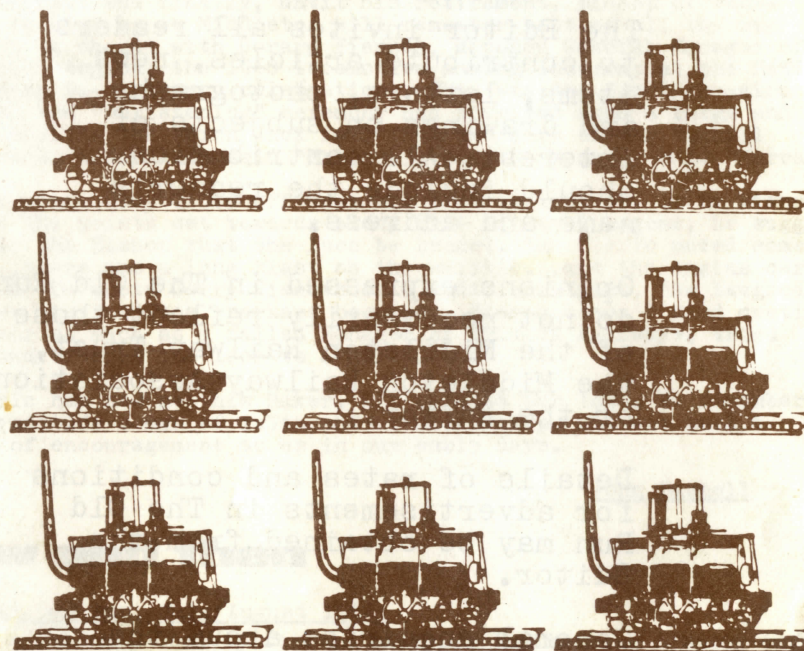


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS

SUMMER 1978

THE OLD RUN

VOLUME 12 NUMBER 93 SUMMER 1978

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

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

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

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

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

DEADLINE FOR MATERIAL FOR THE NEXT ISSUE: late October.

ERIC TREACY

It was with deep regret that we heard of the sudden death of the Right Reverend Eric Treacy, a Vice-President of the Middleton Railway Trust from its inception. Eric was well known for his enthusiasm for railway photography, and was, at the time of his death, engaged on a steam photographic expedition at Appleby, between Settle and Carlisle.

Eric Treacy developed his enthusiasm for steam before the war, when he was appointed to the parish of Edge Hill, Liverpool, home of many main line steam locomotives, and the men who worked on them. What in latter days would, I suppose, be called an industrial chaplaincy developed, as he sought to minister to the men, and discovered a fascination in their machines.

As the years passed, he became Archdeacon of Halifax, Bishop of Pontefract and finally, until his retirement, Bishop of Wakefield. Perhaps we at Middleton will remember best of all the way in which he shared with Gerard Fiennes, deposed General Manager of BR Eastern Region, the 1968 locomotive naming ceremony at the Matthew Murray bi-centenary celebrations. This was the first occasion on which the "christening" ceremony had involved such a large and noisy baby. As the Union Jack fell from the side of our Bagnall saddle tank, the Bishop said "Matthew", and the Manager said "Murray".

Together they drove off down the line towards BR. As Mr Fiennes spotted the points set towards along line of steel wagons, he suggested to the Bishop that the loco be braked. The Cleric moved something...there was a long blast on the whistle...and the engine careered on! To quote Gerry Fiennes on a radio broadcast, "He laughed all over his fat face, perhaps because a Bishop doesn't mind meeting his Maker as much as a failed Manager of British Railways, tried again and brought the loco to a halt".

Eric has now met his Maker. His gain is our loss. We remember with gratitude a man of faith and of friendship, who was such a source of encouragement to us in our early days.

John Bushell

Now and then

From The Old Run, July/August 1964:

The Newcomen Society for the study of Engineering History and Relics held its annual meeting in Leeds from the 6th to 12th July. The centre was at Tetley Hall, and the arrangements were by Dr Youell. During the week visits were made to engineering sites all over Yorkshire, and on the 9th Middleton and the Hunslet Engine Works were chosen. Over 70 members turned up to plod through the Hunslet grime, all our relics were appreciated and generous donations were made to assist our work. Our Chairman, Mr John Alcock and City Museum Curator Mr Mitchell were guests at the annual dinner that evening, our Chairman replying to the toast of the Guests. Railway historian Charles E Lee kindly presented an early illustration of the Middleton Railway with a rope haulage. Among those present were representatives from the Science Museum and technical journals, together with engineering experts. We do feel honoured indeed to receive the attention and sympathy of such a distinguished gathering.

OLD RUN NEWS

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

A RESOUNDING START TO THE SUMMER

The 1978 Summer passenger service commenced on Easter Saturday with a bang--or rather with a HISS!! The Peckett O-4-OST opened the season and faithfully carried out its programme. However, at the end of the day, on the way back to the yard, the loco blew a main steam pipe in the smokebox, which effectively put an end to further steaming until a replacement pipe could be obtained and fitted. As 'Henry de Lacy' was not quite ready for service, the passenger service was dependent for the rest of the holiday on the Borrowers O-4-OWT, 'Windle', and our veteran did not let us down.

Our generous hosts, Claytons, quickly produced a pair of steam pipes to our pattern at no cost, and these were fitted, enabling the Peckett to be made ready for service again. Once again the Trust thanks Claytons for their help.

With 'Henry de Lacy' also completed, the scene was set for the summer season. Although the weather has not been of the best, it was reported at the June Council meeting that up to 21st May, 5750 single passenger journeys had been made, and revenue from fares was £679.40.

STEAM GALA SUCCESS

A lot of smoke and a lot of people marked our 1978 Steam Gala on 21st May. In addition to three locos in steam--'Windle', 'Henry' and the Peckett--three road rollers were also in action all afternoon compacting an area at Tunstall Road Halt which had been cleared of shrubs and rubbish and levelled beforehand, and which now leaves a very satisfactory and adequate car park and area for further attractions at future Gala Days. Three locos were also on display, though not working, and roundabouts and stalls were well patronised. Regrettably, there was no fairground organ.

'HENRY' AT THE LORD MAYOR'S SHOW

At the invitation of the Leeds Junior Chamber of Commerce, it was agreed to parade one of MRT's locomotives at this annual parade through the streets of central Leeds on 24th June. The locomotive selected was 'Henry de Lacy', which, as most members will know, has direct links with the city of Leeds, having been built by Hudswell Clarke, and then spending its whole working life at Kirkstall Forge before coming to Middleton.

Bill ("the Paint") Holliday volunteered a quick repaint at very short notice, with the final artistic touches to lining and lettering being applied by Steve Roberts. On the morning of 24th June the low-loader arrived, and 'Henry' was hoisted aboard and went off to make a very impressive display in an impressive parade (see photo

feature on centre pages). To add a touch of realism, a small fire was lit in the firebox to emit a wisp of smoke from the chimney. On its return to Middleton the following day, 'Henry' was put on display on the branch line.

'Henry' was also the centre of attraction on 21st June and 5th July, when School Steam Days were held, and some 1100 Leeds schoolchildren enjoyed rides on the railway. In the course of the two days, more than twenty round trips were made.

SECRETARY ON THE MOVE

John Edwards, the Trust's Secretary, has recently moved house, and can now be found at 30 Parsonage Lane, Bishops Stortford, Herts CM23 5BG. Since John's address is also the Trust's registered office, the change applies to the latter also, and all Trust notepaper should be amended accordingly.

ACCIDENT REPORTING

Members should already be aware that we are obliged to report any serious accidents (meaning ones involving death, serious personal injury or major damage to either the track or the rolling stock) directly to the Railway Inspectorate as soon as possible after they have happened. In addition, a lot of other less serious accidents have to be reported to them, in the form of returns made at the end of each month by the Safety Officer, on the basis of the internal accident report forms, which have to be made out and sent to him when any accident happens which results either in a derailment or in somebody having to go to hospital for treatment.

Recently a Railway Employment Inspector has been appointed by the Railway Inspectorate to supervise railway safety in the Leeds area, and consequently any serious accidents must now be reported both to Major Olver in London, and to the local inspector, Mr Alan Cooksey. Major Olver's telephone numbers are (work) 01-212 3434 and (home) 02513-6426; Mr Cooksey's are (work) Leeds 446191 and (home) Harrogate (92) 870286. Obviously if only one of the above can be contacted, that will have to suffice, and if necessary during working hours it will be sufficient to leave messages for them. If neither of them can be contacted out of office hours, however, a message must be left with the duty officer at the Department of Transport, whose telephone number is also 01-212 3434.

Members who are likely to find themselves supervising any sort of work at the railway should familiarise themselves with these instructions, and for reference a copy of them will be found displayed on the notice board in the hut in Dartmouth Yard.

Tony Cowling

CHANGING THE RULES

With this copy of The Old Run, members should also receive yet another set of amendments which have had to be made to the railway's Rule Book. However, you will be relieved to hear that this lot, which have been made necessary by the introduction of the

automatic air brake system on the passenger trains, will be the last set for the current rule book, which is going to have to be replaced because stocks of the old one have almost run out. Obviously, preparing a new edition of the rule book is not by its nature a democratic process, but if anybody does have any constructive comments that they would like to make--particularly if there are points which they would like to see better explained than they are at present--then I would be delighted if they could send them to me, either directly or via the railway.

Tony Cowling

SHOP ASSISTANCE

The response to the appeal for helpers in the shop has been very satisfactory, and I am sure those who helped have enjoyed themselves tremendously. If you would like to join the happy band at the shop, please contact Mr and Mrs John Chaplin beforehand, and they will be only too pleased to put your name on the rota. Their number is Horsforth 582393.

Elizabeth M Lee

MEMBERSHIP NOTES

It is with pleasure, on behalf of everyone at the Middleton Railway, that we welcome the following new members:

David Cockerham; L T Plummer; Bridget Rickwood; Joyce Crowther; Jack Taylor; J N Quarterly; Olive and Beverley Chaplin; John Boyes; Neil Richardson; Richard Holdsworth; Jean McFarlane; M Tucknott; John Holstead; Nigel Easton; Martin Thorndyke; and David Barker. We also welcome to our group of Life Members Mr W A Barraclough and Mr F Hampson.

Which brings me to the point of clarifying the amounts of subscriptions, which currently stand at: Ordinary Membership £2.50; Family Corporate 50p; Old Age Pensioner £1.25; Life Member £35. The latter may be a surprise to some, but apparently it was introduced in 1976, and due to human error has been overlooked.

May I take this opportunity to remind those members whose subscriptions were due in June that, if they have not already paid, they are now overdue. I know I am always asking for money, but it does come in handy!

Elizabeth M Lee

CALIFORNIA--HERE WE COME!

Brian Ashurst, founder member of the Trust, has been busy with his pen again in his new home area. A full page colour picture of 'Salamanca' graces the front page of a Sunday colour magazine. Within is a long, well illustrated account of the history of the Trust, including details of present day operations. Thank you, Brian--we'll let you know when we convey a chap with an outsize hat and an American accent! Brian incidentally describes himself as a freelance journalist.

NEW GUIDE FOR MIDDLETON

A new guidebook has been prepared by the Trust's publications team (which partly explains the late arrival of this issue of The Old Run) and should be on sale shortly. As well as a brief history of the line and a description of the stock, the Guide contains a commentary on things to see from the train (and things that could be seen until the bulldozers got to work!), and a selection of walks in the area covering aspects of its rich industrial history. There are four pages of photographs ancient and modern, and various other illustrations. Look out for it at the railway shop!

BRANDLING'S ACT REPEAL

Members will be aware that the Middleton Railway was established under an Act of Parliament in 1758, and it is interesting to note that the Statute Law (Repeals) Bill, which is to be presented to Parliament shortly in order to repeal certain old Acts of Parliament, includes "31 Geo.2c.22(PR) 1757 an Act for establishing Agreements made between Charles Brandling Esq. and other persons, proprietors of lands, for laying down a waggon way in order for the better supplying the Town and Neighbourhood of Leeds in the County of York with coals". It is not foreseen that the repeal of this Act will have any effect on the present operations of the MRT, but Mr Brampton will be keeping an eye on things just to make sure.

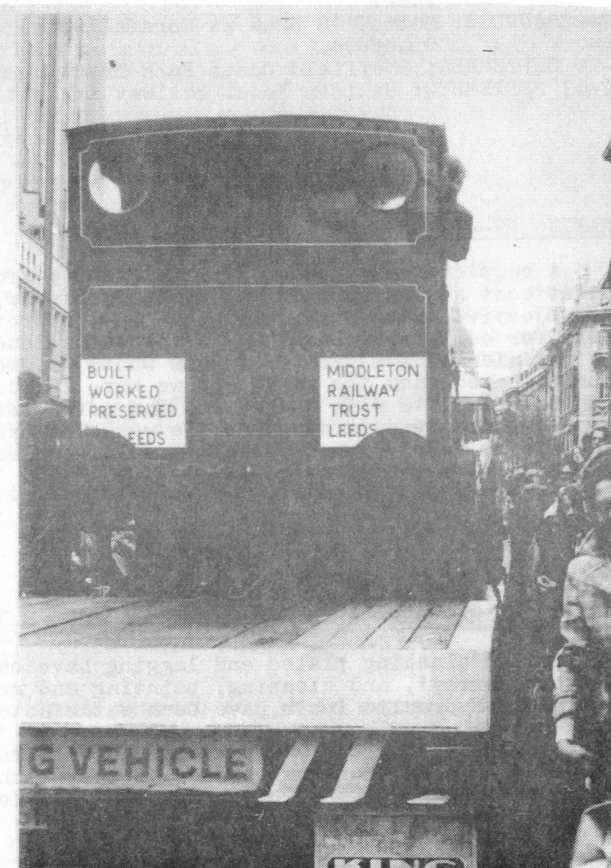
RALLY AND EXHIBITION NOTES

The Middleton stand did not appear at the Ryhill Traction Engine Rally because of uncertainty about the availability of suitable transport. Indeed, our attendance at future rallies is in jeopardy for this reason, and Derek Plummer asks if anyone can help. The presence of the MRT stand at these gatherings of enthusiasts is of great importance to our efforts, not only for the sale of our printed matter but also for the very valuable publicity which these gatherings offer.

What is suitable transport? Well, the outdoor stand comprises a number of wood panels to a maximum width of 2ft6in and length of 7ft, although the proper outdoor nameboard is 9ft long. In addition, there are two stockboxes of approximately 2ft x 1ft x 1ft, and if one or two helpers can be carried as well, then such a vehicle by itself would suffice. However, a light camping-type trailer is available for use in conjunction with a vehicle fitted with a conventional towbar.

If anyone can help with the provision of this kind of transport, and would like free entry to some rallies as well as giving MRT a valuable service, please get in touch with Derek Plummer at Horsforth 581851.

The Lord Mayor's Show



As reported elsewhere, 'Henry de Lacy II', on board a low-loader, took part in the Lord Mayor's Parade around central Leeds on June 24th, giving the railway some excellent publicity in the process. LEFT: Buses, shops and office-blocks provide an unusual view through the cab spectacle glass as 'Henry' moves along Briggate. CENTRE: Passing the famous Town Hall, the effect of the small fire in the firebox can be seen. RIGHT: Crowds press against the low-loader as it makes its way slowly along The Headrow. (Photos by Tony Bell)

FROM PAGE 7

Forthcoming events which we would like to attend with our stands are as follows:

- 26-28 AUGUST: Leeds & District Traction Engine Club Rally, Bramham Park.
 27-28 AUGUST: Metro '78 Show at Horsfall Stadium, Halifax Road, Bradford.
 9-10 SEPTEMBER: Sheffield Oakes Park Traction Engine Rally.
 16-17 SEPTEMBER: Halifax Model Railway Exhibition, Civic Theatre, Halifax.

SHAPING UP--IN DUPLICATE!!

A couple of months ago, an opportunity arose to acquire at modest cost a shaping machine for the workshop, a further step in our objective to be self-sufficient in the provision of replacement parts for our stock. But then, a few weeks later, we found ourselves the recipients of a gift of (guess what!) a shaping machine, more sophisticated than the first. So we have for disposal the original machine, complete with its motor. The motor for the new machine is a three-phase type, and, since the workshop has only a single-phase electricity supply, this poses a problem--unless anyone has a 1hp single-phase motor going begging!

MECHANICAL MATTERS

Boiler cladding plates and lagging have been removed from 'Matthew Murray', and cleaning, painting and general overhaul work continues. Hydraulic tests have been satisfactorily carried out.

Work on restoring our vintage steam crane (Thomas Booth c1880) to operating condition has started. Boiler manholes have been removed, and freeing of the motion and pistons has been carried out.

BRIEFLY.....

Have you seen Malcolm Midgeley's passenger bench at Tunstall Road Halt? Complete with nameplate inset into the backrest, it looks really authentic--Malcolm has even made it to look old!

We are grateful to Mr and Mrs Morris of Horsforth for the gift of a 275 gallon oil storage tank. No doubt a very good use will be found for it.

The loan of our vintage diesel, 'John Alcock', to the National Railway Museum at York moved a step nearer when representatives

of the MRT met officials of the Museum at York on 19th July. It is understood that 'JA' will be repainted by the Trust before departure, and the Middleton representatives won the day on the choice of colour--it is to be in its original black livery.

Much sweat was expended by a worthy team of volunteers one Tuesday in May. Arrangements had been made for a quantity of spent ballast to be obtained and, in the event, SIX wagonloads of the stuff arrived at Balm Road. It was no mean feat that the six wagons were unloaded at various points along the line and all were returned empty to Balm Road before the day was out.

Some mechanical point connections have been collected from British Rail at Retford.

Our hosts, Clayton Son & Co (Holdings) Ltd, in April reported increased pre-tax profits and turnover for 1977. Our congratulations go to Claytons, with our good wishes for their continuing prosperity.

Claytons' intentions with regard to the abandonment of some of their track in Dartmouth Yard are now being clarified, and they have verbally agreed to the Trust acquiring the discarded track. The middle road would be made usable again, and Claytons were willing to loan us a crane free of charge for lifting the track.

Fund-raising collections of newspapers and clean glass containers continue, but an awful lot has to be collected to make the effort worthwhile. We can also raise money on old domestic appliances, particularly if they include aluminium parts, and also on any scrap iron or steel. The scrap wagon is there waiting to be filled.

Letter to the Editor

Sir,

I would like to thank members for their expression of gratitude and good wishes at the annual meeting this year, which we were very pleased to receive through John Edwards.

We are settling in well here and enjoying life, although there is not very much to report in the way of spectacular success stories --yet. Our nearest railroad is at Salinas (12 miles) where the Southern Pacific north-south line passes through, and there are many miles of branches and sidings to the various agricultural enterprises there. It must have been some sight thirty years ago when it was all still steam. Even now it is an impressive set-up.

Mostly in the States the railroads are all busy, but the track is similar to Middleton fifteen years ago!

Finally may I repeat my address for visitors, as in The Old Run it appeared as 17a Africa, or something like that. In full it is: 70 Boronda Road, Carmel Valley, California 93924, USA. Phone (408) 659-4643.

California, USA

BRIAN ASHURST

Memories of Old Belle Isle

On a historic railway such as ours, it is not unusual to meet people who had some direct connection with the line or its surroundings many years ago. One such recent visitor was Mrs Ann Williamson, of Morley, whose memories were told to Joe Lee.

"On a nostalgic journey on the Middleton Railway after years away from my home in Old Belle Isle, it was something of a shock to find nothing there at all. When we went to live there 68 years ago, I was about five. It was a pretty little village, with no shop as such, just goods set out in the window of the house that had the goods for sale--sweets, tobacco and cigs, yeast, etc. (they all baked their own bread). The miners from the pit, and the brickyard and coke oven workers, all used to call for cigs and tobacco. No pubs or clubs--you had to walk to Dewsbury Road or Hunslet Carr, at least half an hour's walk. No gas or electricity, only coal fires and paraffin lamps.

"Belle Isle was just one row of houses, about twenty in all, which faced the bottom of the woods. Gardens in front of the houses ran down to the wood bottom, and a beck ran through the gardens, and that beck ran near to Hunslet football ground. The 'clearings' --or a hayfield it was then--was nearby. It was a lovely view--bluebells made it look like a blue carpet in summer. This was all before the Corporation took over. The pit owners and land owners used to shoot pheasants. They had gamekeepers too to keep people out of the woods. People who lived there were only allowed to go through the lodge gates to church.

"A little bit further up there were about half a dozen houses called Waterloo, and in front of these was a malt kiln. We children used to watch through the windows men turning the barley. Any carts or anyone bringing groceries had to come down to Waterloo from the Battery, a lane that ran at the top with a high wall. The length of it went down to the Old Run one way, and Middleton Park the other. The railway ran behind the back gardens near the Old Run, with the pit hills and Hill 60 farther back. The pit hills used to get on fire a lot. The woods in front and the pit hills at the back made a valley.

"At the bottom of Belle Isle was a church mission for Sunday school for the little ones, and the Vicar of Middleton used to come down every Tuesday night for a service. Everyboby went. That lane was called The Damsel. More pit hills and the New Pit overlooked that. Then just a lane through farmlands to the football field and on to Dewsbury Road, where you came out by the Crescent Picture House. I knew the mission well, as we lived in it for a time as two or three houses had to come down, ours included, but they took some getting down! The plaster or whatever was mixed with horse hair, and they were 400 years old.

"It was still a nice place when I left in 1925 after I got married. I went home regularly until my mother and father died in the 1950s, and it was going downhill then. Now there is nothing, just filled in. Then it was a paradise for the children who lived there."

ASSOCIATION ADVERTISER

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

EDITORIAL

Once again I have to report that the Advertiser has met with virtually a complete lack of response from you, the members. Apart from one letter (published), I have received no articles or any other material for publication.

This lack of response does not justify the Advertiser's existence, and I therefore regret to announce that should members fail to respond by sending in letters or articles about any railway subject, then the Advertiser's future will have to be discussed very seriously by the Committee, and will almost certainly be discontinued.

Please help to keep the Advertiser alive by sending letters suggesting changes you'd like to see down at the line, or perhaps an article about a railway or a BR installation you have visited. Anything at all would be welcome in order to keep the Association Advertiser alive.

DOWN AT THE LINE

It is good to be able to report that MRA work at the line continues to be varied and interesting. Members are continually tackling jobs previously thought to be too complicated, and are proving in the main to be more than capable of coping, albeit under careful supervision. This policy can only benefit both the MRA members and the MRT, by providing willing and able junior members who can progress to the more difficult tasks as they get older, whilst being able to tackle the simpler jobs involved in railway preservation, freeing more senior members for the big jobs.

A large number of MRA members descended on the line for the steam gala in May, and the three locos involved were in the main cleaned by our members. In particular, 'Henry de Lacy II' was transformed (by the use of oily rags) from "his" previously sorry state to a gleaming loco which your Editor was proud to fire on the day, through some very hard work by MRA members.

The success of this, plus one or two other loco cleaning jobs, has made us decide to form a loco cleaning gang, which has successfully cleaned the duty loco for the passenger service many times since May. Anyone interested in joining this gang should contact Graham Parkin at the line--he'll soon get you working!

PRIZEWINNER

Railquiz 1 was won by Claire Kellet, of Jackson Ave, who receives the Deltic book. The response to the Railquiz was a little better, but more support is needed to make it really worthwhile. These are the answers:

1. Marylebone station. 2.(a)Midland;(b)Scottish;(c)Midland--near Preston, our Peckett loco came from here in 1972;(d)Midland;(e) Southern. 3.(a)Sir Thomas Bouch (the bridge fell down in 1879); (b)Isambard Kingdom Brunel;(c)Robert Stephenson. 4. You can choose from the following: (a)LNER: Great Northern, Great Eastern, North Eastern, North British, Great Central, Great North of Scotland;

(b)LMS: London & North Western, Midland, Lancashire & Yorkshire, North Staffordshire, Caledonian, Glasgow & South Western, Highland; (c)GWR: Great Western, Taff Vale, Cambrian; (d)SR: London Brighton & South Coast, South Eastern & Chatham, London & South Western. There were many more lesser known companies involved, but the ones listed above are the most important. 5.(a)London Brighton & South Coast Rly; (b)London Midland & Scottish Rly; (c)Great Western Rly; (d)Caledonian Rly; (e)Great Eastern Rly. 6.(a) High Speed Train; (b) Eastern, in 1978; (c)Class 253 (WR) and 254 (ER); the prototype HST was Class 252. 7.(a)Midland Rly or LMS; (b)North British Rly or LNER; (c)Great Western Rly; (d)Midland Rly or LMS; (e) Great Western Rly. 8.(a)DR; (b)MR; (c)MG; (d)RS; (e)SU. 9. The Midland Railway. 10.(a) Midland Rly; (b)Great Eastern Rly; (c)North British Rly; (d)Caledonian Rly; (e)London Brighton & South Coast Rly.

LOCOQUIZ NO. 2

The prize this time is a paperback copy of the 1975 book, 'Stockton & Darlington Railway--A History 1825-1975', which traces the history of British railways from 1825 to 1975. Well worth trying an entry!

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

LETTER TO THE EDITOR

Sir,

On reading the comment in the Spring 78 issue of The Old Run about fund raising, I feel more could be done towards this, as it is a valid way of obtaining money, which could be used in many useful ways.

I have in turn come up with the thought that it would not be a bad idea to hold some kind of regular raffle. Many of the tickets could be sold through pupils at school. There always seems to be a lot of interest at my school when somebody comes round selling raffle tickets offering a money prize.

Pudsey

ANDREW MITCHELL

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