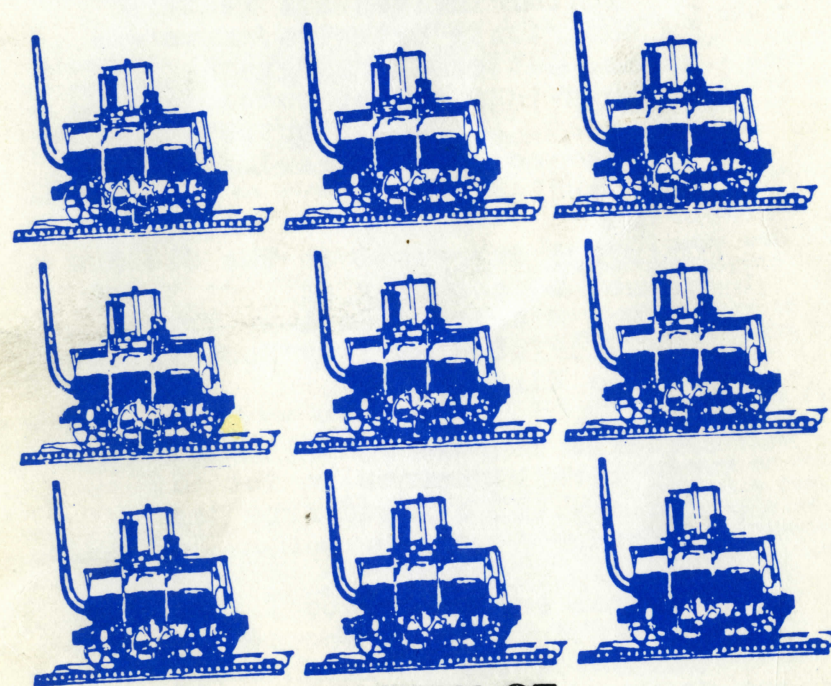


THE OLD RUN



JOURNAL OF
THE 1758 MIDDLETON RAILWAY
LEEDS

SPRING 1980

THE OLD RUN

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EDITOR: Mervyn Leah, 7 Conrad Close, Rugby, Warwicks.

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.

MATERIAL FOR THE NEXT ISSUE SHOULD BE SENT BY 1st AUGUST TO: IAN SMITH, 8 MANOR FARM DRIVE, BELLE ISLE, LEEDS LS10 3RW.

Comment

"And as the sun sinks slowly in the West, we say farewell to the Editor of The Old Run!"

This is indeed my last editorial in my last edition of The Old Run. Heavy commitments in other directions, particularly overseas business travel (who said the export drive was dead?) have not left me with enough time to devote to the job of Editor as I should have liked in recent times, and consequently I have decided to give up. Sitting at this typewriter from the next issue will be Ian Smith, already Editor of the Association Advertiser section and a frequent contributor to the main part of the magazine. I am sure that you will all join me in wishing him well in his new venture.

In the almost ten years that I have been Editor, I have had the pleasure of receiving material for the magazine from numerous people, sometimes after much nagging on my part, sometimes (more frequently) offered spontaneously. To all of those contributors I owe a great debt of gratitude for making my life a good deal less traumatic than it might otherwise have been.

As a result, all of the great events of the last decade, as far as the railway is concerned, have been recorded in the pages of The Old Run--the motorway construction, the removal of the colliery tips, the arrival of several locomotives (and the departure, temporary or otherwise, of others), and the great exhibition at Shildon, to name but a few. The less dramatic but still important developments--a repair completed here, a piece of machinery installed there--which have contributed towards the general consolidation of the railway's position over the years, have also had their place in these pages. Indeed, consolidation has been the name of the game at Middleton since the late 1960s, when we lost our hoped-for base at the old colliery but won our fight to survive the arrival of the motorway.

Creditable though the achievements of the last decade have been, this is perhaps a good time to wonder whether mere consolidation can continue to be enough of an aim in the harsher climate of the 1980s. What do we have to offer the world? We have an illustrious past, of which much is spoken and written, but nothing is visible. We have a delightful collection of locomotives and stock, most of which was acquired because it was suitable and available, but having very little else in common. We have a line which runs from a bus stop to the edge of a park, through scenery which, thanks to the bulldozers, is almost totally bland and featureless. Really this does not add up to anything very exciting for the visitor. Both passenger totals and membership stubbornly refuse to show a long-term upward trend. We are marking time, shuttling anonymously to and from the Park without making the impact on either public or enth-

usiasts that a line with our history, so close to the National Railway Museum and several large population centres, should make. What is to be done?

The first thing is to get ourselves, at long last, some proper covered accommodation, and at long last we seem to be doing this. There are times when the best is the enemy of the good, and having come tantalisingly close to having the buildings at Middleton colliery, we seem to have spent the next few years convincing ourselves that we couldn't afford anything as good any other way. The present policy, of building what we can afford as and when we can afford it, is more likely to produce results.

The next step is perhaps more difficult. Having obtained somewhere permanent to keep and work on our stock, do we just continue as a weekend adjunct to the local bus service, or do we try and adopt a more distinctive identity, to be just that bit out of the ordinary? What themes could we emphasise? Our history? It has been our aim to have a full-size replica of a Murray-Blenkinsop locomotive ever since we started in 1960. Now that would be an attraction so close to York! The locomotive builders of Leeds? We already have the beginnings of this one, and it could produce some industrial or municipal sponsorship to help with facilities. How about a "made in Leeds" theme for some of our gala days, just to get things going? Yorkshire colliery railways in general? Ours is the oldest of them all, and a collection of locos, wagons, signals and other railwayana from this neglected subject would make a fascinating adjunct to the National Collection down the road. Again there may be sponsorship possibilities.

Certainly we need to decide where we want to go, and then take steps to get there. Standing still is not a viable option in a world which is changing rapidly, and for the worse as far as archaic survivals are concerned. Having reached 1980 against all the odds from the situation we inherited in 1960, we must now ensure that we deserve to survive until 1990. The 1980s will be cruel to preserved railways, and particularly those whose only good reason for existence is that they happen to exist.

Mervyn Leah

Now and then

From The Old Run, April 1960:

At the opening ceremony of the 'Salute to Steam' exhibition at Leeds City Museum on 23rd April, it was announced that the new comprehensive school to be opened here this September will be named the Matthew Murray Comprehensive School, after the famous Leeds locomotive pioneer. We shall certainly make contact with the school when it opens and discuss establishing ties between the Society and the School which has been so well named, and hope that they may grow prosperously together.

The Society is to hold a tram tour of Sheffield, where much unused electrified track still exists, although there is now only one regular route, on Sunday June 26th.

OLD RUN NEWS

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

GRAND STEAM EXTRAVAGANZA, SUNDAY MAY 11TH

Is there no limit to the superlatives that can be found to describe the steam gala days held at Middleton? The above is the title of this Spring's effort, and is an important date for your diary. As usual, we shall try to provide plenty of interest for everyone, and plenty of material for photographers. Our steam locos will be hauling trains throughout the day, and other items of stock, together with vintage and veteran forms of transport, will be on display. It is hoped to have the Steam Power Trust's Danish locomotive restored and in steam for the occasion, for the first time since it arrived in England.

STOCK REPORT

Peckett 2003: As soon as the 1979 season was finished, a start was made on removing the tubes from the boiler. This work has now been completed and the new tubes, which are to hand, will be fitted as soon as pressure of work permits. The tank and cladding plates have also been removed in readiness for the five-yearly thorough boiler examination. Apart from slight pitting of the boiler barrel, it is generally in good order, and should see many years of life if it is looked after. The same cannot, however, be said of the blastpipe, which did not survive being removed from the smokebox. It was wafer-thin in places, and broke neatly into two pieces! A new one is to be provided, but it has not yet been decided whether to cast or fabricate it. The smokebox door is also on its last legs, and a new one will be required before much longer. Whilst the loco is out of service, the opportunity will probably be taken to overhaul the motion and lift the loco from its wheels to check the axleboxes. It is not expected that there will be anything amiss, but you never know until you look! Time and labour permitting, it is hoped that this locomotive will be available for service towards the end of the season.

'Matthew Murray': This locomotive is available for traffic, and should see considerable use in 1980. The tank has been thoroughly cleaned out, and this should cure the injector troubles experienced last year. The front tubeplate is getting rather thin and will probably have to be built up with weld before much longer. This is unfortunate, as it will require removal of the boiler tubes, which are of brass. The tubes are probably the original ones, and are in reasonable condition despite their age. It would be a pity to have to change them when they have plenty of life left; any replacement would have to be in steel, as brass would be prohibitively expensive.

'Henry de Lacy II': After a year out of service, it is anticipated that 'Henry' will be in steam throughout 1980. The boiler has passed its annual inspection, and if no other problems arise it should be available for traffic by the time you read this.

385: The Danish well tank, having spent the last nine years slumbering in the back road, is now the subject of frantic activity. The blue asbestos boiler lagging has been removed by a professional disposal firm, the cost having been borne by our good friends, the Steam Power Trust, to whom the loco belongs. The boiler passed its visual examination in January, and at the time of writing is being prepared for a hydraulic test. The various fittings are being overhauled and certain missing parts replaced. It will then be repainted in lined black livery, and hopefully take its place on the loco roster for the first time at the steam gala on May 11th. The programme of work is very tight, however, and even the smallest setback could affect our plans. Any help on the project would be gratefully received. The locomotive is in remarkably good condition, having been well prepared by the DSB for its long period of storage.

'Windle': This loco is being kept as standby for the season, its last before a thorough boiler examination is due. It is available for service at short notice, but its mechanical condition leaves a lot to be desired. Its lack of water capacity can be an embarrassment at times, and temperamental injectors have made it unpopular with the train crews. Plans are on hand to fit new injectors, which should improve the situation.

59: This locomotive, which is currently out of service pending a major overhaul, has been taken under the aegis of the MRA, who will be carrying out the unskilled work on it. To this end a fund has been launched to raise money for the project. Major work to be done includes replacement of corroded platework, retubing the boiler and an overhaul of the engine unit.

1310: The locomotive remains stored, and there is little to report. However, new tubes are expected shortly, and the Steam Power Trust hopes to commence work on the loco in the near future.

6: Stored out of use awaiting retubing and repairs to the frames. The work is regarded as low priority, as the loco is relatively heavy and overpowered for Middleton use.

'Carroll': The loco has received a minor overhaul and repaint. This work is still to be completed, but the locomotive can be used in an emergency.

Fowler 3900002: Available for traffic, and in regular use for shunting and freight work. It will probably be taken out of service for a minor overhaul when 'Carroll' is returned to traffic. A repaint is long overdue.

'Courage': In daily use with the STEP employees, the loco has generally performed satisfactorily, although not without a few teething troubles, notably a broken decompression plunger and a slipping fuel pump drive. Again, a repaint is long overdue.

Steam crane: In anticipation of a craneage requirement for tracklaying and building construction, it has been decided to return the steam crane to service. It was last used in 1971, and although basically sound it requires a considerable amount of work to make it operational.

Steve Roberts

PAINTERS' PROGRESS

So many wet weekends have meant that not a lot of painting could be carried out this year so far, but the brushes are coming out, and the lads are starting work on the Danish State Railways loco ready for its

proposed debut at the Spring Gala Day. Next the finishing touches will be put to 'Carroll', which could not quite be finished last year. Next in line will be No 6, so there is plenty of work for willing hands.

EXHIBITION AND RALLY NOTES

We were to have taken our stand to the model railway exhibition at West Park United Reformed Church in January, but unfortunately this show had to be cancelled by the organisers because of unforeseen circumstances. However, our stand is polished up and in full running order, and ready to go this summer. A full list of suitable events in the locality is given below, although it has not yet been decided which ones we shall attend. As usual, Derek Plummer will be glad to hear from anyone who can help, and would enjoy a day out as payment. Phone Horsforth 581851.

MAY 5th: Keighley Model Railway Exhibition.

MAY 24th-26th: 'Rail 150', Rainhill, Liverpool.

MAY 31st-JUNE 1st: Matro 80, Thornes Park, Wakefield.

JUNE 8th: Metro 80, Dewsbury.

JUNE 28th-29th: Pyhill traction engine rally.

JULY 12th-13th: Ilkley (Yorkshire Dales Railway) Model Railway Exhibition and Craft Fayre.

JULY 19th-20th: Masham traction engine rally.

AUGUST 2nd-3rd: Pickering traction engine rally.

AUGUST 24th: Metro 80, Horsfall Playing Fields, Bradford.

AUGUST 23rd-25th: Bramham traction engine rally.

OCTOBER 23rd-25th: Leeds model railway exhibition (dates subject to confirmation).

NOVEMBER: Wakefield model railway exhibition.

ANOTHER VIKING COMING?

There is the possibility of a 1912-built, four-wheel, open-end balconied, vertical planked, teak sided, clerestory roof, Norwegian brake/mail/composite passenger coach joining Nr 385 to form an "overseas" vintage train at Middleton. This would, however, be dependent on a lock-up shed being available for such a gem. Only three were ever built, and the Norwegian State Railways museum has retained one of the other two. All the more incentive for a locoshed, lads!

'The Bishop'

COME TO THE SLIDES

Trust members are warmly invited to attend two slide shows being put on by the Middleton Railway Association during the summer:

June 18th 'Severn Valley Railway' (film and slides)

July 2nd 'Steam Slides'.

They will be held at the United Reform Church Hall, Dewsbury Road, commencing at 19.30, and admission will be 20p a head to cover hire fees. Refreshments will be on sale.

ARMLEY OPENING

In October, the new Leeds Museum of Science and Industry at Armley Mill was packed for a preview weekend. The Middleton Railway is currently represented in one showcase, which contains two models of our 1812 locomotives, one in metal, the other with a wooden-clad boiler. Unfortunately,

the caption says they were built in August 1812, when in fact the first public exhibition run took place at that time. The contemporary commemorative ashtrays are dated 1811, which seems a more likely date, allowing for the inevitable teething troubles (sorry, the pun was irresistible!).

John Bushell

INSTANT GREENHOUSE!

When the old boiler tubes had been removed from the Peckett loco recently, it was inconceivable that they should be thrown away. The acquisition at about the same time of a quantity of scaffolding clamps gave birth to an idea, and no sooner the thought than the deed. On Robinsons' short siding, just behind the Civil Engineer's workshop, the boiler tubes have grown into a magnificent frame which, now covered with heavy duty polythene sheeting, has provided a shelter in which a loco or other item of stock can be worked on regardless of the weather conditions.

Time will tell as to the durability of the shelter in windy conditions, but in the meantime work has been possible, by both the mechanical staff and the paint team, at times when otherwise it would have been impossible. Of course, when eventually there are no more jobs to be done, we could always venture into growing tomatoes....

SHIFTING TRACK FROM KIRKSTALL

A considerable amount of the volunteer labour available to MRT this winter has been expended on the task of lifting the track which we acquired from the CEGB at the old Kirkstall power station site. It was quickly realised that a small trolley would be useful to transport sleepers to a stockpile within an enclosed and comparatively secure compound. Since no trolley was to hand, the problem was solved (as are most MRT problems!) by the expedient of making one!

Angle iron sections bolted together are carried on two Wickham motor trolley axles, and the whole thing is quickly taken to pieces for conveyance to and from the site in our Civil Engineer's car. Fortunately, the gradient from the site of the track-lifting to the compound was favourable to the loaded movements, and pushing the empty trolley back up the gradient is within the capacity of one person.

There is still plenty of work to be done, and we do have a deadline to meet, so there is a need for more helpers. Mostly the work takes place on Saturday afternoons from about 1.15pm. It's hard work, but there is some interest to railway enthusiasts. The track being recovered is mostly standard 95 lb/yd bullhead on timbers, but the chairs form an interesting variety of LMS, LNER, GWR and Thomas Ward, but one LSWR chair was also noted.

CADGING SECTION

The Trust is always on the lookout for cheap (or preferably free) equipment. If you have, or know of, any of the following, would you please get in touch with Steve Roberts at: Leeds 861092:-

1. A fuel pump for a Gardner 6LW diesel engine (for 'Carroll').
2. Transport for sleepers from the Kirkstall power station site to Middleton. A long, flat-bed lorry with a HIAB would be ideal.
3. A one- or two-tool portable compressor, and any air tools for use in conjunction with it.
4. A JCB-3 or similar for digging drainage ditches, etc. We would be

very interested in the loan of one of these at weekends.

5. Roof trusses of 28-32ft span.
6. Smokebox doors for a Peckett loco (41½" diameter) and for a Bagnall loco (33" diameter).
7. Engineers' precision tools, such as micrometers, etc.

BRIEFLY....

It has been decided not to enter a locomotive in the Leeds Lord Mayor's Parade this year, but the Middleton scene will still be represented. Pupils and teachers of the Matthew Murray School in Leeds are building a scale replica of the Murray-Blenkinsop locomotive, 'Salamanca', which will be displayed in the Parade in June.

The travel firm of Woodcocks are planning a tour of preserved railways during the forthcoming Rocket 150 celebrations, and the Middleton Railway is included in the itinerary, as well as visits to the Worth Valley and North Yorkshire Moors railways.

Work is well advanced on the connection of a water supply at Tunstall Road Halt. This will, we hope, lead to the availability of welcome hot drinks for visitors, train crews and, of course, shop staff on cold days.

The STEP scheme has been going ahead slowly, often held up by the inclement weather. Visitors to the line will see a much improved track-bed, and the subsequent renewal of the ballast has improved the northern end of the line to almost professional standards. The provision of temporary covered accommodation, to which reference is made elsewhere, will enable the employed staff to carry out jobs such as paint stripping when the weather is too wet for work on the track.

Ian Smith has purchased a diesel locomotive from the Severn Valley Railway, and arrangements are being made for it to be stabled at Middleton. Ian's venture got a write-up in a local newspaper.

Chairman Joe Lee has available a few copies of a 20" x 12½" print depicting the Middleton Railway as it was in 1812 and in 1970, and incorporating a map of the line. The prints are very attractively drawn in sepia on a buff vellum-type paper, and you can get one from Joe for 30p. There are only a few available, and they cannot be repeated.

We are placing a ½-page advertisement in the 'Steam Railway' publication 'Rocket 150'. This one-off publication will almost certainly become a collector's item.

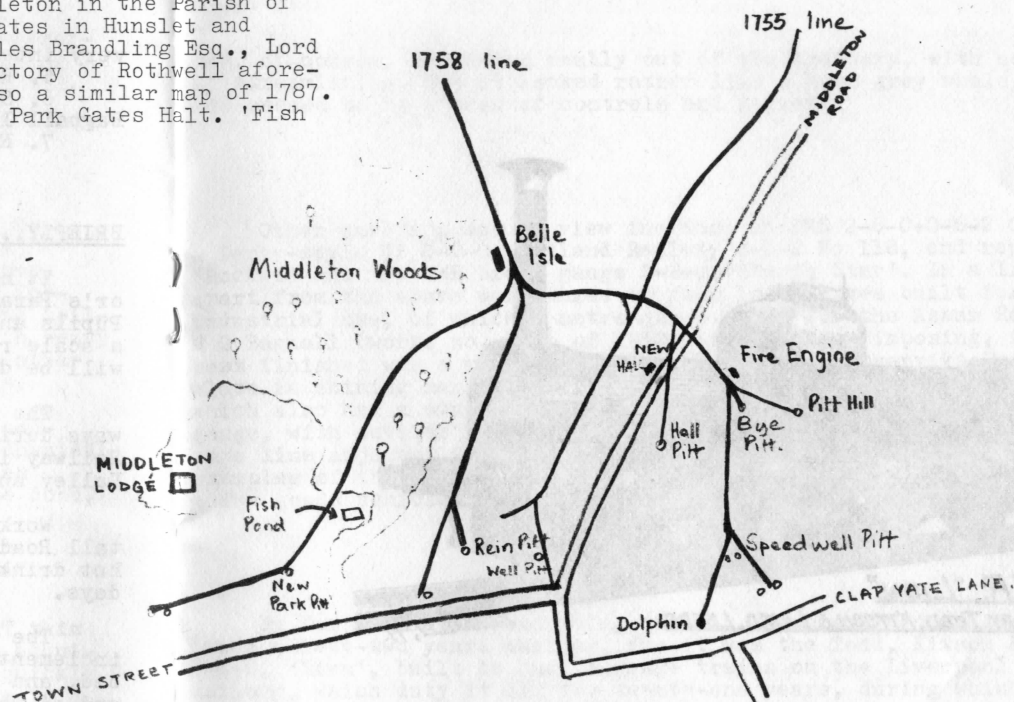
School Steam Days have been arranged for Tuesday and Wednesday 24th and 25th June, commencing at 10.00am, with trains running at twenty-minute intervals. There is always plenty to do on these occasions, and anyone with time available on either of these days will be very welcome to come and help. Please contact Steve Roberts (Leeds 861092).

A letter addressed to "The Personnel Manager, Hunslet Locomotives, Dewsbury Road, Leeds" was recently delivered to our mailbox in Garnet Road--obviously our collection of locomotives had not gone unnoticed by the local postman! The letter was duly handed to Mr Roy Jolliffe, the Works Manager of the Hunslet Engine Company, for whom it was obviously intended.

Based on 'A plan of the Township or Manor of Middleton in the Parish of Rothwell in the County of York, and of several Estates in Hunslet and Beeston in the Parish of Leeds, belonging to Charles Brandling Esq., Lord of the said Manor and Owner of the impropriate Rectory of Rothwell aforesaid.' Made in 1780 by Jonathan Seal of Leeds, also a similar map of 1787. 'Belle Isle' is the site of our present Middleton Park Gates Halt. 'Fish Pond' is the present boating lake.

New light on old lines

JOHN BUSHELL



Recently discovered facts on the Middleton Railway of 1780! It is well known that, in the eighteenth and nineteenth centuries, there were numerous separate collieries in the Middleton area. The map in 'The World's Oldest Railway' describes the positions of some of these pits, but we have always known that there were several others. The 1793 and 1803 Acts of Parliament, which superseded our famous 1757 Act, speak of "fresh winnings and new waggonways". Obviously, these must be additional to our original Act and the 1755 line to Thwaite Gate, where there was a river staithe in use until 1807.

Not a great deal was known of the exact location of these early lines, though I have long suspected that the various broad pathways through Middleton Woods were originally trackbeds of early feeder lines. Examining these paths, often on slightly elevated embankments or in shallow cuttings, it has seemed possible that they were feeders to the two main lines. Similarly, the 1755 route shown in the various Middleton maps has been a mixture of sure knowledge and conjectural guesswork.

Two recently unearthed maps—one now in Leeds City Archives, the other in the possession of Mr E Doherty of Middleton—give us greater information than we had previously. The one in the Archives, dated 1780, confirms, for example, a woodland path as a link to the 1758 line. Whilst there is little differentiation between rail and road as such, it seems most unlikely that transshipments would take place, with the extra expense and damage to the coals. Our system was much larger than we supposed.

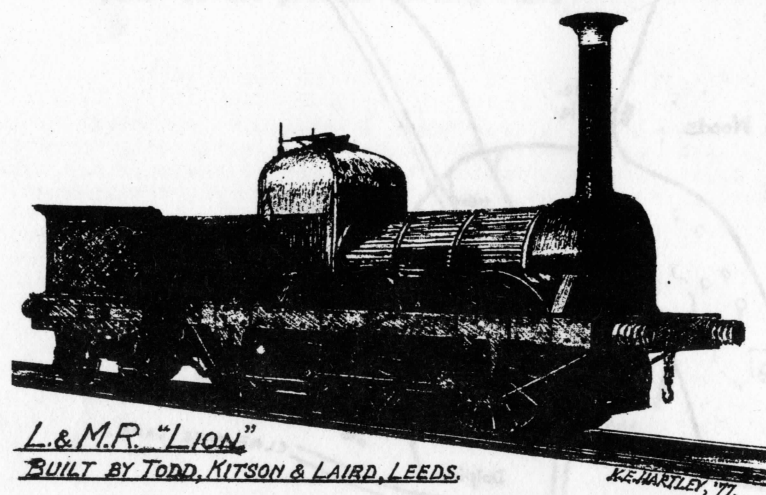
There are, however, some errors in our understanding of the Belle Isle area. The 1755 route is shown entirely independent of the 1758 line, not leaving the main line at New Pit. It ran farther east, higher up the hillside, linking Day Hole End to Woodhouse Hill Lane by roughly following

the contours. By a comparison with later Ordnance Survey maps of the area, it seems it would have been possible to trace the routing in the form of field tracks, footpaths and boundary walls until the 1930s and 1940s, when the development of the Belle Isle housing estate took place. Most of the traces have now been totally obliterated.

Mr Doherty tells me of a short section of old trackbed near Woodhouse Hill cemetery. The other survival is at Thwaite Gate, where the route followed the stone wall to the north side of the old tram depot, before crossing the Leeds-Wakefield road to the south of the Crooked Billet Inn. From here, it curved south-eastwards to form some river staithes. Could the short sections of riverside stone wall be part of the 1755 loading point? Are the stone walls in this area made of old stone sleepers, as in the case of Hunslet and Belle Isle? Recent building construction has resulted in the excavation of the track bed close to Hunslet tram depot. I have twice visited the site, but spotted nothing of special interest. Since closure in 1807, other buildings have occupied the site and obliterated all traces of the line.

Mr Doherty's map covers the area close to the present Great Wilson Street. The renowned coal staithe, as found on Whittock's print of 1829, was constructed at or about the start of the steam era. What we did not realise is that the staithe was built to the west of the earlier line, which appears to follow the route of Kidacre Street.

The most striking new fact is the complicated layout at Belle Isle, close to our present Middleton Park Gates Halt (see map). If we consider the short length of the working day for a horse, there must have been vast stalls to accommodate the necessary 'motive power', and vast quantities of manure for John Blenkinsop's garden!



EARLY VICTORIAN

Kenneth Hartley

I just managed to get to the last day of the big display of locomotives and rolling stock outside Faverdale wagon works, during the 1925 centenary celebrations of the Stockton & Darlington Railway. This event had been so enjoyable that I determined to get to the Liverpool & Manchester Railway celebrations held five years later, despite the fact that short-time working and a scarcity of spare cash were all too common at this period.

Of necessity, this outing also was made almost at the end of the celebrations, but nevertheless it was very satisfactory in every way. True, the line-up of locomotives and rolling stock was not so large or varied as at Darlington, but it included examples of the latest main-line types--GWR 'King', LMS 'Royal Scot', Southern 'Lord Nelson', and the LNER 4-6-2-2 "Hush-Hush" high pressure loco, No 10000. This last engine

was, of course, something really out of the ordinary, with some degree of streamlining, but it looked rather like a huge grey whale, and the cab seemed to be a mass of controls and gadgets.

Other motive power on view included an LMS 2-6-0+0-6-2 Garratt, a Derby-style 7F 0-8-0, Midland Railway 4-2-2 No 118, and replicas of 'Rocket' and the GWR broad gauge 2-2-2, 'North Star'. In a little group apart from the above were three or four locomotives built for overseas and industrial use, of which a metre-gauge 4-6-0 for the Assam Railways, by W G Bagnall (works no. 2416 of 1930) was the most imposing, although the best finished was a metre gauge 2-6-2T for the Tanganyika Railway, immaculate in shining maroon livery and built by the Hunslet Engine Company, which also had a sturdy 0-6-OST industrial on view, probably standard gauge, with outside cylinders, I think. The rolling stock exhibits, placed on a line adjacent to that on which the main-line engines stood, included examples of the latest coaching stock of the "Big Four", together with a few goods vehicles of special types.

By far the most fascinating exhibit, however, had originated in Leeds ninety-two years earlier, for it was the Todd, Kitson & Laird 0-4-2, 'Lion', built to haul luggage trains on the Liverpool & Manchester Railway, which duty it did for twenty-one years, during which time it passed into the stock of the LNWR. This company disposed of it to the Mersey Docks & Harbour Board, which certainly got a good £400-worth and more out of its purchase, for the locomotive served as a stationary engine for nearly seventy years, driving the primitive chain pump at the Prince's Graving Dock.

After a working life of ninety years, the engine was retired and presented to the Liverpool Engineering Society, which sent it to Crewe for a thorough restoration. Those who were lucky enough to see 'Lion' at Wavertree will all agree, I think, that the job was excellently carried out.

With the old veteran fully restored to working order, an ex-Furness Railway four-wheel tender was suitably adapted to carry the fuel and water supplies and, in anticipation of the 1930 celebrations, a replica train of early Liverpool & Manchester Railway coaches was specially built by the LMS.

This consisted of six carriages, three first-class and three third-class. The former were three-compartment, fully upholstered vehicles,

strikingly finished in yellow and black--quite comfortable, too, with only three seats per side, although the low roof tended to remind one of the old horse-drawn cabs of pre-taxi days.

The third-class carriages, painted in pale blue, were, quite simply, open trucks with no seats, and offered but little comfort or weather protection. An example of each type of coach can be seen in the National Railway Museum at York, as well as in the Land Transport Gallery of Liverpool Museum. The latter place also houses O-6-OST No 1 of the Mersey Docks & Harbour Board, built by the Avonside Engine Co., of Bristol, in 1904, and at work on the docks railway until 1966.

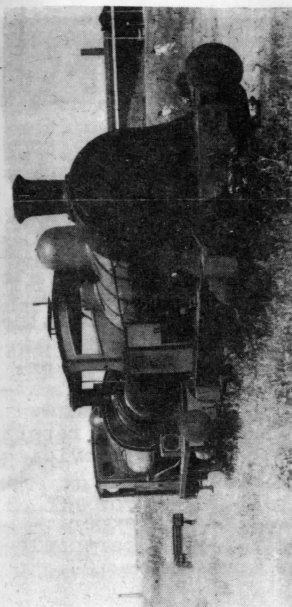
'Lion' and its six coaches were not static exhibits at Wavertree, however, for the exhibition site was very extensive, and to complete this unique, full size "veteran train set" a large diameter circle of track had been specially laid on which it could operate. There was also a timber-built platform, and all the train staff were attired in appropriate period costume.

Although photographs in the press had given me some idea of what to expect, they could not convey the colourful appearance of the train as passengers joined it. 'Lion', in dark green paint, brown wooden boiler lagging, and with copper firebox sheathing and chimney top shining, was steaming well, with the safety valves frequently sizzling.

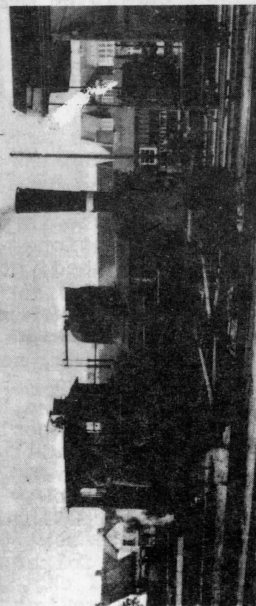
In due course I bought my ticket, and, anticipating by some forty-six years a similar experience on the Middleton Railway, travelled third class in an open carriage. The veteran O-4-2 played with the light load, even on the 50psi at which the safety valves were set, and plodded steadily round the track. There was time before the next departure to briefly sample the first-class accommodation--comfortable indeed, but nothing like so good for sound effects as the open third! Truly, this was a very memorable, if brief, journey, and I lingered for quite some time at Wavertree before returning to Liverpool itself.

Here, in St George's Hall, was a large and varied display of railway models, mainly locomotives in many forms, ranging from coal-fired live steamers of from $7\frac{1}{2}$ " to $9\frac{1}{2}$ "/ $10\frac{1}{4}$ " gauges down to electrically driven models to run on $\frac{3}{8}$ " gauge track. The latter, made by a Mr J J Langridge, consisted of two LSWR types--an O-6-0 tender loco with several wagons, and a Drummond O-4-OT auto-train loco with its two saloon bogie coaches. The workmanship on these early forerunners of today's popular N (9mm) gauge equipment was really outstanding, even to spoked wheels on the goods wagons!

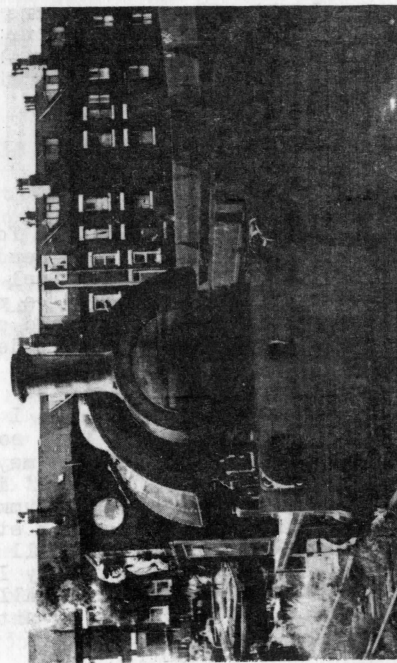
This exhibition of miniature locomotives and models closed at 9pm, well before I was due to get my train back to Halifax! Nevertheless, I was surprised to find that I actually slept for much of the journey, which was finally completed by a three-mile walk home at around 2am!



Two other veterans which should be seen on our trains this year are 'Windle' and 'Henry de Lacy II', photographed last June at Tunstall Road. (Photo by Ian Smith)



The highlight of this season's operations promises to be the entry into service of the Hartmann O-4-OWT, Nr 385, seen here in its Danish State Railways days. (Photo by F W Hampson)



The workhorse of the 1980 passenger season is likely to be the Bagnall O-4-OST, 'Matthew Murray' seen (LEFT) in Dartmouth Yard in 1975, and (RIGHT) in close-up as MRA members Andrew Wood and Jonathan Wainwright prepare the engine for its appearance in last summer's Lord Mayor's Parade. (Photos by K J Mills, Ian Smith)



ASSOCIATION ADVERTISER

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

EDITORIAL

Following the uncertainty at the beginning of the year, it is good to be able to include a summary of the questionnaire results in this issue. It was very well received by the membership as a whole, and your Committee have already acted upon several of the ideas received, as witness the revamped newsletter and the Sentinel project, which had in fact been considered before the questionnaires were sent out, but which eventually materialised in its present form as a direct result of a number of pungent comments about the amount of work being given to MRA members. I can report that all is going well at present, and I hope that the engine is providing us all with the work we all want!

The much requested slide shows take place shortly, and are experimental, to see if they will attract members. If they do, we will certainly put on a complete programme this coming winter, so the onus is on YOU, the member, to come and support us.

My final thought for this issue centres around the events of 1981, when the MRT celebrates the 21st anniversary of its becoming the first standard-gauge preserved railway to begin operations, in June 1960. We should like to assist with the celebrations and, apart from restoring the Sentinel, we are looking for suggestions from you. Please let the Committee Secretary, Jerry Wilkinson, know, either at the line or by writing to him at: 36 Kellett Road, Leeds 12. Failing that, just tell any Committee member and he will pass on your suggestion to the Committee for consideration.

Ian Smith

WANTED SECTION

1. Any second hand goods, books, etc., for sale at our sales stand at galas and on occasional weekends. We need anything which may be resold, in order to raise funds for the Sentinel restoration. Remember, she is 'our' loco to restore, and any money we raise towards her restoration means more money for the Trust to spend on the badly needed locoshed, so we would be indirectly helping to provide funds for that job too.

2. Quizzes, crosswords and all forms of written articles for inclusion in Association Advertiser. Once again, I am short of things to print, so can members please try to come up with something for publication, no matter how small the finished article may be? I'll print owt! Likewise, the Locospotters' Section of the 'News' is coming on nicely, but we could do with some more correspondents. As summer is coming, most of you will be going on holiday and visiting other steam railways, so let me have all the information on what you see. All contributions will be acknowledged in the News, and the more variety I receive, the more interesting I can make the magazine and the News. All contributions should be sent to me at the address above. Thanks in anticipation of your help, folks!

Ian Smith

MODERN RAILQUIZ ANSWERS

1. 50041 'Bulwark'; 47538 'Python'; 87019 'Sir Winston Churchill' (large numbers of you missed the 'Sir' from the name, so we decided to be kind and allow you a correct answer there!); 86101 'Sir William A Stanier FRS'; 55003 'Meld'.
2. The first thirty Class 56 locos were of course built in Romania.
3. The engine is the uprated version of the Class 40 engine, the 16CSVT, where the C indicates charge air cooling to give the extra power.
4. No 47601 carried the prototype 16RK 3CT engine, as now carried by all Class 56 locos.
5. The infamous loco was D326, which had an unenviable reputation for a number of years, as quite a few enginemmen were killed on and around her. She was featured in a magazine article last year as "the unluckiest engine in Britain".
6. The other loco on the WR was 55018 'Ballymoss'.
7. 'Scafell Pike'.
8. Class 74, which were electro-diesel locos.
9. The locos are the Class 76, which are so named after the LNER prototype, 'Tommy', was loaned to the Dutch after the war, and given that name in honour of the many soldiers who had given their lives.
10. The original rated power was 2750hp, although a few locos were built with a different power unit giving 2650hp. Following many problems with the engines, several different ratings were tried before the current 2580hp was finalised.

The quiz was correctly answered by two members, Clive Langston and Alan Simmonds, and to make a fair decision, their names were both placed in a hat (we had hoped for more correct answers!) to give a clear winner. The winning name was drawn out at the February 16th Committee meeting by Steve Mewis, and we hope the membership will agree that this is the fairest way of finding a winner when more than one correct answer is sent in. The winner, therefore, was Alan Simmonds of Gosport, who wins the £2 postal order this time. Well done both lads for the correct answers!

EAST COAST MAIN LINE QUIZ

This was set by Gary Sissons (age 16).

1. What are the distances between the following cities on the ECML:
(i) London to Edinburgh; (ii) London to Leeds; (iii) London to Hull;
(iv) Leeds to Edinburgh?
2. On an Inter-City 125 journey to Edinburgh, how many principal stations would you expect to stop at, including Kings Cross and Edinburgh?
3. There are two very famous tunnels immediately outside Kings Cross station on the way to Edinburgh. What are they?
4. Between which two ECML stations is the longest piece of straight track situated?
5. Before rebuilding in the early 1970s, Peterborough station had to suffer a notorious speed restriction. What was the speed allowed?
6. York has proved to be restrictive to timetable improvements on the ECML. Why is this?
7. Two major bridges carry the ECML over the Tyne at Newcastle, one at each end of the station. One of the bridges is the two-deck High Level Bridge. What is the other?
8. What motive power depots had the following codes in steam days: 34A; 36A; 50A; 51A; 52A?
9. What loco is missing from the following list of successive types of principal ECML motive power? 1898, No 990 'Henry Oakley'; 1902, No 251; 1922, No 1470 'Great Northern'; 1935, No 2509 'Silver Link'; 1961, No D9000 'Royal Scots Grey'.

10. There is to be a major diversion of the ECML in the next few years. Why is it being constructed?

MRA QUESTIONNAIRE RESULTS

A total of 22 people answered the questions out of the 25 sent out, a very good response.

Q1. All members wanted trips to continue.

Q2. By far the majority of members wanted trip to go to a combination of both BR depots and preserved railways (18). The other four members simply wanted preserved lines only.

Q3. All members wished slide shows to continue. The subject matter requested varied, and some members asked for more than one subject, as follows: General Subjects, 14; Preserved Lines, 4; Modern Image, Steam prior to 1968, and other social events, 2 each; Railways of other countries, 1. These suggestions are to be taken up by the Committee when organising the current programme of talks.

Q4. Nineteen members felt the Advertiser involved them. The three that didn't all said the same thing--there was not enough mention of the hard work put into the railway by the MRA. The membership was equally divided over the issue of the quizzes being difficult. Obviously we will have to try to make things a little easier, but not too easy! When asked about articles, the biggest vote (13) came for general railway topics. More news items, preservation only, BR today, and Middleton topics only all got 3 requests, whilst two members only wanted to see steam prior to 1968. Again, some members asked for more than one type of article.

Q5. A total of 16 members voted to retain the Locospotters' Section, three weren't bothered, whilst a further three were against it. Of the few suggestions made about improving it, two members asked for news of steam workings, etc, which has now been incorporated, whilst one member wanted complete lists of locos on a depot or works, and another wanted timings included. Neither of these two is completely practical due to space considerations, but will be borne in mind if space allows.

Q5. No longer applicable due to the Sentinel being offered. However, only one member was totally against it, whilst P2003 got two votes, and 'Henry' one.

Q6 & Q7. The vast majority of members (15) made no comment at all. Of those who did, three members commented about not receiving their newsletters, etc., and the distribution system will be overhauled to stop this occurring again. One member suggested a compulsory attendance scheme or a rota system to help with recruitment. My own feeling is that it is impossible to make people come down to the line, but a rota system might have some promise if we recruit enough members. More social events were suggested by another member. Nice going, but what can we suggest? Any ideas are more than welcome. Better jobs for the lads, more sales stands, and more trips were also suggested by one member each. The latter two are being done anyway, whilst I hope the adoption of a loco will alleviate the first problem. One member wanted the railway open longer, but that's not our problem, whilst two made the comment that they haven't been members long enough to comment.

All in all, this has been a good idea. I hope that we will all gain something from the results of these questions, and that our membership will increase as a result of implementing some of the suggestions.

Ian Smith

MEMBERSHIP RENEWAL

FOR MEMBERS WHOSE SUBSCRIPTIONS EXPIRE IN JUNE.

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From: SURNAME.....
CHRISTIAN NAMES.....
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MY PARTICULAR INTEREST/SKILL IS.....

Please send me....membership forms. I am willing
to assist by rota with passenger train operation
between Easter and September: DRIVING....FIRING....
GUARD.... SALES STAFF.... Training will be given
to suitable volunteers.

Signed.....

Date.....

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