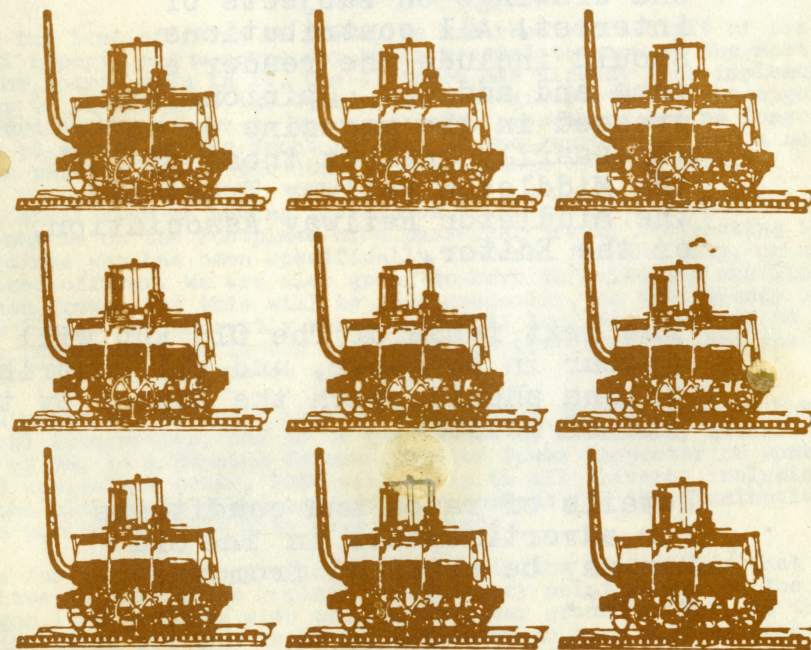


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS

SUMMER 1976

THE OLD RUN

VOLUME 11 NUMBER 8 SUMMER 1976

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 magazine do not necessarily reflect those of the Middleton Railway Trust Ltd, the Middleton Railway Association, or the Editor.

The next issue of The Old Run will appear in November, and all contributions should reach the Editor by the end of October.

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: Mr B W Ashurst, 68 St Davids Rd, Otley, West Yorkshire, LS21 2AW.

An inspector calls

Those members who were at the AGM will already have been aware that we had invited Major Olver of the Railway Inspectorate (which is now part of the Department of the Environment) to come and make an informal inspection of the line, and on 15th May he duly came. Those of us who had been brought up books such as 'Red for Danger' and similar tales of some of the early Railway Inspectors and their dealings with recalcitrant railway companies, were feeling just a little apprehensive.

Not that we had any intention of being recalcitrant, but there were some ominous rumours going around of preservation concerns which had been "visited", and informed that their operations ceased forthwith. As it turned out, we need have had no fears. The meeting was extremely friendly, and although Major Olver has recommended a number of changes which will have to be made, some of which will involve a great deal of hard work and a certain amount of expense, it was clear that he was generally satisfied with our standards of operation and safety.

At the time of going to press, we had received a draft of the official report, and members may be interested to know of the most important points made in it. One of these has already been implemented; in order to ensure that the Guard cannot be distracted by passengers or impeded in his access to the handbrake, passengers are no longer allowed to travel on the front balcony of the guards van, and a notice has been painted inside the door informing them of this fact.

We shall also be having to tighten up slightly the rules relating to who may be on the footplate of a passenger train, restricting it to a trainee who has been specifically rostered for the duty, or an authorised officer. We are also going to have to raise the age limits for train crews, but this will be done gradually, so that nobody under the new limits who currently has a pass will lose it. However, no new driving passes will be issued to people who are under 21, and the new limit for firemen and guards will be 17.

In addition, we shall have to arrange for drivers both to have a medical examination, and to be passed out by a suitably qualified member of BR, ie a Running Foreman, Motive Power Inspector or somebody of equivalent grade. This will apply to all drivers, including those who already hold passes, and arrangements for the examinations will be publicised when they have been made.

As far as the line itself is concerned, the main change that we shall have to make is to replace the ordinary point levers on the passenger line turnouts with proper two-lever ground frames, so that the point locks are then built in, and these in turn will be locked with an Annett's lock, with the key being carried on the single line token, so that it will not be possible for unauthorised people to tamper with the points while trains are running. We also have to erect one or two additional notices at the various places where footpaths cross the line.

Looking rather further ahead, we have been asked to work towards the position where we have run-round loops at each end of the line, and can thus eliminate the propelling of trains. At the Middleton

Park end of the line this will mean waiting until the landscaping of the area--which will, it is proposed, include the realignment of the last few hundred yards of the line--is complete, and at the Hunslet Moor end it will mean a certain amount of alteration to our plans for the depot site.

However, the most important change, or at least the one which is going to involve us in the greatest amount of hard work and expense, is that we have been asked to fit continuous brakes on the passenger train. Initially this need only involve fitting a through train pipe on the open wagon, and the actual brake gear on the brake van, and it will not be necessary for the train brake to be worked proportionally from the locomotive steam brake. Even so, a substantial amount of equipment will be involved.

Due to the limited steam capacity of some of our smaller engines, it has been decided that the compressor for maintaining air pressure in the system (air having been chosen because it requires smaller piping than vacuum) will be mounted on the brake van and driven from one of the axles, so that, on the downhill run at least, gravity can do most of the pumping. Incidentally, if there are any members reading this who think they know of a suitable cheap source of a reciprocating compressor, brake cylinders, brake application valves, non-return valves, air reservoirs, etc., we would be more than interested to hear from them. The cost of these components threatens to be quite high.

There were other minor points which were mentioned during the course of the visit, but the above should give a fair idea of the changes which are likely to have to be made over the course of the next year or two, or, in the case of some of them, before the next inspection, which has been suggested for March of next year.

Tony Cowling

Now and then

From The Old Run, Summer 1968:

Within days of taking office as traffic manager, Joe Lee had to deal with a giant size wagon movement. The vast store of Laporte Acid wagons had been disposed of to a scrap firm at Wadsley Bridge, and 25 were extracted from all the sidings they have occupied for months, and the train stretched from Balm Road Junction to Beza Road level crossing, being finally taken over by the diesel shunter at 11pm one night. It was soon discovered that the local thieves had been jacking up wagons and that two were minus brass bearings. When the remaining tankers went off to Wadsley Bridge a week afterwards another wagon had lost its brass.

Then the blow struck our own rolling stock. A wagon had been in Moor End works for loading of scrap for over three weeks. Going flat out the Sentinel could only just move it, and it was evident that the brasses had gone. We ended up unable to move the wagon back into Moor End, and unable to get it down the main line. On Saturday March 30th, the Chairman, unable to raise any other support, struggled for 2½ hours with the large traverser jack to lift the axle boxes and drop in replacement bearings. The wagon arrived at its destination four days after it had set out!

AN EVENTFUL DAY

Ian Smith

To most people, Easter Sunday 1976 was just a sunny day, just right for going to the seaside. To the regular band of Middleton Railway workers, however, it was something entirely different. Not only did the passenger service break all records, it was also the day we steamed Windle!

It all started the previous day when Bill Holliday (resident painter) invited Jim Lodge to steam Windle and ruin all his nice paintwork, to which Jim readily agreed, much to the delight of most of the Middleton regulars. There was a lot of camera polishing that night, in readiness for the fun on the Sunday!

As I was guarding, I arrived at the line at 10.20, fairly respectable and with camera in hand, to witness the 'lighting the first fire' ceremony. This event was most tastefully performed by Messrs Lodge and Holliday, and a great cheer went up from the assembled Middletonians. It was immediately apparent that Windle was a rather smoky engine, with great clouds pouring from it to muttered comments of "He's got some room to talk!" from assembled firemen--a reference to Jim's eternal cry of "Watch that smoke!" to all footplate staff.

For a few moments, I and a couple of other firemen turned our attention to a sedately steaming Peckett, with its fireman, Stephen Dufton, looking slightly left out of things. A few rather uncomplimentary comments were made about the small, almost non-existent amount of smoke being emitted from the Peckett's chimney. "But that's because I'm firing it properly!", came the fireman's defensive reply, with a meaningful glance at Robbies' siding, which was engulfed in smoke from Windle. By this time a number of other members had arrived, and regarded Windle with mock horror. "You can't steam THAT! It's against the rules!", and other such comments were the order of the day.

Eventually, after doing various checks and awaiting steam pressure, Jim released the brakes, and then opened the regulator with the confidence of a man who knows his engine will work... Windle actually moved first time! For the first time in over fifteen years, our Borrow's well-tank was finally working again!

Accompanied by much photo-taking and cheering, the old loco moved off to the water tap at Garnet Road. Once a few more minor details had been attended to, I was informed that Windle was to push the brake van and wagon out of the yard as far as the token notice. The loco coupled on, and the only snag of the day came to light. All the other engines on the line are left-hand drive, but not Windle! She is right-hand drive, which makes the Guard's job a little more difficult. In addition, the fireman's lot is not exactly ideal, as the firehole door opens towards him instead of away from him, making firing a little awkward.

However, despite these minor irritations, Windle proceeded to push us out of the yard in good style, then stopped and pulled us

back again. She then uncoupled, and allowed the Peckett to take on the job of passenger loco for the afternoon, while Jim attended to various minor defects occurring on the engine. Rather surprisingly, there were very few problems apart from the injector. Apparently the CME turned the air blue once or twice, giving very concise details of what Mr Borrowes could do with his choice of injector!

Having left the yard, the visitors' train proceeded to Tunstall Road to begin what turned out to be a record day's work. I should have anticipated a busy day after Saturday brought in over £70 in fares, but even I was unprepared for the invasion that actually took place. The first trip ran at 13.45, and from then on the timetable was completely abandoned, the train leaving Tunstall Road as soon as the loco had enough steam. In fact, we ran trains every fifteen minutes except for 16.00, 16.30 and 17.00, which were on the normal times.

For the first time ever, people were queueing to ride on the train, and it would be perfectly correct to say that the railway was only just able to cope with the crowds. Many more, and we'd have had trouble shifting them. Thanks must go to Keith Hartley for his stalwart efforts in crowd-handling, and to the two young ticket-clippers, Johnny Wainwright and Martin Lightfoot, both aged only 11 years, who coped very well indeed, despite their youth and inexperience (it was only their second time as clippers--quite a way to be initiated into the job!). I was also glad Steve Dufton was on the ball and did an excellent job firing the Peckett, under Andy McKenna's guidance.

Towards the end of the day, concern was expressed about coal supplies, as it was a rather empty bunker that graced the Peckett by 16.20. Andy and Steve thought they would be okay, so we carried on regardless! We ran an extra trip at 17.30 to clear any 'residue' of visitors from Middleton Park, using Neil Kavanagh as Station Master (complete with boiler suit!) to let people know we would be running another trip. That last run made thirteen all told, and the fireman's comment on his physical condition at that stage was concise and explicit!

On the way back to the yard, ticket salesman Adrian Caltieri informed us that we had taken £101.70p on ticket sales alone, a record for the Middleton Railway. Even Jim smiled with delight! Back in the yard came the preparation for the highlight of the day. The Peckett ambled up to the hut to take water, and Windle coupled on to the train for her trial run up the line. The Peckett crew left her in the charge of Barry Wood while they came for the ride. I let Adrian guard while I watched Windle from the van.

Once out on the line, the train was backed into the tunnel to do a photographic run-past. The regulator was opened, and the loco slipped violently, smoke and steam pursuing fleeing members in the wagon. Apart from that little incident, the run was quite uneventful, as Windle pushed the brake van and wagon to the top quite easily. The trip back to the yard was also uneventful, and once back I cadged a lift home from Dave Hebden, so ending a very eventful day.

I think all members will join me in expressing congratulations and thanks to all who made the Windle steaming possible--to Jim for his work on rebuilding, Bill for his excellent paint job (and Steve Roberts for lining out), and the many MRA and MRT members who helped de-rust and prime cladding sheets, and did other sundry jobs connected with Windle's restoration.

407

Kenneth Hartley

The locomotives designed and put into service by the Worsdell brothers, on the old North Eastern Railway, were characterised by a neatness which was in distinct contrast to the style of many engines already at work. This symmetry of outline, which was enhanced by the discreet elegance of the well-known bright green and polished brass livery, was evident throughout the whole range of their engines, right down to the little 0-4-OTs of Classes H and K.

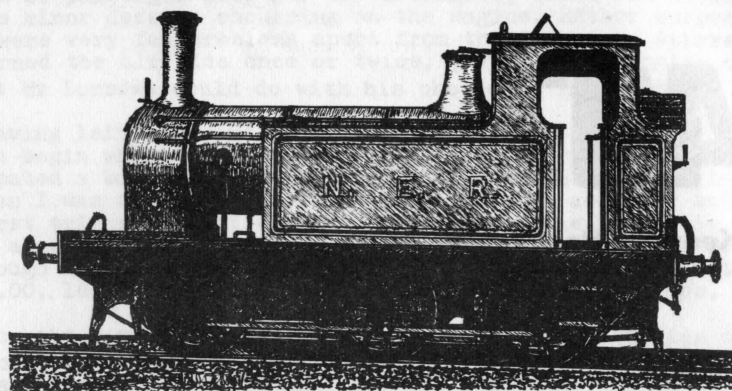
The H Class, of which No 1310 is an early example, was introduced in 1888, and between that date and 1897, nineteen were built at Gateshead, while a further five were constructed at Darlington in 1923. It is more than likely that this class has already been adequately dealt with in earlier issues of The Old Run, but perhaps the two classes which may reasonably be termed as developments of the basic 0-4-OT are not so well known.



The first of these was Class H1, which consisted of only two engines. Nos 590 and 995, built at Gateshead in 1888. These were 0-6-0 side tanks, fitted with a crane in the rear of the cab, in what would normally have been the bunker. The boiler, wheels, cylinders and other items were standard with the 0-4-OT type, except that on No 590 the cylinders were 13"x20" instead of the usual 14"x20". The wheelbase of 10'0" was unusual in that it was arranged with 6'0" between the leading and crank axles (as on the H Class) and only 4'0" between the crank and trailing ones.

The crane on both engines, as built, was rated at 3 tons capacity, but the jib on No 590 was later lengthened, and the load was restricted to 30cwt. The height from rail level to the top of the crane was 13'11", but the height to chimney top, width over tanks, etc., were similar to the 0-4-OT locomotives. The NER diagram gives the weight in working order as 23t 1cwt, while the LNER figure quoted is 26t 11cwt 1qr.

I have no record as to where No 590 spent her working life, although it could well have been at Gateshead or, later, at Darlington. She was withdrawn from service in May 1937, and subsequently cut up at the latter place. No 995 was certainly employed at Gates-



K.E. HARTLEY N.E.R. "H2" 0-6-0T. No. 407.

1975

head works, as the inscription on her side tanks made evident. She was withdrawn in June 1933, and sold to Hartley Main Collieries, becoming No 26 in their list.



The second development, Class H2, consisted of three normal 0-6-0T engines, Nos 407 and 1787, built in 1897, and No 1662, built ten years later--all at Darlington works. Again, the domeless boiler, cylinders, wheels, etc., of Class H were used, and the tractive effort of 11,040lbs was the same as that of the four-wheeled locos. The boiler was 3'8" in diameter, 6'8½" long, and contained 139 tubes, of 1½" diameter, which provided 448 sq ft of heating surface. The firebox added another 57 sq ft, to give a total of 505 sq ft, and the grate area was 11.3 sq ft. Cylinders were 14"x20", and the wheels, without balance weights cast on, had a diameter of 3'6¼", according to NER and LNER diagrams.

The wheelbase of 11'0" was divided into 6'0"+5'0", the distance between the leading and crank axles being the larger, and identical to the H and H1 engines. The frames, between buffer beams, measured 19'3", while the length over buffers was 22'3", and height to chimney top, above rail, was 12'1". Space was provided for 1½ tons of coal, and the water capacity was 475 gallons.

The weight in working order (NER diagram) is given as 25 tons; the LNER figure of 27 tons may apply only to No 407, which was specially fitted with larger side tanks for working the Selby-Cawood line (the one-time Cawood, Wistow & Selby Light Railway, opened in 1898), which was acquired by the NER on January 1st, 1900. Both 407 and 1787 were fitted with Westinghouse brake gear, which made them suitable for working passenger as well as goods trains.

No 407 was stationed at York in the autumn of 1900, but was transferred to Selby shed in the following year, where she remained

until the middle of 1912, apart from a short spell at Hull in 1905, and a brief visit to Middlesbrough in 1911. From mid-1912, the latter place became her regular shed. No 1787 was also stationed at Selby in the 1905-1909 period, and no doubt occasionally relieved 407 on the Cawood line. The later No 1662 appears to have been a Departmental engine, but I have no record as to where she actually did work.

No 407 spent two lengthy periods on the North Sunderland Railway in later years--in 1920, when that company's Manning Wardle 0-6-OST (No 1394 of 1898), 'Bamburgh', was back in Leeds for rebuilding, and again in 1926, when the MW was in need of heavy repairs. The H2 also worked for a short time on the Easingwold Railway, in replacement of an H Class, to which, it seems, the Board of Trade took exception, at some unspecified date when the Easingwold Railway Company's No 2 was unserviceable.



All three H2 engines were withdrawn from service during 1937, 407 being the first, in June, and the other two following in August. No 1662 went to the British Sugar Beet Corporation at Cantley, Norwich, via W Jones Ltd, where she seems to have put in a further twenty years of work, and was scrapped in 1957 by Keen (or King?) of Norwich. No 1787 was donated to the Bowes Railway, in County Durham, by the LNER, as compensation for damage done to a Bowes locomotive in a collision with an LNER engine. She worked for her new owners until 1946, and was cut up in October of that year.

407 went initially to the Whitwood Chemical Company, Castleford, followed by service with Briggs Collieries Ltd, at Saville colliery. It would appear that she received the name 'Jean' whilst at this location, from which she was transferred, on 1st January 1947, to the NCB, Castleford Area. After little more than nine months under new ownership, 407 made her final move, circa October 1947, to Middleton Broom pit, where some time in 1948-49 she was dismantled.

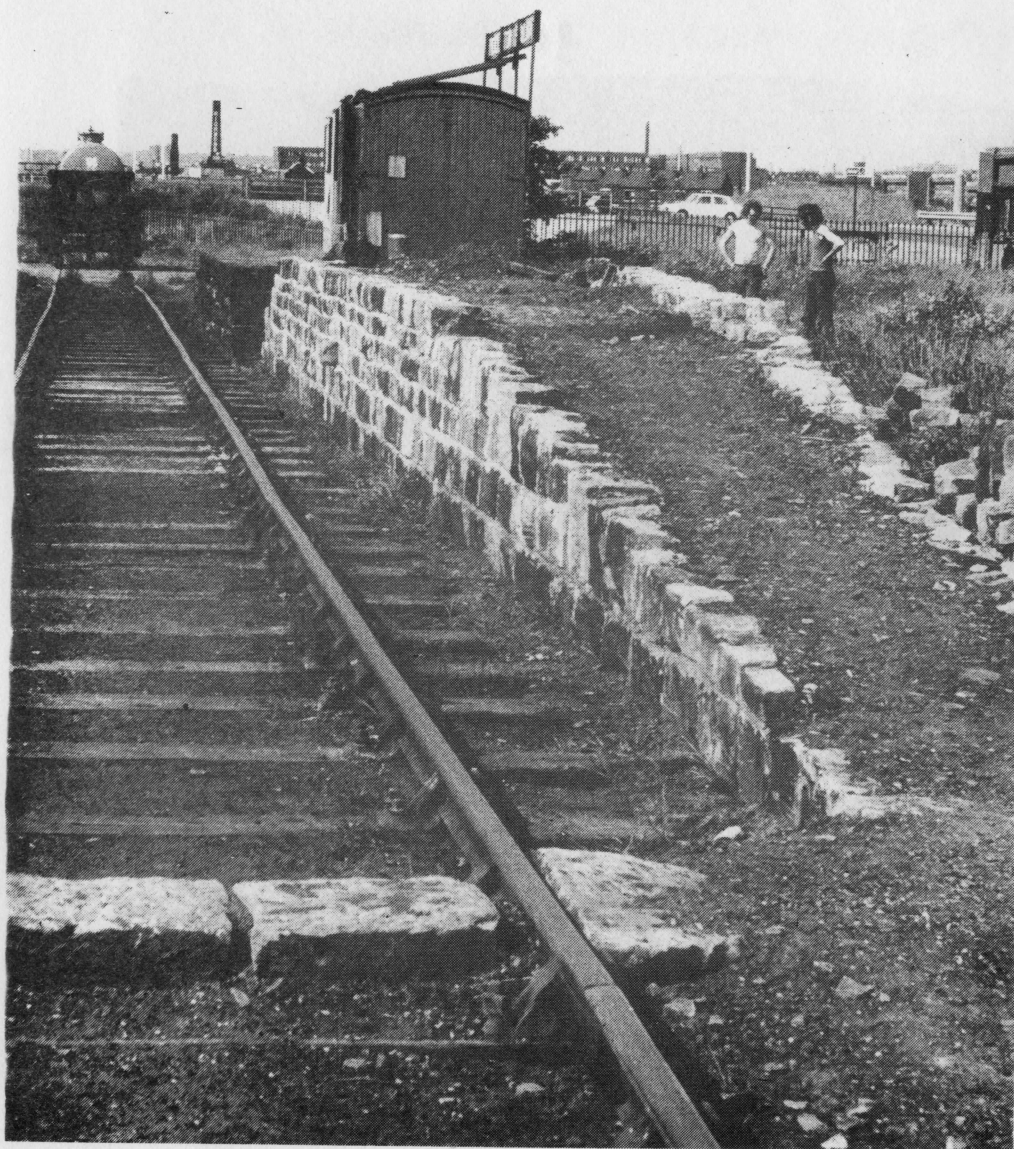


The H2s were neat, handy little engines, and must have looked very attractive in their earlier days, when they carried the familiar green livery, lined in black and white, and the brass "bonnets" over the safety valves were kept well-polished, as can be seen from photographs taken when the locomotives were actually in service. Indeed, at least one of the tiny K Class 0-4-0T engines (and probably all five of them) bore the same pleasing finish, and it is reasonable to assume that the H Class (of 1888-1897) were also so adorned. Later, of course, black, with a simple lining in red, replaced the green, and finally a plain coat of black (and grime!) was usually the best-known finish!

It has always been a matter of regret that I was never able to see 407 or her sisters, for although I saw an illustration of one of them (suspended from the jib of a big breakdown crane) as long ago as 1919, in Protheroe's 'Railways of the World', they had all been scrapped before I had learned something of their history or later locations. However, although only the ghost of 407 may (possibly) haunt the old track-bed of the Middleton Railway, we can be thankful indeed that 1310 survives in good working order.



Amidst typically industrial surroundings, No 59 and train coast
towards the GN bridge on June 12th 1976. (Photo by Mervyn Leah)



Although not yet in use, the new platform at Tunstall Road was progressing steadily when this photograph was taken on June 12th.

(Photo by Mervyn Leah)

OLD RUN NEWS

MIXED FORTUNES FOR THE VISITORS' SERVICE

Takings so far this year are well in advance of the same period in 1975, but only because of a bumper crop of Easter visitors. Up to the second weekend in June, daily averages of visitors and ticket cash for ordinary running days (ie excluding public holidays) were 112 and £17.11p. This compares unfavourably with last year's averages for the same period of 135 and £14.33p, the increase in the cash average being due to increased fares. As predicted, newspaper advertising is far too expensive for frequent adverts to be placed now. If only a fine weekend could be assured, an advertisement might more than pay for itself, but for a wet weekend it would be wasted money.

However, now for something more cheerful--the Easter bonanza. The previous record takings for a single day was £42 on 1974 Easter Sunday. This Easter Sunday, an astounding total of 104.25p was reached, 767 tickets being sold! Comparative figures of visitors and ticket cash for public holidays in 1975 and 1976 are:

	<u>1975</u>		<u>1976</u>	
	<u>Visitors</u>	<u>Cash</u>	<u>Visitors</u>	<u>Cash</u>
Easter	678	£78.09	1543	£213.85
Spring Bank Holiday	534	£55.22½	481	£72.20

Congratulations to those who dealt with the unexpected hundreds on Easter Sunday and Monday. As usual, more helpers at the line would be greatly appreciated, both white-collared and dirty-handed, so if you live in the area and have a little time to spare for your society, please come along and offer your help. Another way of helping would be to publicise the visitors' service among your friends, relatives and workmates as much as possible.

Sheila Bye

FARES GO UP

Although British Rail may have been able to announce a freeze on its fares for the rest of the year, cost pressures on the Middleton passenger service continue unabated, and another increase in fares was approved by the Council in May, for introduction on June 5th. The new rates are: Adult single 15p; Adult return 30p; Child single 10p; Child return 15p.

MEMBERSHIP NOTES

We extend a warm welcome to the following who have joined the Middleton Railway Trust since the last Old Run: Keith Dowell, Leeds 8; Anthony and Mrs Nita Bennett, Leeds 13; J Rogers, Leeds 11; George Lunn, Woodlesford; Michael Turnbull, Leeds 17; and J A Gibson, Leeds 11.

George Lunn is the new MRT Treasurer, replacing Ray Edwards who did not stand for re-election at the AGM owing to pressure of other work. We look forward to seeing these new members at the line, and hope they will play their part in keeping Middleton alive and active.

For some time, regular visitors will have noticed various jobs which have been started and not yet come to fruition. This is because our regular workers are fully stretched maintaining and operating the service, and particularly in the summer other jobs must wait their turn. Have you considered giving some time this summer to help out? Your presence could free a skilled man to get on with a worthwhile job which time has not yet allowed him to do. If the normally invisible half of our membership gave only one day at Middleton this summer, progress could be impressive. Drop a line to me at: 68 St Davids Rd, Otley, West Yorkshire LS21 2AW, if you want somewhere to stay for a weekend, and arrangements can be made at the home of a local member.

June renewals are coming in excruciatingly slowly this year! Could it be the Common Market, or has the soaring price of black puddings made a hole in everyone's pocket? Whatever the reason, there is really no excuse for it, so reach for your cheque book and send me £2 without delay!

Brian Ashurst

RALLY AND EXHIBITION NEWS

Whilst I'm most appreciative of the help received at rallies and exhibitions from both MRA and MRT members, there is a need for more helpers, particularly at Sunday events, and so I will be pleased to hear from any member who would like to help at forthcoming events. Offers of help may be put in writing to me at: 44 South Broadgate Lane, Horsforth, Leeds LS18 4AG, or by telephone to Stephen Dufton on Leeds 716033.

Definite dates we have arranged are as follows:

AUGUST 28, 29 and 30: Harewood Traction Engine Rally.
Skipton Model Railway Exhibition.

MID-SEPTEMBER: Huddersfield Model Railway Exhibition.
Sheffield Oakes Park Traction Engine Rally.

MID-OCTOBER (usually): Leeds Model Railway Exhibition.

NOVEMBER 27 and 28: Wakefield Model Railway Exhibition.

Derek Plummer

IN CASE OF ACCIDENT

On his visit to the Railway in May, which is reported elsewhere, Major Olver of the Railway Inspectorate asked that any accidents occurring out of office hours should be reported directly to him. Thus the telephone numbers for reporting serious accidents are: 01-212 7223 (in office hours) and 025-13 6426 (all other times).

Tony Cowling

MORE NEW ROAD SIGNS

In the Spring issue of The Old Run, the reprint from the Spring 1969 issue coincided with the installation of new road signs at Moor Road and Beza Road level crossings, which comply, except for the omission of transverse road markings, with The Traffic Signs Regulations and General Directions 1975. As observed by me on 10th April (they had then been in for about three weeks), they consisted of an illuminated advance warning sign on each side of the crossings, this being the familiar steam locomotive silhouette inside a red triangle. Just clear of each side of the crossings are three signs mounted on a common metal backboard; from bottom to top these are a repeat of the steam locomotive silhouette on a white rectangle, a triangular Give Way sign, and the X symbol denoting the site of a level crossing. These too are illuminated.

Derek Plummer

WATERWAYS MUSEUM AT DEWSBURY

Earlier this year, a new museum opened at Dewsbury, devoted to the inland waterways of the north-east of England, with particular emphasis on Yorkshire. Situated in the former blacksmith's shop beside the canal basin at Savile Town, Dewsbury, the museum is open to the public on Saturday and Sunday afternoons.

NEW HANDBOOK PUBLISHED

The Industrial Railway Society has recently brought out 'Industrial Locomotives 1976', the fourth edition of its handbook giving details and locations of motive power to be found away from the main-line systems of Britain and Ireland. The title is something of a misnomer, as the scope of the book has been widened with each new edition, and this one covers everything from BR departmental stock to public miniature railways, taking in industrial and preservation sites on the way. As well as locomotives, details are given of such items as railcars and Wickham trolleys--the motto seems to be, "if it moves, record it!". Copies cost £3.30 post free from: IRS Publications, 47 Waverley Gardens, London NW10 7EE.

Mervyn Leah

Bowes preserved

Sections of another historically important colliery railway in the north of England are to be preserved in working order. This is the Bowes Railway, which served parts of the coalfield to the south of Newcastle-upon-Tyne, and indeed passed within a couple of miles of Watergate colliery, which was the last NCB home of our own No 1310.

The line is important in that it was the third major railway to be engineered by George Stephenson, and is the only one to remain essentially unaltered in its working methods. Of the other two, the Hetton Railway has largely vanished, and the Stockton & Darlington has either been closed, or else incorporated into the BR system. The Bowes Railway was the last of these lines to be operated by a combination of locomotives, stationary haulage engines and self-acting gravity inclines, although steam power gave way in later years to diesel locomotives and stationary electric motors.

The initial section of the line, some five miles from Jarrow to Springwell colliery, opened in January 1826, with a further section, from Springwell to Mount Moor colliery, following in the June of that year. Locomotives, in the shape of a pair of 0-4-0 tender engines built by Robert Stephenson, were introduced in April 1826. By 1860, the railway had grown to fifteen miles in length, and served nine collieries, but pit closures have gradually reduced the mileage in operation, and the last inclines to be used--appropriately those on the original 1826 section--closed in October 1974.

A preservation scheme for parts of the line was drawn up under the auspices of the Tyne & Wear Industrial Monuments Trust, and Tyne & Wear County Council has purchased from the NCB some 1½ miles of the original line, including all track and equipment, haulage engines, cable and pulleys, trackside furniture and ancillary machinery, together with a representative selection of wagons from the railway. The section involved includes the engine-operated incline from Mount Moor to Springwell, and part of the gravity incline from Springwell towards Jarrow, and the County Council hopes to purchase other parts of the trackbed for possible development as a country walk, with ancillary items from the railway preserved in situ.

The locomotive stock of the new venture comprises a Hunslet 'Austerity' 0-6-OST, bought privately from the NCB at Castleford, and a Barclay 0-4-OST which had formerly worked on the Bowes Railway. The Queen Mother was due to visit the line on July 15th, to inaugurate the scheme, and to mark the line's 150th anniversary.

Mervyn Leah

ASSOCIATION ADVERTISER

JOURNAL OF THE MIDDLETON RAILWAY ASSOCIATION

AGE LIMIT

At the last Committee meeting of the Middleton Railway Association, it was decided to impose a minimum age limit for MRA membership. The need for this has arisen because, during the previous months, the number of very young members has been rapidly increasing, and when these young people present themselves down at the line, it is becoming harder to find them suitable light jobs. Therefore the following regulation was passed: "No person under the age of ten years may join the Middleton Railway Association, unless that person has a parent or friend who is a member of the Middleton Railway Trust Ltd, and is willing to be present and to supervise that person while on Middleton Railway property".

On the subject of safety, there is now a Responsible Officer scheme in operation for MRA members working at the Railway. The Responsible Officer is a senior MRA committee member who is in charge of the MRA members while they are working. He is there to join in the work, but also to supervise members, making sure that the job is done correctly and most of all SAFELY. We aim to achieve maximum output with the minimum of effort! Members should find out who the R.O. is for the day when they come to the Railway to work, and are reminded that he is there for their safety.

Stephen Dufton

SUBSCRIPTION RATES

At the MRA's last Annual General Meeting, it was decided to increase the annual subscription from 80p to £1. This is because of the anticipated increase in postal charges and a better scheme for insurance cover for members.

NEW MEMBERSHIP SECRETARY

The MRA now has a new Membership Secretary, as Stephen Dufton has given up the position to take on the new job of Deputy Chairman. The new Membership Secretary will be: Christopher Townend, 21 Poplar Rise, Bramley, Leeds 13. All enquiries and late renewals for June should now be sent to Chris.

TRIPS AND VISITS

During the recent all-out bid for streamlining operations, and in a sudden rush of madness, the Committee has decided to form a Visits Sub-Committee. The following trip has been planned so far:

SUNDAY IN SEPTEMBER: Severn Valley by rail (not yet finalised). Cost about £2.50-£3.50, including trip on Severn Valley Railway.

There are also plans being made for visits to Crich Tramway museum, Dinting Railway Centre, Steamport Southport and the Main Line Steam Trust. Further information can be obtained from: Graham Parkin, 10 Hopewell View, Leeds 10.

VISIT REPORT--MAIN LINE STEAM TRUST

Recently a group of MRA members went to Loughborough to visit the Main Line Steam Trust, which operates part of the former Great Central main line. After some hasty organisation and several phone calls to BR, made by Adrian Caltieri, we managed to set off.

After changing at Derby, we arrived at Loughborough at about 11.30, and the next job was to find the Main Line Steam Trust. Very soon we came across a road called Great Central Road, and before long the Central station booking office had been found and the tickets bought.

As we walked on to the platform, we were greeted by the whistle of a Manning Wardle 0-6-OST, 'Littleton No 5', as it set off for Quorn & Woodhouse--they were not running as far as Belgrave & Birstall. After a good look round the shed and yard, and after having a ride on the train, it was time to return to Leeds.

Everybody enjoyed the trip, and the MLST had a lot to offer. We hope to return to Loughborough later in the year.

Philip Morgan

Contributions for the next Association Advertiser should be sent by mid-October to: Philip Morgan, 21 Moor Flatts Road, Leeds LS10 3SW.

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