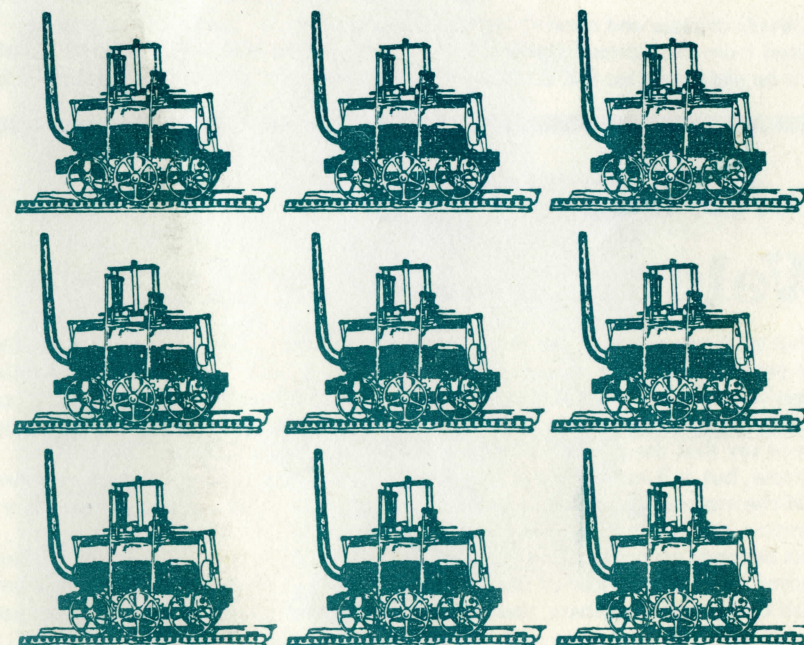


# THE OLD RUN

SPRING  
1973



JOURNAL OF  
THE 1758 MIDDLETON RAILWAY TRUST  
LEEDS



# THE OLD RUN

VOLUME 10 NUMBER 8

SPRING 1973

EDITOR: Mervyn Leah, 134 Frobisher Road, Bilton, Rugby, Warwicks.

The Editor invites all readers to contribute articles, news items, letters, photographs and drawings. All contributions should include the reader's name and address. Opinions expressed do not necessarily reflect those of the Middleton Railway Trust.

The next issue will be published in July, and all contributions should reach the Editor by 9 June.

Details of rates and conditions for advertisements in The Old Run may be obtained from the Editor. General enquiries about the Middleton Railway Trust should be addressed to: Mr. B.W. Ashurst, 18 Inglewood Drive, Otley, LS21 3LD.

## EDITORIAL

### Welcome Advertiser

What we hope will be a significant new venture starts in this issue, with the first of the promised features produced by and (primarily) for members of the Middleton Railway Association. The Association Advertiser, as the MRA have decided to call their section, will we hope be one of the livelier areas of the magazine. It may be a cliché to say that the junior members of today are the backbone of the society tomorrow, but it is none the less true for all that. The junior members now have a part of the magazine to themselves, and we hope that this may help get over any 'generation gap' we may have in the Trust. Of course, like The Old Run proper, success depends on not waiting for the next man to do all the writing and sending in of photos, and if the whole of the Advertiser is to be written by a couple of over-worked Committee members, then it will not succeed. So once again, over to you, dear readers! You now have even less reason to think you have no say in the Railway's affairs . . . . .

OPPOSITE PAGE: Waiting for the customers — No 54 and passenger train at Moor Road in October 1971.  
(Photo by Tom Apperley)



## LETTERS TO THE EDITOR

# SWANSEA

Sir,

I note from your Winter 1972 edition that John Edwards is suggesting that consideration be given to scrapping "Swansea", since the locomotive has less historical importance than was formerly supposed.

However, I submit that a very great deal of time, effort and money has already been put into the engines, much of it freely donated by individual Members at no cost to the Trust. I say "engines" deliberately, as MD & HB No. 21 must not be forgotten in this context. Swansea as standing at present occupies but a small amount of siding space, and there can be no justification for scrapping the locomotive just because it is there.

I would suggest that Mr. Edwards thinks again before advocating the destruction of somebody else's hard work. Your readers will not need to be reminded of the uproar that followed the destruction of the Swansea and Mumbles coach, and the resulting damage to the Trust's reputation as a serious preservation society.

Leeds 16

R H Roberts

Sir,

Please do not cut Swansea up for scrap, as has been suggested. This would be the height of folly, and everyone knows exactly what would happen — remember the Swansea and Mumbles coach! If we cannot get rid of her to another responsible body, We can always preserve her ourselves, painted up with 1758 MIDDLETON RAILWAY TRUST or some other such notice on both tank sides, coupled to the restored Middleton wagon and parked on a piece of track at Whittakers. That way, the only time and effort needed would be a periodic clean-up, and we would get some useful advertising out of her.

It should also be remembered that Bynea Steel, who gave us the loco in the first place, did so with the intention that she should be preserved, statically or otherwise, and to destroy her now would be to go against their original wishes.

Leeds 10

IAN B SMITH

Sir,

About Swansea. I don't care who else has got one. I like ours and I want to keep it. When we are sorted out at Hunslet Moor, doesn't everyone agree that it will make a lovely, vandal-proof, let-the-kids-do-their-worst advertisement for the railway — especially painted bright orange?

Otley

BRIAN ASHURST

## Grassroots

Sir,

I feel that the letter written by Charles Oldroyd, and printed in your last edition, stands in need of an answer. In that letter he criticised several parts of the MRT organisation, on the grounds of under-achievement. The nub of the matter is this; all those who work for Middleton do so voluntarily and unpaid. However much, or little they do, deserves the approbation and thanks of the membership.

As for the Publicity Sub-Committee, the allegation that it achieves little is true; its function is one of co-ordination and the generation of ideas. Many of its members, however, work hard and achieve much — ask Derek Plummer how many exhibitions he went to last year.

In an organisation like ours, simple criticism of its officers is out of order. Only the person who says, "I can do your job better than you can", and is prepared to honour that claim, should criticise. An opportunity comes round for you at every AGM, Charles!

Leeds 12

CLIVE HURST

Sir,

I can't resist replying to published letters, especially outrageous ones like in the Winter 1972 Old Run.

What Charles was thinking of I don't know. Where are all these members who "not infrequently" don't get their membership cards? They don't tell me! Alas, the boot is on the other foot — it's me who has to chase a lot of them up. The publicity committee (I am not on it) achieves a great deal in the way of attracting special parties to the line, but they need the support of all members — publicity is not achieved by a committee waving a magic wand.

I suggest 'Frustrated' should see a Doctor at once — he knows the one I mean!

Otley

BRIAN ASHURST

Sir,

As this issue of "Old Run" goes to print, I could not help noticing the criticism of my letter in the Winter 1972 issue, and I feel that a further word on the subject of *who - is - or - who - is - not - doing - what* is in order.

Firstly, to answer Brian Ashurst's query as to the accuracy of my comments on the membership system. My circle of close friends in the Trust is ('understandably' they cry!) small, but yet I know of no less than four cases of membership fees having been paid, but no cards having been provided. Two of these members are prominent officers of the Trust, and one even pays by Banker's Order! If the system can overlook such people as these, what price Mr. average member? I admit however, that I personally have never suffered such misfortune.



Secondly, in reply to Clive Hirst's letter, dealing with my criticism of the Publicity Sub-Committee. I meant to criticise the Sub-Committee as a body, and not its individual members for their role. As is made clear elsewhere in this issue, Derek Plummer does an excellent job, and it was never my intention to damn him, or anybody else. However, the purpose of the Publicity Sub-Committee is to publicise the railway, is it not? The results of the survey conducted by Ian Smith would, I think, indicate that the Sub-Committee does not achieve its purpose. Only 12% of the people questioned visited the line through our own publicity — not an overwhelming number. Only by putting something into publicity can we hope to get anything out of it, and this could perhaps be one aim for '73.

Leeds 6

Charles Oldroyd  
Old Run Production Manager

Sir,

Brian Ashurst need look no further than Mr J R Cowling's article in the last issue of The Old Run to discover why so many people fail to renew their membership of the MRT. When the passenger train driver is found to be suffering from a hangover and intolerant of anybody else's enthusiasm and effort, is it any wonder that new members rapidly become discouraged? Making rude gestures at innocent photographers may be funny to some, but it is neither good publicity nor good public relations.

Whilst I appreciate that Mr. Cowling's article was intended to be humorous, it bears far too much relation to actual practice on the line to be funny. The negative and irresponsible attitudes revealed in the article can only serve to damage the Trust's reputation and long-term prospects. Nothing less than a thorough shake-up at all levels will suffice to retain the existing membership, let alone attract new members.

Leeds 16

R H Roberts

## Spelling!

Sir,

Please can you spell Garnet Road correctly in future? Everyone spells it with a double 't', and I had to go and look to convince myself that it only has one. After all, it was named after a precious stone, not yer actual Alf!

Leeds 13

JIM LODGE

## GROUPS...

The Middleton is a strange Railway. Full of kinks and twists, dips and bumps, dissensions and arguments. Set amid unique scenery. It nevertheless creates a fierce loyalty in its members. Those active members, that is, on and off the line, who become involved in the day to day crisis which is the norm of its existence. And it is a crisis, make no mistake about that. I am a relatively new boy around here, but I have learned to classify the greatest crisis we face — membership — into four main groups:-

Group I, the "Few" to whom so many owe so much, that could well become an historic phrase. The Charlie Drakes, manual and others, who put the interests of the Trust high on their list of priorities, and spend time, effort, and money in a spirited (and noisy) attempt to do a Fiennes. The engineers, a peculiar lot who are not often Civil, or Permanent, but perform Mechanical marvels with a minimum of equipment and a maximum of sweating and swearing. Engine crews; traffic workers; painters and decorators; scroungers; make do and menders; and the least popular lot, the criers-out of propaganda, the scribes, and the organisers, who are often the same lot with different hats and cleaner faces.

In Group Two (or II, if you prefer) are the "Mini-helps" who are often the severest critics of Group I, next to other members of Group I. I would like to thank them for the five minutes' hard graft they put in to impress the girl friend, before retiring, exhausted, for another six months with their strange war cry, "You haven't made much progress". I do so agree with them. If you Group II'ers spent just a fraction of the breath you waste in destructive criticism actually working, on or off the tracks, we would be in danger of nationalisation as the successful rival of Britain's other major railway!

Stop standing back to get an overall view, and help the girl of thirteen emptying a ballast truck, or the chairman knocking in keys, the secretary pulling up weeds, the model railway group (of which I am a "sleeping member") and the long-suffering catering staff. We cannot all be engine drivers when we grow up, but we can close our mouths when we have nothing useful to say, take off our hypothetical jackets, and DO something.

The "Deadwooders" make up the small but vociferous Group III. They usually appear co-incidentally, (with tales of unflagging efforts in the warm and sheltered corridors of power), with the arrival of some visiting dignitary. They are the "busy" people who accomplish nothing, but complain because the willing horses are unable to find more than twenty four hours in a day to polish their railway. I have a suggestion (as well as the obvious one). Do a Capability Brown on the Moor Road and Middleton termini. Then we could be pretty as well as practical. You must hurry; the Motorway will be landscaped by 1975, and we shall be lost in the flood of verdant foliage and leaded petrol fumes.

Group IV are the great silent majority. "Blessed are the silent, for they shall not hurt my ears" — besides, their subscriptions are useful. And what can you do? You can tell your friends about your railway, you can display Mr. Bushell's car stickers and posters, and you can help me by buying the stock we have on hand at the (almost) bargain prices asked. Or better still, you can sell it, preferably at a profit, to anyone with spare shekels or brass, depending upon your location in the Home County or Yorkshire or its dependencies.

TOM APPERLEY



# OLD RUN NEWS

## Fund raiser

As a means of raising money for the loco shed, the 'yard people' have started a round-robin scheme, with volunteers contributing a fixed weekly sum of 25p. Members who come down to the line regularly, pay up their 25p each Saturday, but anyone can join in by sending a monthly or quarterly cheque or postal order to: **Peter Nettleton, 31 Barkly Road, Leeds LS11 7JS.** Money is currently coming in at an annual rate of around £150, but, excellent though that is, it isn't going to buy a lot of loco shed. So how about sparing the price of a couple of pints each week to help things along?

## Sales talk

Colour slides of "No. 6", "Carol", and "John Courage" are now available. By the time "Old Run" goes to print, it is hoped that similar slides of the new Peckett and the new Danish loco will be available.

Printed bags are now in use at the platform shop, and will be used at all future exhibition sales stands. The Trust must extend its thanks to Tom Apperley for this venture.

The platform shop is being fitted with a new counter as this issue goes to press, and will be ready for use in time for the next season.

Tom Apperley is at present engaged in the construction of a new small stand for use at smaller exhibitions when the large stand is required elsewhere simultaneously.

## On the line

HE 1697 is stopped for overhaul to its fuel pump and governor, but at the time of writing all other diesels are serviceable. HL 3860 has satisfactorily undergone its hydraulic test, and both it and P 2003 have been passed by the boiler inspector. The Sentinel is also serviceable.

The repainting of HC 1309 has been slowed down by the winter weather, but continues nonetheless. As reported elsewhere, this locomotive was turned to face chimney uphill to Middleton, the low-loader which brought P2003 being used for this otherwise tricky operation! All our conventional steam locomotives now face this way, which may not please the enthusiast photographer, but is essential for efficient and safe operation. Work on WB 2702 also continues, and this locomotive is expected to return to service in the near future.

The joinery team have fitted a new front to the paint container, and then turned their attentions to putting gates on the brake-van, to prevent children from dangling their legs from the moving train. They have also been installing a new counter in the sales container at Tunstall Road.

PW effort has concentrated on resleepering the passenger line, and it is anticipated that all defective sleepers will have been replaced in time for the start of passenger operation at Easter.

JIM LODGE

## Publicity

Middleton will be represented at the Harrogate Model Railway Exhibition which will be held on the Saturday, Monday, and Tuesday of the Easter weekend. Our sales stand, minus the model railway, will promote the Railway at this Show.

We have been invited to attend the Otley Model Railway Exhibition, to be held in the Bridge Church Hall on April 28th.

The Trust has received an invitation to attend the 1973 Neville Hill (B.R.) open days. On April 28th and 29th the yard will be open to visitors between the hours of 11.00 – 18.00. Free film shows will be given, live steam will be in evidence, and "Bitten" and "Sir Nigel Gresley" will be there for the event. A d.m.u. service is to be operated by B.R. from City Station to Neville Hill during the open day period, and will run at frequent intervals.

The M.R.T. has been invited to attend the Sheffield Model Railway Exhibition in August.

## Membership

We extend a warm welcome to the following new members: Michael Dobson, Woodlesford; Barry Wood, Leeds 9; Trevor Widdison, Leeds 10; Robert Avery, Knutsford; Prof. J. Körting, Karlsruhe, West Germany; Joanne Lodge, Leeds 4; Richard Barber, Darlington; Mr. F. P. Gittins, Wakefield; John Turner, Cottingham; Mr. S. R. Marsh, Bedford; Derek Liley, Leeds 13; Peter Lindley, Leeds 10; Mr. G. J. Davies, Heswall; John Eckersley, Leeds 6; Eric Needham, Oulton; A. W. Tilleard, Leeds 9; David Dews, Leeds 12; A. R. Thompson, Newcastle-on-Tyne.

BRIAN ASHURST

## Gricers beware!

It has for some time been the practice for those of the visitors who ask for footplate rides to be told: "Certainly! It costs £1.25, and consists of membership of the Middleton Railway Trust. This is necessary for you to be adequately insured for your ride, besides of course the other inestimable advantages to be gained by your becoming a member."

On the occasion of the first steaming of the Peckett, two gentlemen who had seen steam and smoke from the motorway took us up on this. A certain tight-fisted fireman was even seen to put on five extra shovels-full to celebrate the event!

## 1. The Peckett

In October last, the Trust received a tender form offering: 1 Peckett steam locomotive, regn. no. 4300/A001, chassis serial no. 2003, from British Nuclear Fuels Ltd., Springfields Works, Salwick, Preston, Lancs. Enquiries among industrial locomotive enthusiasts showed that the engine was likely to be in good mechanical state, so a trip was made to view it.

Our journey included a dmu ride over Copy Pit summit and past the electrification work in progress outside Preston, a bus ride, and a walk of a mile and a half, allowing a comparison of different forms of transport. And just across the road from BNF, a derelict windmill with one and a half sails provided an interesting view of ancient and modern power sources.

The BNF works covers a fairly large area, and has many separate, low buildings, and a rigorous security system. The object of our visit was found to be in particularly good condition, having been spare to two diesels (HC D628 and D629, sisters to our D631, but with different engine units) for all but two years. In 1962 it had received new firebox, tubes and smokebox tubeplate, and the BNF locomotive staff had obviously spent a good deal of time on maintenance and cleaning.

Earlier last year, the Trust had tendered for two other locomotives, only to find that our offers were not high enough. It was obvious that a locomotive in such good order would command a higher price than the Trust could afford without running funds down to an unwisely low level, but we were fortunate enough to receive an extremely generous offer from our Minutes Secretary, Sheila Young, to share the cost on a fifty-fifty basis.

Our joint bid was despatched and eventually accepted, and the locomotive was brought to Middleton on a low-loader by A-One Transport of Gildersome. As the lorry was used also to turn Henry de Lacy II, on a day when the frozen hard ground turned slowly into mud, a number of those present, who were on site from 8.30 a.m. until well after nightfall, were not a little glad to get home!

Following examination by the boiler inspector, the engine was steamed and tested, and found to be in entirely satisfactory working order. Principal details are as follows:

Built:	1941. Works Number: 2003.
Driving Wheels:	3' 2½". Wheelbase: 5' 6". Cylinders: 14" x 22".
Boiler Pressure:	180psi nominal (valves blow at 160psi).
Tractive Effort:	17, 140 lbs nominal (see above)
Weight empty:	24 tons. Weight full: 30 tons.
Height from rail:	11' 5". Width: 8' 1½". Length: 23' 5".

JIM LODGE

*The Editor adds the following footnote:*

'Sheila', as our new O-4-OST is universally if (at the time of writing) unofficially called, is a Peckett W7 class, with 14" x 22" cylinders. She was delivered to the Ministry of Supply on 26 May 1941, and was put to work at the Royal Ordnance Factory at Swynnerton, Staffs, where she bore the number ROF6 No. 5. Strictly speaking, it should have been ROF5 No. 5, but the error was never corrected. She was transferred to the ROF at Salwick, near Preston, in November 1946, and remained there, under various government departments, until moved to Middleton last year, arriving on 17 November. We are indebted to the Hon Records Officer of the Industrial Railway Society for supplying most of the above information.

## 2. The trolley

One slight advantage of not being on the telephone at home is that verbal or written messages are left when I'm out. In mid-November last, word had been left requesting "assistance with loading something or other at Horsforth station at 9 am on Saturday 18th November". In due course I got the full story, which was that a member had purchased an Engineer's rail motor, and so I knew what to expect when I reported for duty.

When I arrived, our worthy Chairman was refitting the sandboxes, having been assured by the representative of William G Search Ltd that they would be within the loading gauge. Two or three other local members arrived, and the rail motor was pushed by hand along the siding, and removed from the rails at a convenient barrow crossing. The low-loading semi-trailer was backed along the yard, and with a few turns of a handwheel at the back of the trailer, the driver's mate opened out the rear wheels ready for placing the loading ramps. Loading was speedily accomplished using the trailer's power winch, and the convoy of lorry, van and two cars set off for Middleton Colliery level crossing. En route I collected from the yard the single-line token and our diesel loco engineer.

Thus the rail motor was set down on MRT track. After a check to see that the brakes were working, the assembled membership pushed the trolley away until the gradient steepened enough for them to be able to ride downhill into the yard.

The new trolley bears two numbers — DE 320467 painted on, and DB 965049 on an oval plate at one end. It is driven by a two-cylinder air-cooled petrol engine driving through a friction clutch, which also acts as a variable speed and direction device. Final drive is by roller chain to one axle.

It was last used to transport tools and materials into Bramhope Tunnel, and for this reason was fitted with a powerful propane floodlight. It became redundant when its duties were taken over by a Matisa tamping machine and trailer, which, the weekend after we took delivery of its predecessor, was badly damaged when a train of Mermaids (side-tipping ballast wagons) was shunted into it. A couple of months later, a brand new Wickham rail motor and trailer appeared at Horsforth!

DEREK PLUMMER



# WHAT ABOUT THE PUBLIC?

*Last season a team of members carried out a consumer research project, to try and find out a little more about our passengers and their reactions to what they found when they came to see us. Here, IAN SMITH, the originator of the project, analyses the results so far.*

Since the project was first started in March 1972, some fifty people have been interviewed, and I hope to achieve a much higher total this year by recruiting more volunteers. The job entails a lot of standing around doing nothing, and may not seem particularly rewarding at the time, unless you can manage a full programme of interviews. But when there is one interviewer to thirty or forty people on a full train, and he has to contend with the natural reluctance of the general public to answering questions, some of the practical problems will be appreciated.

The questionnaire itself was approved by the Publicity Sub-Committee in January 1972, and consists of eight short questions, the results of which we will look at in turn.

## 1. How did you discover the railway?

- |  |          |
|--|----------|
| (a) Friends . . . . .                  | 18 = 36% |
| (b) Railway periodicals . . . . .      | 15 = 30% |
| (c) Newspaper advertisements . . . . . | 11 = 22% |
| (d) Our own publicity . . . . .        | 6 = 12%  |

This indicates that most people learn of us by word of mouth, and only twelve out of the fifty had heard of us through our own publicity — something which our Publicity Sub-Committee (of which I am a member) should note carefully.

2. Are you (a) a railway enthusiast? 28 = 56%  
(b) not a railway enthusiast? 22 = 44%

The split here is around fifty-fifty, again something to be noted. Personally, I would not like to be dependent on the gricers, who have fickle loyalties — burn a tram and see how quickly your friends disappear! We must try to capture the family man.

## 3. Were our staff sufficiently courteous and helpful?

- |     |           |
|-----|-----------|
| YES | 50 = 100% |
| NO  | 0 = 0%    |

No comment needed here!

## 4(a) Did you find our sales service satisfactory?

- |     |          |
|-----|----------|
| YES | 48 = 96% |
| NO  | 2 = 4%   |

## (b) Which MRT publications did you enjoy looking at most?

Stockbook: 14, History: 3, Old Run: 2, Guide: 0.

This must be very pleasing to Tom Apperley's sales team, and I think it is very encouraging that everyone is so pleased with his great efforts to improve the sales department.

## 5. What impressed you most about the railway?

Service: 17 = 34%, Steam locos: 12 = 24%, Character: 8 = 16%, Stock: 2 = 4%,  
Trip: 1 = 2%, Track: 1 = 2%, Other features: 2 = 4%, No reply: 7 = 14%.

I was surprised and delighted at the response to this question, and I am sure you will be too. It is very nice to know that people think we serve them well, and Jim Lodge should be pleased that his efforts to get the duty loco cleaned have had the desired effect. It is obvious that the railway is beginning to impress more and more people.

## 6. What improvements would you like to see?

Service: 0, Stock: 0, Publicity: 9 = 18%, Road signs: 7 = 14%, Displays of locos at stations: 1 = 2%, Others: 11 = 22%, No reply: 22 = 44%.

Where there was no reply to this and the previous question, it was taken (probably unfairly!) as a sign of satisfaction. In fairness, most of those who did not write a reply as such were very pleased with the railway, and put down comments like "Keep up the good work". Many of the 'Other' replies said they wanted a coach provided — again something I feel we should take note of.

Two less costly improvements suggested involve better publicity and the provision of road signs. As I understand it, we are going to have a road sign at the junction of Tunstall Road and Dewsbury Road, so that should alleviate that problem. As for the request for better publicity, this has been taken up by the Publicity Sub-Committee, and the coming season should see some improvement here.

## 7. How did you arrive?

Private transport: 22 = 44%, Public transport: 27 = 54%, Organised party: 1 = 2%.

As expected, the largest group came by public transport, although private transport comes a close second, and the provision of a car park would possibly increase this total. The total of 2% in organised parties is simply a reflection of our limited sample — most parties come during the week, and our questionnaire was used at weekends. In fact, a fair amount of revenue does come from organised parties.

## 8. Where are you from?

Of the fifty people asked, thirty came from Leeds, five from London, three from Manchester, and the following places had one representative each: Liverpool, Keighley, Stroud, Towy, Halifax, Hull, Cleckheaton, Stockport, Newcastle, Bradford. One person came from Wales, and one even from Australia.

Very little can be drawn from this result, as most of the Leeds total came from around the line itself. A far larger sample will be needed before any definite conclusions can be drawn.

This, of course, is largely true of the whole project. However, the results obtained so far do provide pointers to certain trends, which we hope to explore more fully this season. I have tried to indicate the way I think things are going, and I hope this evidence will not be ignored.

# 160 YEARS AFTER

From 'Wright's Leeds Intelligencer', 11 January 1813:

*Middleton Colliery, Jan 4th 1813.*

## FIFTY GUINEAS REWARD

WHEREAS some evil-disposed Person or Persons, did on the Evening of Thursday the Thirty-first Day of December last, wilfully and maliciously put and place several large BLOCKS of STONE and loose IRON RAILS upon the WAGGON RAILWAY, from Middleton to Leeds, near to Leeds Pottery, for the Purpose of breaking or damaging Mr. John Blenkinsop's Patent Steam Carriages, used in conveying Coals from Middleton to Leeds, and by which Stones and loose Rails, a Part of the Machinery about the said Carriages was not only broken and otherwise materially injured, but the Lives of the Men employed about them, placed in most imminent Danger;

NOTICE is hereby given,

That a Reward of FIFTY GUINEAS will be paid by the said John Blenkinsop, to any Person, or Persons, who will give such Information . . . . .

*(The above item was brought to light by The Industrial Railway Record, and published in their October 1972 issue.)*

# ALTERNATIVE PUBLICITY

As the cost of advertising the railway has so far been disproportionate to the results obtained, I recently turned my powerful intellect to the problem, in the hope that a fresh mind might come up with a few useful ideas.

Some other organisations have larger engines than our own, and rather more of them, but since our trackwork and siding capacity is not quite up to this sort of thing, it may prove easier to provide each visitor with a pair of binoculars, and direct them to a collection of suitable models, than to embark on a major civil engineering exercise.

Having rejected this proposal for lack of a suitable sound effects system, we move on to the second idea, that of constructing a Yorkshire Dale around the line. Unfortunately, opposition to this idea would undoubtedly be forthcoming from the Ordnance Survey, so, rather than upset the cartography of the county, we abandon the second scheme.

A famous literary figure living near the line could generate some income by emitting an aura of mystery. Sadly, the one person who could fill this post has not had any of his work filmed in American accents, chosen as the set work for GCE A-level English Literature, or performed nude in the West End. Also, I am not dead . . . cries of "That can be arranged!"

We are therefore reduced to my best idea to date, which is to construct a stately home near the line. With this object in mind, the construction of a gothic signal cabin made entirely out of matchsticks is about to be taken in hand by the joinery team. These are the same patient craftsmen who have so painstakingly restored our Inigo Jones-influenced container, and furnished it with reproduction Chippendale chairs, forged Hepplewhite desk, carved meerschaum ashtrays and G'Um Lee dynasty litter bins. Our skilled artisans are however being slowed in their progress by the fact that the swans in the Yorkshire area have not been laying as many boxes of matches as normal, and additional supplies from members would be very welcome.

J R COWLING



A map noted in Leeds Reference Library indicates an earlier date than 1826 (as published in our History) for the incline from Broom Pit up to Middleton Village. It carries the title "Map of Town of Leeds and country circumjacent . . . made from actual measurements during 1819, 20 and 21", and is by Joshua Thorp. The alignment is shown, and is labelled 'Incline', whereas the older incline, on the site of the present-day Old Run Road, carries no such identification.

JIM LODGE



# THE ASSOCIATION ADVERTISER

JOURNAL OF THE MIDDLETON RAILWAY ASSOCIATION

NUMBER 1 SPRING 1973

## MRA News

### AGM NOTICE

The AGM of the Middleton Railway Association will take place on Saturday 14th April 1973. Full details will be published separately.

### VISIT REPORT

The first of many (it is hoped) trips by the Association took place on Saturday 7th October last year, when nine members visited Doncaster, their exploits being recorded in a separate article.

Since then, on 2nd December, another group of members has visited Carnforth and the Lakeside & Haverthwaite Railway, which is due to reopen at Easter. This was a 'short notice' trip, but was nonetheless an outstanding success. In particular, our thanks go to the staff of Steamtown Carnforth, who were very helpful and courteous towards us. They pulled out Ivatt 2-6-0 No 46441 for us to photograph, and provided a hot lunch for seven at a very reasonable sum. It is hoped to revisit Carnforth on one of their steam days.

IBS

### ROADSIGN APPEAL FUND

There must be some of you who would like to come down to the railway and help, but cannot do so for various reasons. If you are one of these, then this appeal is one way in which you can positively help YOUR railway.

A road sign in the proper place would help to attract visitors to the line. Such a sign would, however, cost around £15 to £20, and this is where you come in! Any donation, no matter how small, would help the MRA to buy a sign for the railway's use, and you will be able to see something positive for your efforts.

Please send your donations to: Mr T W J Apperley, MRA Treasurer, 29 Poplar Rise, Leeds, LS13 4SQ.

### FORTHCOMING EVENT

**24th June 1973 (Sunday):** Trip to Quainton Road station, Aylesbury, for Quainton Railway Society. For full details contact: S. Dufton, 4 Preston Parade, Leeds 11. Provisional cost: Adults £2.50; Under 14s £2.00. Includes admission to Quainton Road.

## Railquiz 1

DEvised BY DAVID BUSHELL

1. Name the railway which built the famous Stirling No 1, now residing in York Railway Museum. When was the loco built?
2. Name the two towns where the Britannia class 4-6-2 locos were designed and built.
3. Which railway companies do the following abbreviations stand for? (a) KESR; (b) LSWR; (c) L & YR; (d) LNWR; (e) CR.
4. What were the BR numbers of the following preserved locos? (a) 3442; (b) 4771; (c) 999E; (d) 4073; (e) 488; (f) 3314; (g) 54; (h) 2392.
5. Why is our Hudswell Clarke saddletank loco, Henry de Lacy II, so called?
6. Why is Sentinel No 54 unique among Middleton STEAM locos?
7. Name the class and type of the following diesel locos: (a) 80; (b) 9003; (c) 1500; (d) 5500; (e) 6700.
8. Which locos hold the following nicknames? (a) Black 5; (b) Deltic; (c) Streak; (d) Brush 4.
9. What have the following locos got in common: 70000; 73050; 80002; 75029; 73129; 92220?
10. What were the numbers of the two prototype LMS main-line diesels, built in 1947?

## DONCASTER DAY

Despite last-minute difficulties, which were only solved by frantic phoning by the Treasurer and Secretary, the Doncaster trip was run, and became a great success.

The day started at 08.00, when the party met at Leeds City Station — nine intrepid Middletonians straying into the unknown . . . or so it appeared when some turned up wearing haversacks which would have done the Everest expedition proud! Our train was the 08.30 to Kings Cross, and it came in on time (hooray!) hauled by an immaculate 'Brush 4', No 1515. Arrival at Doncaster was punctual, and we immediately set out for the motive power depot.

Once at the depot, I, as organiser, had to present our shed permit to the shedmaster, and then wait for a guide to conduct us round. He arrived a few minutes later in the shape of Mr Alan Bathgate, a very friendly man indeed, who promised to take us anywhere we wanted to go in the depot.

First stop was the servicing shed, which held a Deltic, No 9000 Royal Scots Grey, an EE Type 4, No 283, and shunter No 3134. Then we went into the wagon repair shop, where we inspected an ancient wheel drop which looked as if it hadn't been used for years, but Alan assured us that it had been used

We then had a demonstration of the AWS, ignoring comments about the GWR having it before anyone else — the Treasurer is VERY biased, you understand! The noise that hooter made was quite loud, and would waken the dead, never mind a sleepy driver!

Elsewhere in the steam shed was the new two-car track inspection railcar, DB975005/6, but for security reasons we were not allowed aboard it. There was also a 75-ton steam breakdown crane, which, as it happened, was in steam, and everyone piled aboard for a good look round. By now it was nearly dinner time, and so, after a quick tour of the shed yard, we headed back for the station and food. Our thanks go to Alan Bathgate for making the visit so enjoyable.

And so to the works. Here we were met at Hexthorpe Road by Mr Brown, who was to be our guide for the tour. First stop was the paint shop, which contained, in various stages of painting, three Brush 2s and an electric loco. On to Crimpsall workshops, where we were surprised by the vastness of the place. Mr Brown explained how the shop worked, and we noted with interest the locos which had been dismantled to the point of literally being shells. There were more electrics here, part of the batch being refurbished for the 1974 Glasgow extension of the Euston electrification.

The next stop was the stripping shop, where the locomotives are completely stripped down before entering Crimpsall. Here there was a huge tank where locos are placed for cleaning with paraffin. On then to the Deltic engine department, where we saw various Deltic engines being overhauled, with their owners standing outside in the yard. Following this, we went into a large building of modern design, which dominated the entire place. This was a soundproofed test shed, where locos were tested at full blast before being let loose on the main line.

The DMU and wagon shops were next on the list, and we ended with a look at the machine shops, where most of the components are made. Altogether this was an interesting works visit, made all the better by Mr. Brown's helpful manner. So ended the first MRA organised tour, and I hope that we will not only have many more, but also that we shall revisit Doncaster in 1973.

IAN SMITH

#### RAILQUIZ: HOW DID YOU RATE ?

1. Great Northern Railway, 1870.
2. Derby, Crewe.
3. (a) Kent & East Sussex Railway; (b) London & South Western Railway; (c) Lancashire and Yorkshire Railway; (d) London & North Western Railway; (e) Caledonian Railway.
4. (a) 61994; (b) 60800; (c) 69621; (d) 4073; (e) 30583; (f) 30585; (g) 68153; (h) 65894.
5. After Henry de Laci, who founded Kirkstall Abbey.
6. It is our only ex-BR steam loco.
7. (a) 45, 4; (b) 55, 5; (c) 47, 4; (d) 31/1, 2; (e) 37, 3.
8. (a) LMS Class 5MT 4-6-0; (b) English Electric Class 55; (c) LNER Class A4 4-6-2; (d) Class 47.
9. All are BR standard designs, and all are preserved.
10. 10000, 10001.



*The MRA expedition to Doncaster, photographed alongside the crane at the motive power depot.*  
(Photo by Tom Apperley)

fairly recently. Outside again, we headed for an old Coles crane which had been repaired for depot use. Certain comparisons with Middleton cranes were made, and we headed away towards a 'dead' diesel parked just inside the old steam depot.

The diesel was English Electric Class 37, No 6865, in blue livery. Mr Bathgate told us we could 'cab' her, and so we all went aboard, in one end, through the engine room, and out at the other, where Alan told us he would demonstrate how she worked, and disappeared to get the key to the electrics. While he was gone, someone mentioned that Pete might like to have one of these for Christmas. 1750 hp pulling four loaded out of Robbies — what a thought!

Alan returned with the key, explaining that it makes it difficult to pinch the thing if you've got to find its key first. Just inside the engine room was a large array of electric boxes, one of which he opened, put the key in and turned it. After pushing a few knobs and levers in the engine room, he pressed the Start button. Nothing happened! Then we heard a murmur behind us, which rapidly grew, and with a splutter she started, making a very healthy 1750 hp noise.



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## OLD RUN NEWS EXTRA

APRIL 1973

### Visitors Trains

Fares have been increased from 5p to 6p on the Adult Single ticket, but even at 6p, the Trust feels that the ride is exceptionally good value. In addition, the service has been revised to offer a greater layover time at the Hunslet end of the line, from which most traffic originates. The train services in March have been discontinued, the new starting date being Easter Saturday.

### Revised Timetable:

dep.	HM (Tunstall Road)	14.00	½ hourly to	16.30
arr.	Middleton Park Gates	14.08	½ hourly to	16.38
dep.	Middleton Park Gates	14.10	½ hourly to	16.40
arr.	HM (Tunstall Road)	14.18	½ hourly to	16.48

### Publicity.

A wide range of new publicity material is available — handbills, posters, and car-stickers. **Please**, could every member support Clive Hirst in his publicity efforts. If each member could arrange for a poster in his local Chippie/Pub/School, and give handbills and/or car stickers to his friends, our traffic could improve quite dramatically.

DO SOMETHING — WRITE NOW TO

Clive Hirst, 36 Walkers Lane, Leeds 12.

### Party Travel

The Railway continues to cater for parties, both large and small, and is ideal for special excursions for Schools, Railway/Historical/Engineering Societies, Cubs and Guides, Sunday Schools, Clubs, etc., with fun and games and picnics in the beautiful Middleton Woods.

Tell your local organisation about us, and write to:

**The Middleton Railway Trust, Garnett Road, Leeds 11**

for a booking.

### Matthew Murray Memorial

From time to time, when we have arranged for visiting parties to view the Cast Iron Obelisk and Tomb of Matthew Murray, we have been somewhat embarrassed by the state of the churchyard at St. Matthews, Holbeck, which has been disused since 1851. The Leeds Corporation, who are now responsible for the maintenance of the area, have recently tidied and levelled the area, leaving the Murray and March memorials looking much the better — Thank you Corporation!

### YDR Venture

Two "Weekend Schools of Industrial Archeology" have been arranged by the Yorkshire Dales Railway. Based at Grassington, they offer an excellent opportunity to explore the old lead mines, the Leeds and Liverpool Canal, the Peter Black Vintage Car Museum, the KWVR, the YDR, and yes! — you've guessed it — **Middleton!** An ideal opportunity for our more distant members to become acquainted, through talks, lectures, film shows, and visits, with the West Riding scene.

**DATES:** September 28th, 29th, and 30th. Industrial Archeology.

October 5th, 6th, and 7th. Transport Archeology

Details from: **YDR, 17 Uplands, SKIPTON.**