton Railway and his own early memories of Fred. Then Susan Youell shared some memories with us of the early days of the Railway's preservation in which, incidentally, she played a considerable part herself. One of her memories concerned our wellknown Middleton 'Titfield Thunderbolt' style incident, when local residents brought buckets of water to help the stranded and almost dry Sentinel. An aspect of the tale which I'd never heard before, however, was that Fred had rung Susan and asked her to fill all their own household buckets etc. with water and rush them by car to the Railway from the other side of town! Finally, the Reverend Philip Clarke, a Chaplain at

Leeds Infirmary who had given Fred much comfort and friendship during his several sojourns at the Infirmary during the last two decades, spoke of his memories of Fred and gave a blessing, after which he and Ian Smith together buried Fred's ashes beneath one of the sleepers. A memorial plaque has been placed nearby, on the museum shed wall. Strangely, way back in July 1962, Fred had written a piece for The Old Run on railway epitaphs which, after some speculation about the great railway engineers continuing the Gauge Debate in Heaven, continued with the prophetic thought that:

Whether we join them, or whether we go to where a fireman's training will be useful, how nice to think of being where, some six feet above us, the train thunders by as long as mankind survives.

The guests who attended the ceremony on 10th July included some of our founder members, and others not so much later on the scene. It was interesting to listen to their memories of pioneer standard gauge railway preservation, and to hear their comments about the modern Middleton Railway, which most of them seemed impressed by and some of them positively astounded - mainly by the facts that it still existed and that it had obviously advanced so far beyond their 1960 expectations. Though many of these members and former members had put in sterling work on what must then have seemed an almost hopeless case, it was nevertheless mainly due to the vision, obstinate tenacity, and sometimes singlehanded labour of our first Chairman that the Middleton Railway survived to enter its fifth decade of preservation at the end of this year. How nice to think that Fred will always be - quite literally - a part of the Middleton Railway, just as he imagined thirty seven years ago.



Ian Smith, Susan Youell and the Reverend Philip Clarke, seen during the ceremony on Saturday 10.7.99 (Photo: Ian Dobson)

MIDDLETON LODGE

In 1769, the Brandling family, Tynesiders who owned the land and mines etc. at Middleton during the 18th and early 19th centuries, replaced the then unfashionable Middleton Hall with a more modern residence, Middleton Lodge. The Lodge survived the mid 19th century departure of the Brandlings, and became the home of one of the partners in the Middleton Estate and Colliery Company. Sadly, it did not long survive the late 20th century departure of its last occupiers - the local golf club. The house could have become many things - local museum, prestige offices, functions venue, etc., etc. However, it remained abandoned, vulnerable to vandalism and arson. Burnt out and boarded up, it became 'a dangerous eyesore', and in 1997 this interesting and historic building was demolished. Mrs. Dorothy Hebden, life-long Middleton resident, long-term MRT member (like all her immediate family), and respected member of the MRT Schooldays teaching team, was determined that the Lodge and its significance as home of the Brandlings should not be forgotten. She interested local Councillor Jack Dunn in the idea of a memorial for the house, and eventually he was successful in securing permission and funding. A redundant vintage wagon wheel was donated by the MRT, and set up on a post, with a plaque informing passers-by that "Middleton Lodge Stood On This Site 1769 To 1997 Built For Charles Brandling Esquire (1732 - 1802) Lord Of The Manor Of Middleton Founder Of The Historic Middleton Railway".

(This report failed to join its accompanying photo, which appeared on p.22 of the last issue and no doubt left some members wondering what the significance of Middleton Lodge was to our Railway! Accompanying photo repeated from last Issue.)



Above: Inauguration of the Middleton Lodge memorial on 13.5.98.
L-R Mrs. Dorothy Hebden, Mrs. Linda Middleton (local Councillor, then Lord Mayor of Leeds), and Ian Smith (then MRT Chairman). Photo: Ronnie Hebden

THE MIDDLETON RAILWAY TRUST LIMITED

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Membership Subscription Rates

Full Trust Members £8.50 O.A.P. Trust Members £5.00

Junior (M.R.A.) Members £5.00

Family Associates of Trust Members £1.00 Life Membership £125.00

SPECIAL EVENTS IN 2000

A 'Day out with Thomas'	March 25, 26 April 1, 2 and November 4, 5, 11, 12
Easter Bunnies Weekend	April 21, 22, 23, 24
Postman Pat's Special	May 13, 14
40th Anniversary Gala	June 17, 18
Volunteers' & Members' Open Day	July 9
Teddy Bears' Picnic	August 6
Steam Extravaganza !	September 23, 24
Santa Train Services	December 3, 9, 10, 16, 17, 23, 24

Special Events trains usually operate every 30 minutes from 10.30 to 16.30.
Please ring the Shop (0113) 271 0320 prior to the event for further information of
prices etc.

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