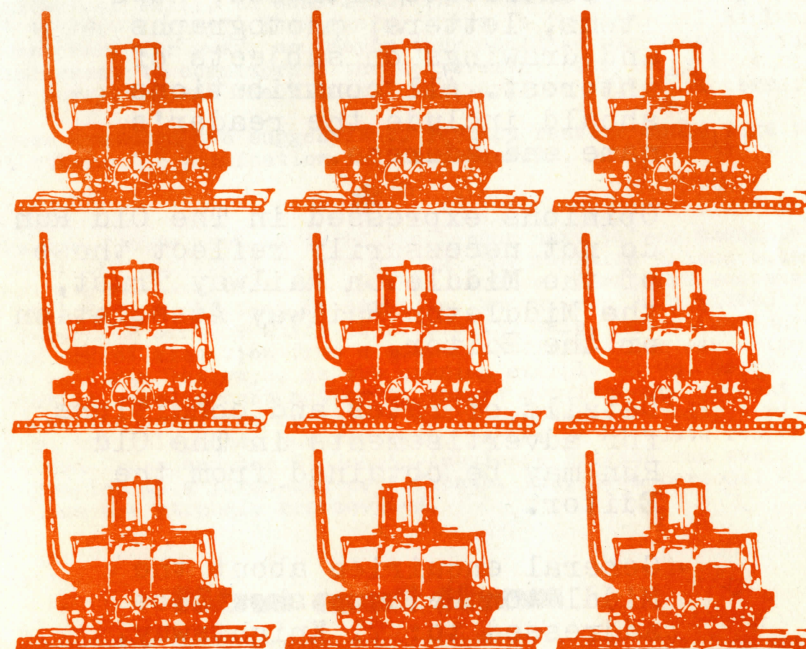


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS

WINTER 1977

THE OLD RUN

VOLUME 11 NUMBER 12 WINTER 1977

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: FEBRUARY 28TH.

EDITORIAL

The recent jubilations in connection with another long-established British institution lead one's thoughts towards the next significant milestone in the Railway's history--in 1980, we shall have been operating for twenty years, and this will also be the twentieth anniversary of standard-gauge railway operation by volunteer societies. Those who were around in the early days of the Middleton project--and there is a surprisingly large number of survivors from the early sixties still in the membership--probably never dreamed that their creation would one day be within reach of its twentieth year, the principal concern in those days being to maintain a frequent and reliable freight service along some decidedly dodgy permanent way!

How, then, are we to celebrate our anniversary, if at all? Several ideas spring immediately to mind. By 1980, all the upheavals and earth-works at the southern end of the line will hopefully be complete, and we shall at last run through grassy, landscaped parkland to a proper terminus. What about aiming for an official opening, with some sort of cavalcade or rally, in June 1980? (Any chance of restoring 'John Alcock' to 1960 livery?) Then again, there is the National Railway Museum not very far away, and maybe they could be persuaded to put on a special event to commemorate the achievement (for it is an achievement) of ourselves and the Bluebell Railway, our fellow pioneers.

These are such two suggestions. Perhaps readers would like to suggest others for publication in future issues.



Would YOU know what to do if the person next to you suddenly keeled over and collapsed on the ground? The question arises because of recent suggestions that the general level of first-aid competence at the line is not all that it might be. We can run (and indeed do run) a passenger service which is completely safe, but situations requiring urgent attention from a qualified first-aider can arise on even the best-run railways, as the opening example shows. First aid means what it says--prompt action to ensure survival and prevent aggravation of the condition or injury until professional help arrives. Running to the telephone, however fast, is not an adequate response. Both the Red Cross and the St John's Ambulance Brigade run evening courses leading to a first-aid certificate, and, from personal experience, these are strongly recommended.

Now and then

From The Old Run, Winter 1972:

The Middleton Railway has again made history with the arrival on its tracks of the first Danish locomotive to be preserved in Great Britain. Danish State Railways steam locomotive Class Hs, Nr 385, arrived at Grimsby on Tuesday 26th September 1972, and was delivered on to British track, at Middleton top platform, at approximately 18.00hrs on the following day. Nr 385 was met by the Fowler diesel, and English and Danish buffers touched for the first time. After a careful check on the platform clearances for cylinders and cab side-steps, Nr 385 made a slow, careful journey down Middleton metals. She was then propelled, through the oncoming twilight, for her meeting with the other Middleton locomotives.

Ashursts emigrating

After seventeen years of close association with the Middleton Railway, it is not easy to say goodbye! I was one of the founder members in 1960 (No 18), and since then have served on the Committee (or Council) every year except one, when I was out of the country. My wife, Stevie, has been a member during most of that time, and has put up with a great deal of intrusive railway business--but on the whole it has been great fun! Our daughters, Berenice (14) and Columba (12), have always been members. I suppose you could say that the Middleton Railway is as much a part of our lives as fish and chips!

I have had two periods as Editor of The Old Run, and since 1970 have been Membership Secretary. Unfortunately, I cannot claim a growth in membership during that period, but a Membership Secretary is only noticed if something goes wrong, so I am glad to report a pretty quiet seven years.

Of course, in the early years everyone did everything, especially the then Chairman! So besides editing The Old Run, I drove 'John Alcock' repaired and relaid track, acted as guard and shunter, and generally did things I wouldn't have a hope of being passed for if I tried to do them today. We sometimes used to be out ALL NIGHT in the FOG, youngsters! Our tiny hands were often frozen, and we used to rise at 4am when required for duty.

We are leaving to live in California, where we shall stay with my wife's family until I find a job. We shall certainly keep our interest in Middleton, and hope to return to see it sometimes. It has been a pleasure to share in the work to build up the world's oldest railway, and it has been good to be in a society with so many loyal and hard-working members. I hope when I return I shall see many of the same faces, as well as a sufficient number of new ones.

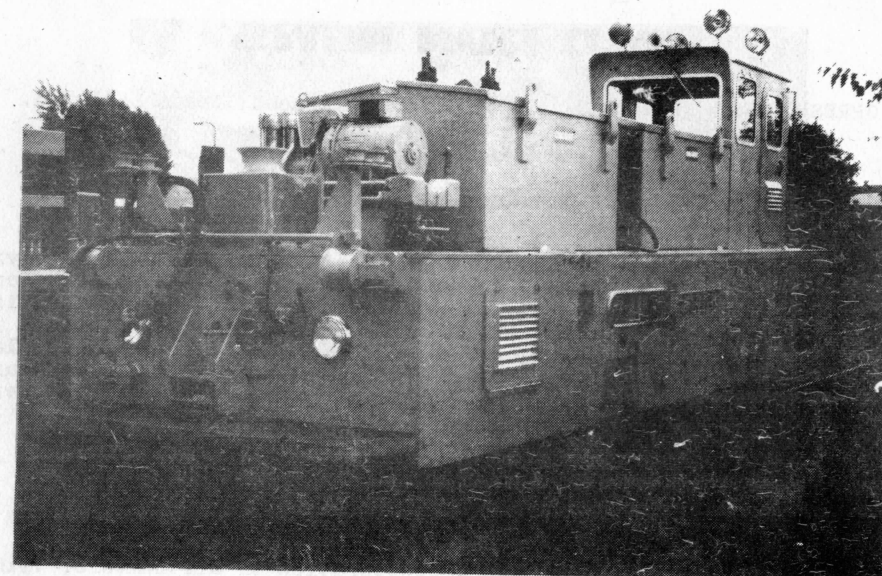
We shall always be pleased to see any Middleton member visiting the States. Our address is: 70 Boronda Road, California, USA.

BRIAN ASHURST

I am sure that all members will join me in wishing Brian and his family all the very best in their new surroundings, and thank them for the hard work they have put in over the years on behalf of the Middleton Railway. In particular, Elizabeth Lee, Brian's successor as Membership Secretary, wishes to record her appreciation of his seven years in that vital job, while Derek Plummer would like to express gratitude for his help in obtaining storage space for the sales stands and road trailer in his employer's garage. (Derek also issues an urgent plea for any member with access to similar covered and secure space to come to his rescue!)

For my own part, I first got to know Brian and his family some fourteen years ago, when he was a relatively new Editor of The Old Run, and I was a very new undergraduate. By helping with the production of the magazine, I learned quite a lot about the joys and frustrations of shoestring journalism, and Brian's help and advice, both at that time and later, when I took over the Editorship from him, have been much appreciated, as have his frequent contributions of articles and photographs.

MERVYN LEAH



Greenbat battery locomotive 'Henry Boot II' stands at Tunstall Road Halt during its trials in August.

(Photo by Brian Ashurst)

TESTING A PAIR OF BOOTS

The first week of August saw much activity around the Middleton Railway, as Henry Boot Construction Ltd carried out trials of their two new battery locomotives. Built by the Leeds firm of Greenbat Ltd (formerly Greenwood & Batley), the 150hp locomotives were to be exported in September to Hong Kong, where Henry Boot Construction has the contract for installing the track on the new Hong Kong Mass Transit Railway.

Named appropriately 'Henry Boot I' and 'Henry Boot II', the locomotives will be used initially on tracklaying duties, having been designed to pass 90m lengths of welded rail on rollers over their footplates, from bogie wagons at the rear to the prepared trackbed ahead. When the transit system is in operation, they will become maintenance engines, and for this purpose are capable of being driven in tandem by one driver. Each unit is, however, completely self-contained, with its own battery charger and electrically-driven air compressor for powering pneumatic tools as well as the train brakes.

Each locomotive weighs 20 tonnes in working order, and is designed for a maximum speed of 20mph when hauling 80 tonnes on the level. Each axle is driven by a 56kW (75hp) electric motor, and pneumatic sanding gear is fitted for each direction of travel. Among the paraphernalia adorning the exterior of these machines is a variable-speed winch, two headlights at each end, four floodlights and a flashing yellow light on the cab roof, and a very loud horn. Altogether, these were very interesting and unusual engines, and, in offering facilities for their trials, we were pleased to renew contact with Henry Boot, who of course were responsible for the reconstruction of part of our line during the motorway works in 1971.

OLD RUN NEWS

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

CIVIC VISIT SUCCESS

The Middleton Railway was host on Sunday 23rd October to a civic party, consisting of the Lord Mayor, Lady Mayoress and about a dozen Councillors and their wives. A special train was laid on for the visit, and afterwards the party toured Dartmouth Yard, talking to members who were working there. Tea and biscuits were then served inside Claytons' premises. The visitors stayed at the railway for about 1½ hours, and showed great interest in what they saw. Honorary Memberships were bestowed upon the Lord Mayor and Lady Mayoress.

MEMBERSHIP NEWS

Having recently taken over as Membership Secretary from Brian Ashurst, I am seeking the help and co-operation of all members, with particular regard to the following:

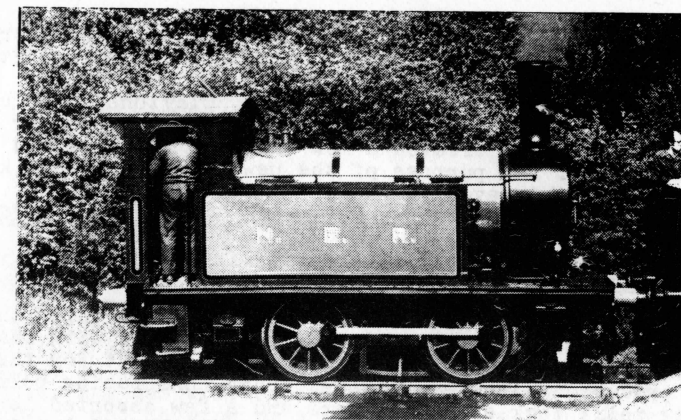
1. Please renew your subscription within the month of January if at all possible.
2. Please notify ANY change in personal details, such as your address.
3. Please indicate your willingness to assist at the railway.
4. Please try and recruit one more member this year.
5. There appears to be some confusion with regard to Deeds of Covenant and Bankers Orders. Would you please confirm whether these apply to you?

Please treat the above as urgent, as I wish to put the records straight as quickly as possible, and give a satisfactory service to all members.

I should like to welcome the following members who have recently joined us: David Townend, Hubert Nettleton, Stephen Dufton, Roland Gray, Maurice Norcliffe, Robert R Foulds (thank you, Bob, for becoming a Life Member) and C J Chaplin. Mr Chaplin has already introduced another prospective new member in the field of mechanical engineering, and is going to prove a very useful contact through his business associates. In addition, as a token of esteem to mark their visit to the railway on 23rd October, a year's honorary membership was presented to the Lord Mayor and Lady Mayoress, Mr and Mrs William Hudson JP. Special thanks go to Mrs Hebdon and Mrs Roberts for the help given with refreshments for the civic visit--the weather turned quite chilly, and tea, coffee and biscuits were most welcome.

Thanks for the good wishes I have received. I hope to give as good a service as my predecessor. I can be contacted at: 71 Knightway, Whitkirk, Leeds LS15 7BL (Leeds 645424).

Elizabeth Lee



Photographed before its recent withdrawal from service due to boiler tube failure, Class Y7 O-4-OT, No 1310, prepares to depart from Middleton Park Gates with a visitors' train.

(Photo by K J Mills)

FORTHCOMING EXHIBITIONS

By the time this issue reaches you, the Leeds Model Railway Society Exhibition at the Corn Exchange will have taken place, and our only other 'date' at present is the Wakefield Exhibition at Unity Hall, near Westgate Station, on November 26th and 27th. If you would like to volunteer to man the Middleton stand at this or any future functions, please contact Derek Plummer at: 44 South Broadgate Lane, Horsforth, Leeds LS18 4AG (Horsforth 581851).

MECHANICAL MATTERS AND OTHER JOTTINGS

That arch-gremlin of preserved steam locomotives, boiler tube failure, struck twice at Middleton during the summer. First to fall was the Sentinel locomotive while on passenger duty, and since the failure put the fire out, it was necessary to fall back on one of the diesels. A couple of weeks later, it was the turn of the Steam Power Trust's Y7. Fortunately, the fireman was able to keep going and complete the day's scheduled passenger journeys. It is unlikely that either locomotive will be back in service for some time. The Sentinel presents particular problems because of the unusual size of the boiler tubes fitted.

Trackwork in Claytons' yard has been receiving the attentions of the pw team. Regrettably, they were not able to prevent the derailment of the Peckett locomotive on a part of the track they had not yet repaired. Although all four wheels were off the rails, the usual display of Middleton muscle power put things to rights.

'Henry de Lacy' is due for a boiler test, and, in preparation for this, the saddle tank has been removed and placed on a flat truck. The guard rail at the back of the Tunstall Road platform has been completed

and looks most effective. The local vandals will no doubt try their strength on it, but they will have a hard task to destroy it.

It is learned that our generous hosts, Claytons, have obtained a substantial order for melting pots for an aluminium smelter being built in Dubai. Claytons have erected a new building alongside and to the rear of Dartmouth works. The purpose of the new building is not known, but it boasts a metal chimney!

LEVER FRAME INSTALLED

As a further improvement to the trackwork over which the passenger train operates, it is intended to fit all points with facing point locks operated from ground frames. So far, the quest for the necessary parts has produced a two-lever ground frame, one facing point lock, some facing point lock stretcher bars and a few assorted lengths of point channel rodding. This has all been assembled at the turnout south of the motorway tunnel, and the Yorkshire Evening Post in early November photographed Joe Lee ceremonially changing the points.

EIGHT PASS THE DRIVING TEST

One of the recommendations of the Railway Inspectorate was that all MRT drivers should be able to satisfy the standards of driving of a British Rail Driving Inspector, and on Saturday 22nd October, a BR Driving Inspector attended the railway to put eight MRT drivers through an individual practical and oral test. It is pleasing to report that all of them met his requirements. The Trust is extremely grateful to the Inspector, who performed the tests without a fee.

TV PROGRAMME BRINGS ENQUIRIES

The ATV programme, 'Reports Action', featured railway preservation in one of editions in October, with interested viewers being put in touch with the society nearest their home. This resulted in a flood of no less than 63 enquiries being received by Elizabeth Lee, our new Membership Secretary, who promptly despatched 63 application forms! The outcome is awaited with interest.

THE CHANGING SCENE AT MIDDLETON

Older members and Leeds residents familiar with the area at the top of Old Run Road, as it was twenty or more years ago, would find it difficult to find identifiable landmarks today, as a result of the landscaping being carried out on the Broom Pit site. The old village of Belle Isle disappeared a number of years ago, and the 'ninety-nine steps' are buried under the tipping which has been taking place over the years. The pit spoil heaps, which scarred the Belle Isle scene for so many years, have been replaced by gently rolling slopes, and next summer the seeding which has been carried out will cover the area in lush green. Truly a vast improvement.

Considering the scale of the work being done and the number of earthmoving machines in use, the Middleton Railway has suffered only little damage, and repairs were speedily carried out where track was

damaged. On two weekends the passenger route had to be shortened slightly. In the past, the Middleton Railway was never able to boast of the scenic beauty of its route, but times are changing! A bonus for the MRT is the provision of an open drainage ditch along the high-level side of our line, and this should eliminate the erosion of the track-bed which was a troublesome feature in the past.

MIDDLETON MODERN ART(?)

The many talents of Middleton members are no secret, and the latest manifestations are at the hands of Chris Rogers. First Chris made a substantial and very attractive sign advertising the Middleton Railway and its passenger service, and this has been erected at a high level near Tunstall Road Halt, facing the roundabout. Chris has also painted the whole of the gable of the hut in Claytons' yard facing into Garnet Road, and has written a large sign identifying the 1758 Middleton Railway, and showing by a simple map the location of Tunstall Road Halt. Definitely the way to put Middleton on the map!

FROM THE COUNCIL MEETINGS

Among the minutes of the June and July Council meetings were the following points:

The NCB Opencast Executive had promised to investigate use of the railway for removal of coal for the future opencast scheme.

The City Council had agreed in principle to an extension of 600m at the southern end of the line, should this be required.

Mr Lee was pursuing enquiries with the Education Authority with a view to groups of schoolchildren 'adopting' a length to carry out weeding and possibly shrub planting.

It was agreed that holders of driving passes who do not undertake a responsible post (driver or guard) for two years would lose their pass pending satisfactory completion of the present driving examination.

Fares for 1978 were agreed as follows: Adult Single 15p; Adult Return 30p; Child Single 10p; Child Return 15p; Private Parties 20p per head, with a minimum of £30 for a steam locomotive or £10 for a diesel locomotive.

RACK RAIL REVIVAL

The use of rack-rail locomotives to haul colliery trains has a rather familiar ring to Middleton ears, so it was with some interest that we heard that the spirit of Blenkinsop has been revived by our neighbours, the Hunslet Engine Company. Not that a new batch of 'Salamancas' is about to emerge from Jack Lane, since Hunslet's development is for underground use.

Most coal nowadays is transported from the coal face by conveyor belt, but an underground railway is still needed for transporting men and materials. Where the coal seam is faulted, steep gradients may be needed in order to follow the face, but adhesion railways underground are limited to 1 in 15 gradients. By designing, in conjunction with NCB North Yorkshire Area, a diesel locomotive which can run either by adhesion or driving on to a centre rack rail, Hunslet hope to have a system which can operate on gradients down to 1 in 8. The prototype, which has been running trials on the surface at Ledston Luck colliery, has operated successfully on a 1 in 4 gradient.

Rallying around

As usual, the first traction engine rally we attended this year was at Winterset, near Wakefield, on 25th and 26th June. The rain just managed to hold off. Amongst the variety of engines, road rollers and steam lorries present, many of which had been seen at the previous year's rally, the most impressive by virtue of its length was a 1932 Sentinel D66, with chain drive to the leading rear axle, and sprockets to fit additional chains to drive the trailing axle.

This year, Middleton member Barry Wood attended Winterset with his 1903 vintage Aveling & Procter road roller, 'Withernsea', displaying its new canopy. Like former Middleton member Derek Rayner with his roller, 'White Rose', Barry steams 'Withernsea' from its home base to rallies with a living van and a water tank trailer. Our sales stock was kindly stored overnight for us in Barry's van.

The second rally we attended was at Masham, near Ripon, where we had rather damp weather on both days. As a result, some of our sales stock spent a couple of days drying out on a spare bed at the home of the Exhibition Manager!

At August Bank Holiday, our stand was erected on a new site at Bramham Park, instead of at the Leeds & District Club venue at Harewood Park. We were most fortunate with the weather, and this encouraged members of the public to visit the rally in good numbers on all three days of the event. The rally site was divided by rows of trees into three sections, which were: (1) main arena and engine park; (2) fairground, refreshments and demonstrations of log-sawing and threshing; and (3) trade stands (including our MRT stand), vintage tractors and a variety of 'Barn engines', ranging from 1hp to 15hp.

The visual impression of a traction engine rally, of bright paintwork and gleaming metal, is complemented by the audio attraction of the sounds of steam engine whistles (the East African chime whistle on Mr Collins' Fowler road roller comes to mind), and the stirring music of the fair organs, such as that from Mr Byass's 89-key Gavioli.

The last event to report was a one-day model railway exhibition at Yeadon, where some finely-detailed models of horse-drawn vehicles were on display, along with a variety of model railway layouts and rolling stock from N-gauge up to gauge 1. If the above has whetted your appetite for traction engine rallies or model railway exhibitions, and you would like to combine looking round one of these events with helping on the MRT stand, please let me know your name, address and telephone number. I can be contacted on Horsforth 581851.

DEREK PLUMMER

ASSOCIATION ADVERTISER

JOURNAL OF THE MIDDLETON RAILWAY ASSOCIATION

EDITOR: Ian B Smith, 16 Carlton Road South, Weymouth, Dorset.

EDITORIAL

This is the first issue of a new-look Association Advertiser, which it is hoped will make you sit up and think. Any society magazine like ours can only hope to continue if it is supported by its membership. At present, Association Advertiser is not properly supported, and is in danger of being killed once and for all, which I personally think would be a bad thing. Without the Advertiser, one of our membership 'perks' would be gone, giving less value for money than before, which is definitely Not Recommended.

What I have tried to do in this first issue is to write a series of articles, puzzles, etc., and outline some of my own ideas for a really good society magazine. You may not agree. If not, then SAY SO! It only costs 7p (second class post) for you to say what you would like to see in the Advertiser, and that's not much these days, is it? So if you have any ideas about what you would like to see printed in the Advertiser, or perhaps you would like to write something which you think would interest our readers, please write to me. I'll be only too glad to receive suggestions!

Ian Smith

CONTENTS OF THIS ISSUE

A Day Out No 2: York. Number 1 appeared in 1974, in a previous issue.

Locoquiz No 1. A new quiz to improve your knowledge of railway locomotives, both steam and diesel. For the first three quizzes, a prize of one year's membership of the MRA is offered to the member who guesses the locomotives correctly. This offer is open to all MRA members except serving Committee members.

Now You Know! This is a completely new feature. If there is anything you wish to know about railways, then write to the Editor and he will give you an answer!

In addition to these regular items, each issue will contain news reports and any letters you care to send in. It doesn't matter what railway topic you write in about. Give us your views on how the Association should be run. Perhaps as a member living a distance from the

railway, you feel we should cater more for you? Let us know what you want. The best letters will be published in each issue.

LOCOQUIZ NO 1: Name That Loco!

1. Built in Leeds in 1917, this loco has connections with the foundation of Kirkstall Abbey. It arrived at Middleton in 1968.
2. This locomotive visited America in 1927, along with the 7ft gauge replica of 'North Star'. It celebrated its 50th anniversary in 1977.
3. These Greek racehorses from Lancashire were introduced to BR in 1961/2 to a design dating back to 1955. Due for withdrawal in 1980, they have accumulated nearly 30,000,000 miles since introduction.
4. These legendary BR diesels have amassed a great enthusiast following in the months leading up to their withdrawal from service in February 1977. They were the last locomotives of their type to remain in BR service, and four are now preserved, on in the NRM.
5. It was the first steam loco to arrive at Middleton in 1961, and attended the Shildon celebrations in 1975.
6. These locomotives were the pride of the LNER in the 1930s, and held many speed records. Give the LNER class letter and number, and name one example preserved IN THIS COUNTRY.
7. This Green Flyer is preserved at the National Railway Museum at York, and was the only example preserved of a once-numerous type.
8. Derived from the Churchward 'Saint' class 4-6-0s, 842 of these mixed-traffic locomotives were built from 1934 onwards. There are thirteen preserved, of which 5428 is an example. What class are they, who was their designer, and for which railway company were they built?
9. The only named locomotive on the Great Northern Railway until 1922, and the first example of its type in the country. It was introduced in 1899, and is preserved in full working order just 25 miles from Leeds on a 'rival' preserved railway.
10. The first of this 'Midland' class of locomotive was introduced in 1959. It was multiplied to 193 locos, although the other 183 were slightly more powerful. Since introduction they have performed a mountain of work for BR! Which BR class are they?

NOW YOU KNOW!

The Middleton Railway was the first standard-gauge railway to open under amateur operation, in June 1960, beating the more famous Bluebell Railway by a few weeks. It was also the first railway to operate a goods service entirely by volunteer, unpaid labour, although nowadays other preserved railways have moved freight traffic at odd times. Middleton did not enter the passenger-carrying business until 1969, when 'Henry de Lacy II' had the distinction of being the first steam locomotive to haul a scheduled passenger service on the Middleton Railway. The only large relic of Middleton's past history is the

Middleton Estates & Colliery Company wagon, which is in a derelict condition at the end of Tunstall Road siding. This was acquired from Walton Colliery in 1969, and used on passenger trains until damaged in 1970. It may be repainted and tidied up externally if funds permit.

If you have a question about railways you would like answering, please send it to the Editor of Association Advertiser, and he will endeavour to give a correct answer in a future issue.

A DAY OUT: No 2 YORK

For the young enthusiast, York must rank as one of the better places to visit. For the modern trainspotter, British Rail motive power abounds, with a greater variety than most places, whilst the steam enthusiast is catered for by the National Railway Museum and the steam-operated Derwent Valley Railway (weekdays only).

Perhaps the best two trains to choose from Leeds are the 08.45 (ex-North Briton) and the 10.04, both non-stop to York. On arrival at Platform 14 (99% of trains from Leeds to Newcastle arrive at Platform 14), proceed to the opposite end of the platform on which you arrived, and you will be able to see everything which enters and leaves the station, plus most of the trains which go around the curve into the freight yards. For the modern trainspotter, there are few stations busier than York, or with as much variety of locomotives.

Class 55 'Deltics', Classes 47, 45, 46 and occasionally 40 pull passenger trains, whilst Classes 37, 31 and the occasional Class 25 can be seen on freight duties. As an example of the variety of locos, as well as the quantity, I have listed below the locos I saw when I visited York on 26th August 1977. To begin with, I was hauled to York on the 10.05 train by Class 46, No 46 032. During the period 10.30 to 17.30, despite being away from the station visiting the NRM in the afternoon, I noted the following types: Class 55 'Deltic', 12; Class 47, 23; Class 46, 10; Class 45, 11; Class 40, 11; Class 37, 7; Class 31, 5; Class 25, 2; Class 20, 2; Class 24, 1. This makes a total of 84 in all, and this does not take account of the twenty or so locomotives of different types seen on the mpd whilst I was visiting the Railway Museum.

In addition, there is a veritable army of diesel shunters fussing about York station during the day, shunting wagons here and there, or taking mail vans from one train and placing them on another. So it will be seen that York can be a fascinating place for the modern spotters, and indeed it can keep your interest for most of the day. There is, however, a period of about two hours, from 11am to about 1pm, when the station becomes a little dead as far as train movements are concerned, because most of the trains have now left for their destinations, and we have to await the return workings. This is probably the best time to visit the National Railway Museum at Leeman Road, which is easy to get to. You simply turn left outside the station, follow the road around underneath the station, go across the footbridge further up the road, and you are at the museum entrance on the right-hand side.

The National Railway Museum is a fascinating place to spend a couple of hours, with its many locomotives and carriages, plus the many smaller but no less important exhibits. I intend to write a further article about the NRM later, so I will only give you an outline of the major exhibits in the current article. Most of the locomotives at

York are well known to most of you, quite a number of them having either been to Shildon, or actually been in steam in Leeds over the past couple of years.

In the first category are Fletcher's handsome 2-4-0 for the North Eastern Railway, No 910, which was the only locomotive to have attended all three Stockton & Darlington Railway celebrations, in 1875, 1925 and of course 1975. Also at Shildon was the famous Stirling single, No 1, built for the Great Northern Railway. Locos in the second category include 92220, 'Evening Star', the last steam locomotive built for BR. Other steamable locos at York include the very delightful 'Hardwicke', built for the LNWR in the 1880s, the famous Midland 'Compound', No 1000, and LNER 2-6-2, 'Green Arrow', built in 1936 and still steamed fairly regularly, as are all the above locos. Any description of the NRM would be incomplete without a mention of the greatest of them all, Gresley's famous A4 Pacific, No 4468 'Mallard', the world speed record holder for steam, with a recorded speed of 126½mph.

Diesels are not neglected, either. In addition to the NER electric loco, No 1, which was built as early as 1901 (who said electricity was a modern innovation on the railways?), the NRM has preserved three other modern locos. They are Class 03, No 03 090, a shunting loco used for that purpose in the museum, Class 31, No D5500 (formerly 31 018), which was the first main-line diesel of any power to enter service under the infamous BR Modernisation Plan of 1955. There is also an example of the legendary 'Western' class diesel-hydraulic locomotives preserved. This is the much-travelled No D1023 'Western Fusilier', which has visited York twice before, in November 1976 and January 1977 on railtours from Kings Cross and Exeter respectively, drawing huge crowds both times.

Once you have finished looking at the museum, by stepping outside you can see the motive power depot alongside. Up to twenty locomotives can be present at any given time. Then, if you have the time, why not visit the Derwent Valley Railway at Layerthorpe station, which is situated near the River Foss, behind York Minster? Here, on summer weekdays only, the DVR operate a steam train service, departing at 14.00 and returning at 16.00. The locomotive is the now much-travelled 'Joem', which has been nicely restored to NER livery, despite its having been built as recently as 1951. The ride is quite interesting, and you will probably see the company's two ex-BR Drewry Class 04 diesels, No 1 'Lord Wenlock', which is also painted NER green, and No 2, which is in the old colours of grey with red lettering.

Should the DVR not be open, the best thing to do is to go back to the station and see the endless procession of locos passing through on their way to such exotic locations as London, Liverpool, Newcastle and Torquay. A good train to catch back to Leeds is the 1729 from York, arriving in Leeds at 18.00. You will usually see a 'Deltic' at Platform 9 on arrival at Leeds, which should round off your visit to York quite nicely.

That just about wraps up my description of York and its attractions. I hope it will stimulate your interest, and maybe you'll even visit the place to see it for yourself! Next issue's article will be about the Western Region's diesel-hydraulic locomotives, tracing their turbulent career from the introduction of D600 'Active' right through to the withdrawal of the last four 'Western' class in February 1977.

IAN B SMITH

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